



Wind assisted power spreads its wings

BY NICK SAVVIDES

BAR Technologies has finally sealed the return of wind power with a 34-ship deal with Union Maritime for its WindWings rigid sail technology.



Wing technology will be installed on 14 LR2 tankers, 12 chemical tankers, and eight MR tankers. And BAR claims each sail will reduce carbon emissions by six tonnes on a typical trade route.

"This propulsion technology has huge environmental benefits as well as economic incentives for shipowners and charterers alike – as well as the wider shipping and trading community – in the

form of significant reduced fuel costs," said a BAR statement.

The new vessels will also sport the aero dynamically designed bridge and accommodation block, which is shaped like to wings with a horizontal bridge sitting on top of the structures.

BAR Technologies sales director Tom James said: "When you analyse the performance of WindWings you have to consider the interaction effect of the wings and the ship."

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Survitec highlights fire-related deficiencies and detentions

BY PAUL BARTLETT

UK-based survival technology specialist, Survitec, has revealed that poorly maintained fire safety systems aboard merchant vessels have led to what it calls an alarming increase in fire safety-related deficiencies found during port state control inspections.

The company released a white paper at Posidonia earlier this week revealing that fire continues to be a major cause of shipping incidents, accounting for over a fifth of total losses and the most expensive cause of marine insurance claims.

Metkel Yohannes, Director of Service & Rental Solutions at the company, said: "Analysts report a 17% year-on-year rise in shipboard fires, which correlates with an increasing number of reports and testimonies from our network of certified service technicians and engineers that document serious faults requiring immediate corrective measures."

Noting that some shipowners and operators are taking shortcuts on fire inspections to save money, he commented: "We're finding basic errors and oversights that do not become apparent until either the ship fails and inspection and is detained ... or there is a fire."

■ [Continues on page 3](#)



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Franman and IMI sign MRO and New Build services agreement

Franman is to become International Maritime Industries' (IMI) exclusive agent for Greece and Cyprus under a deal signed at Posidonia.

Athens-based Franman, a leading representative and supplier of equipment, parts, products and services to the shipping industry, will be sole agent responsible for promoting Maintenance, Repair & Overhaul to potential Greece- and Cyprus-based clients. for Saudi Arabia's IMI, the largest full-service shipyard in the MENA region.

IMI spans more than 11 million square meters and caters to a wide range of commercial vessels, including VLCCs, bulk carriers, tankers, offshore support vessels and offshore jack up rigs.

Feras Al-Sahan, Acting CEO of IMI, said: "Through our collaboration, as the largest full-service shipyard in the MENA region, and with Franman's expertise and far-reaching market presence in Europe, we can jointly unlock opportunities for the maritime sector and in turn spur economic growth."



■ Continued front page 1

Survitec highlights fire-related deficiencies and detentions

In one case, Survitec was called out to a vessel following a fire in the engine room. The crew have successfully extinguished the fire but suspected that the high expansion foam firefighting equipment was faulty. This turned out to be a blockage in the system – although the crew had installed a new foam pump, they had forgotten to remove one of the protective caps from the inlet.

In another incident involving a bulk carrier, a fire broke out aboard the vessel soon after she left port. Although a fire safety inspection had been carried out and appropriate certification issued by a local service provider, a survey revealed that half of the cylinders had failed to activate despite the CO2 system having been signed off. The incident caused significant damage, a lengthy period of off-hire, and a bill of between \$2-3 million.

Yohannes commented: "We see evidence of a slip in standards regarding basic safety practices but also a wide disparity in service quality between service providers. Approval stamps are being applied to fire systems and appliances that would or should not pass inspection. Some issues are self-evident; for example, rust on a valve or fire extinguisher is clear to see, but other issues are less obvious and can have catastrophic consequences."

He continued by highlighting new challenges. Alternative fuels and the transport of new and secondhand vehicles with lithium-ion batteries introduce new risks and safety challenges that cannot be ignored, he said.



Lithium-ion fires not only generate toxic gases but cannot be extinguished with conventional shipboard firefighting equipment. Neither are ships' crews trained to tackle them.

"Shipowners and operators need accredited service partners they can trust," he continued. "They must have confidence in the system of approvals. It is clear there are substandard inspections taking place, which is worrying ... As an industry, current practice should be reviewed to determine if more oversight and governance, and more quality control procedures are required to protect crew and vessel safety."

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Seamar Management chooses FuelOpt for supramax fuel savings

■ Manta Marine Technologies closed a deal at Posidonia to install its FuelOpt propulsion optimisation system on Seamar Management SA's 58,700 dwt bulk carrier M/V Bulk Friendship.

The 2011-built supramax will benefit from improved operational performance and optimisation of fuel consumption, joining a fleet of over 400 vessels worldwide using the automated system.

Manta Marine Technologies Chief Commercial Officer, Richard Engelhart

Bjercke told Posidonia Today: "Maritime is rapidly working towards a more sustainable future, and we are proud to support emissions reductions with a range of solutions that meet operators at their needs while continuing to advance their commercial interests.

"FuelOpt offers tangible results to shipowners like Seamar who are proactively working to minimise fuel costs and reduce emissions in line with recent regulatory requirements, and we look forward to working closely together with their skilled and experienced team."

FuelOpt dynamically controls propulsion output based on parameters set by the crew, ensuring that power is optimised throughout any changes in environmental

conditions. The system removes costly variations caused by human operational factors and frees up crew to focus on other essential tasks.

Salonikos Salonikidis, Project Manager at Seamar, said: "Manta Marine Technologies has extensive expertise in vessel efficiency, and FuelOpt™ aims to achieve fuel and emissions savings. This will enable us to proactively reduce emissions and streamline operations on board with a fast payback time on our investment."

Korean yards bag ABS AIPs for MR tanker, VLAC

In a busy week of tech innovation, HD Hyundai Mipo and Samsung Heavy Industries Co., Ltd. are the latest yards to receive Approvals in Principle (AIPs) for new offerings.

ABS has granted AIPs to a 50,000 dwt ammonia-powered MR tanker design proposal from HD Hyundai Mipo, and a midship section and cargo tank for a 96,000 cbm very large ammonia carrier (VLAC) by Samsung Heavy Industries.

Samsung's VLAC design is among the largest in the world and the result of a joint development project that included the production of a 3D structural cargo hold model from SHI for review by ABS. The class society also completed structural analysis and design reviews based on class and statutory requirements.

"The utilisation of ammonia is anticipated to increase as industries move toward more sustainable energy sources, and shipping will have a critical role to play. By working with innovative clients like SHI on new carrier designs, ABS is playing an important part in the energy transition by supporting the safe and efficient transport of ammonia at sea," said Vassilios Kroustallis, ABS Senior Vice President, Global Business Development.

"The development of the ammonia carrier

is a significant step towards realising our vision for a sustainable future. We will continue to pursue innovation to accelerate the advent of a carbon-free era and set the standard for future energy transportation," said Heaki Jang, Executive Vice President and CTO of Samsung Heavy Industries.

HD Hyundai Mipo's tanker design will feature an ammonia engine designed by WinGD and manufactured by HD Hyundai Heavy Industries – Engine & Machinery Division (HHI-EMD), along with its ammonia fuel supply system designed by HD Korea Shipbuilding & Offshore Engineering (KSOE) and an ammonia boiler designed by Kangrim Heavy Industries.

ABS also completed design reviews for this project based on class and statutory requirements.

Dongjin-Lee, Head of Initial Design Division of HD

Hyundai Mipo, said: "HD Hyundai Mipo was the first in the shipbuilding industry to establish a carbon neutrality roadmap for 2050 and is accelerating the development of eco-friendly ships according to this roadmap. The recent certification is part of our efforts to develop new fuel ship types. With this certification, we have taken the lead in popularising zero-carbon ammonia-powered ships and have solidified our position as a leader in the development of decarbonisation technologies."

"ABS is committed to supporting our clients in their decarbonisation strategies. Ammonia promises a low-carbon solution for the shipping industry, and ABS is well-placed to tackle the unique challenges presented by it. Along with safety excellence, our deep technical expertise in alternative fuels and engine designs makes us the ideal classification society for innovative projects such as this," said Dr. Chris Leontopoulos, ABS Vice President, Technology.



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ABS to create Hellenic Ship Safety Center

BY GARY HOWARD

Plans for a pioneering new ABS ship safety center in Athens were unveiled at Posidonia, where cutting edge training techniques will be deployed to prepare seafarers for the future of the maritime industry.

■ ABS is addressing head on the safety concerns arising from a rapid pace of change in shipping with its plans for a Hellenic Ship Safety Center in Athens. The classification society, which holds the largest share of the Greek fleet in dwt and gt terms, seeks to ensure the future of safety and future of learning align at its new center.

Immersive training techniques, game-based learning, and virtual reality (VR) environments will be employed to help prepare seafarers for a multi-dimensional industry with alternative fuels and emerging technologies. Critical emerging safety issues such as handling dynamic fuels, risks generated by cyber-enabled systems, hybrid battery propulsion and other technological and decarbonisation-driven changes onboard will be addressed by the center's training programmes.

Speaking at the announcement of the plan, ABS Chairman and CEO, Christopher J. Wiernicki, stressed that decarbonisation advances that do not prioritise safety are not sustainable.

"There is a lot of focus on technology readiness timelines but what we need to focus on is people readiness timelines," said Wiernicki.



Minister of Shipping and Insular Policy of Greece Christos Stylianides and ABS Chairman and CEO Christopher J. Wiernicki

"Just think about the degree of change faced by a seafarer today: dynamic versus static fuels, advanced electrification systems, innovative power trains, active energy efficiency devices, soon you can add carbon capture systems, the toxicity challenge of ammonia and further down the track maybe nuclear propulsion.

"Clearly, the coming generation of seafarers will need to acquire a range of new skills and competencies, and the industry needs to invest in training and development to ensure that these skills are effectively transferred."

The center has attracted the support of key powers in the Greek shipping community, including the Hellenic Ministry of Maritime Affairs and the Union of Greek Shipowners.

The center was announced with an opening address from Christos Stylianidis, Minister of Maritime Affairs and Insular Policy of Greece. It was followed by a panel discussion on the future of safety, learning and training featuring Wiernicki, Ted Petrone, Vice Chairman, Navios Maritime Partners L.P. and Dimitrios Fafalios, president of Fafalios Shipping S.A., Chairman of Intercargo, and Secretary to Board- Union of Greek Shipowners, moderated by Nigel Lowry of Lloyd's List.



Nigel Lowry, Informa UK Athens Correspondent, Dimitrios Fafalios, Fafalios Shipping S.A. President/Director, Christopher J. Wiernicki, ABS Chairman and CEO and Ted Petrone, Navios Maritime Partners L.P. Vice Chairman



Charting Transition to Zero-Emission

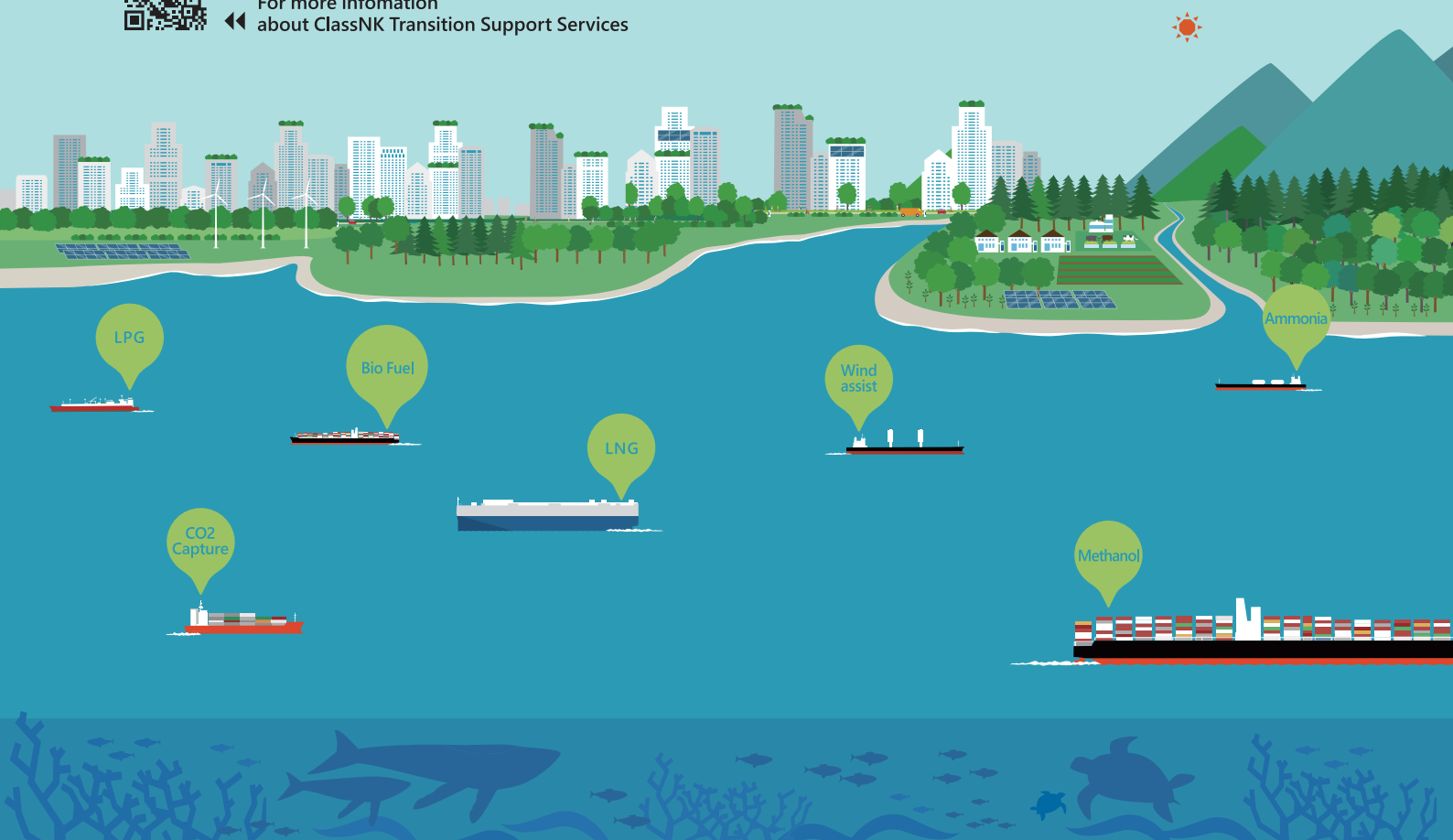
Revised IMO targets to reduce GHG emissions and the EU's expanded climate policy package are driving increasingly stringent regulations for shipping. In the meantime, the infrastructure for supplying zero-emission fuels is still under development. In the immediate term, shipping stakeholders seeking to make progress towards zero-emission need to select GHG reduction measures based on their circumstances and the specifics of their individual vessels.

To support its clients' ongoing efforts to reduce GHG emissions, ClassNK is extending its "ClassNK Transition Support Services." Based on a holistic assessment of customer needs and implementation strategies to achieve optimal solutions, the expanded service focuses on three types of GHG emissions reduction measures: the introduction of alternative fuels for ships; energy efficiency improvement technologies; and the use of onboard CCS.

ClassNK is committed to making a full contribution to charting a course towards zero-emission for our clients and society.



For more information
about ClassNK Transition Support Services



■ Continued front page 1

Wind assisted power spreads its wings

That also includes the newly designed bridge and the hydrodynamically optimised hull which James said will save up to 12% in fuel consumption. But James was keen to emphasise that it was the overall performance of the all the constituent parts of the system and the way they interacted that would ultimately give an accurate account of fuel consumption reductions.

It was with this in mind that DNV has devised a methodology for measuring the changes in vessel performance when wind power is introduced.

The system is called the on/off test, which was first applied to the Cargill vessel, the Pyxis Ocean.

Essentially, the test includes measuring ground and water speed with shaft power and comparing that with the wings in operation to having no wing power at all. The on/off test revealed a 31.8% power reduction on the Pyxis Ocean with sails operable with an increase in speed.

The wingsails themselves are manufactured in China with a steel structure, with the surface area of lightweight glass composite, similar to wind turbine blades, with the wing weighing in at 200 tonnes and the plinth on which it sits adding 40 tonnes.

James said that there will soon be strain gauges to measure the loads on the sails and plinth in varying weather conditions.



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Cargoes that pack a punch

BY NICK SAVVIDES

A group of industry bodies have banded together to produce guidance on some surprising, and some less surprising, hazardous cargoes that could save lives, the environment and unnecessary cost.

The Cargo Integrity Group (CIG) brings together seven maritime, port, cargo and insurance interests in an effort to reduce the number of incidents that can occur due to badly packed or handled freight, either at sea, in port or on inland delivery.

The list is divided into the various types of hazard that they represent, including fire and explosive risks, spills and leaks, and improper packing. CIG They emphasised that these cargoes of concern are far more likely to pose a danger when they are mis-declared or have incomplete or incorrect information about their identity.

Much of the list is compiled from the freight insurer TT Club and a report by the International Cargo Handling Co-ordination Association (ICHCA) which was recently submitted to the IMO and from the Cargo Incident Notification System (CINS) which collates information from shipping lines on such incidents.

"The combined experience of our organisations has been harnessed to identify these categories and result in pin-pointing some commodities where the risks are perhaps less obvious," said Peregrine Storrs-Fox, Risk Management Director, TT Club.

Storrs-Fox added that some of the freight on the list have seen well documented incidents, but others, such as "the combustible qualities of seed cake or the hazards associated with cocoa butter or vegetable oils, will be less well-known."

Every player in the supply chain has a responsibility to those further along the line for their health and safety, so it is incumbent on each player to ensure that their cargo is properly listed, packed and stowed.

"Complying with regulations and following the advice in the CTU Code saves lives, and we appeal to everyone shipping, packing and handling commodities that fall within the categories of these cargoes of concern to be particularly diligent," advised Lars Kjaer, Senior Vice President at the World Shipping Council.

Global Shippers' Forum director James Hookham told Posidonia Today: "Seed cake is a natural product that can self-heat and eventually burn through bacterial action. A bit like a garden compost heap."

For this reason, it must be transported in the manner and conditions that prevent it from heating.

"You wouldn't think it looking at it and given its use as feed for livestock you would think it harmless, but cases have been reported of spontaneous self-heating in containers leading to loss of the load and the need for cooling and fire-fighting measures. Hence our concern, added Hookham.



REACTIVE HAZARDS

These cargoes can catch fire and cause significant damage and casualties under certain conditions. They are generally subject to Dangerous Goods regulations. *Examples are:*

- Charcoal / carbon
- Calcium Hypochlorite
- Lithium-ion batteries
- Cotton and wool
- Fishmeal and krill
- Seed cake



SPILL OR LEAK RISKS

These commodities can present a risk if not packed properly or if they are damaged. Spills or leaks from these cargoes can harm the health of people cleaning up the spill as well as the environment. *Examples are:*

- Hides and skins
- Wine
- Bitumen
- Cocoa butter
- Waste - recycled engines and engine parts
- Vegetable and other oils, particularly when packed in flexitanks



IMPROPER PACKING CONSEQUENCES

These cargoes can catch fire and cause significant damage and casualties under certain conditions. They are generally subject to Dangerous Goods regulations. *Examples are:*

- Logs and timber
- Steel coils
- Marble and granite




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Ballast water deadline must not slip by unnoticed

The IMO Ballast Water Convention is due to enter force in less than three months. From September 8th, ships subject to the IMO's Ballast Water Management Convention must have a D-2 compliant system installed, in proper working order, and meeting relevant discharge limits

System manufacturer, BIO-UV Group, predicts an increase in inspections as Port State Control surveyors check on installations and system performance. And despite the two-year grace period agreed under the Experience Building Phase of Resolition MEPC.290(71), ships can still be detained if systems are found to be poorly maintained, operated, or documented, the company has warned.

The two-year grace period precludes ship operators from being penalised for non-compliant ballast water discharge. But ship operators whose vessels are found to have other deficiencies could find themselves vulnerable and subject to delays, experts say.

Charlène Ceresola, BIO-UV Group's BWT Project Manager, commented: "We are aware of increased Port State Control

inspections in China, Australia, and the US, as they implement Focus Campaigns on ship machinery and electrical systems. Although ballast water treatment systems are not being singled out specifically, the Focus Campaigns aim to prevent any mechanical or electrical systems failure on board."

She continued: "We expect the Paris and Tokyo MoUs to follow suit. If there are clear grounds that crews are incorrectly operating and maintaining the BWM system or if record-keeping is lackadaisical ships could be penalised."

Meanwhile, an annual BWM system report is currently a mandatory US requirement for vessels navigating US waters. But elsewhere, as of now, an annual check is

only an OEM recommendation supported by IMO Guidelines.

Ship operators with BIO-SEA installations can gain support from the ballast water manufacturer's BWTS Compliancy & Performance service in which service teams carry out inspections. Identify any issues, and undertake repairs if necessary.

The company's Maritime Division Director, Maxime Dedeurwaerder, said: "A ballast water treatment system is a closed-loop system so regular maintenance is the only way of knowing if a UV-based system's lamps, reactors and filters are working as they should. It is essential to comply with these checks and maintenance procedures to ensure the continued compliance of the system.

"An annual system check is crucial. Ship operators really can't afford for port authorities to suspect the crew doesn't know how to correctly maintain, operate or calibrate the system," she added.

Celebrating 50 Years in Piraeus

Posidonia 2024 marks the 50th anniversary of the Republic of the Marshall Islands (RMI) Registry's Piraeus office, which provides service and support to owners and operators not only in Greece but throughout the globe.

Located along the historic Akti Miaouli, the Piraeus office opened in 1974 as a marine safety center supporting clients of International Registries, Inc.'s (IRI's) predecessor company offering services in local time, a unique client benefit in the days before digital technology. The office grew to become a regional hub and today is the Republic of the Marshall Islands (RMI)



Registry's largest regional office offering not only marine safety services, but also administrative, technical, seafarer, and other maritime operations services for clients throughout the world.

"Recognizing the five decades of contribution from the Piraeus office at Posidonia 2024 is very special for me," noted Theo Xenakoudis, Chief Commercial Officer and Managing Director, Piraeus.

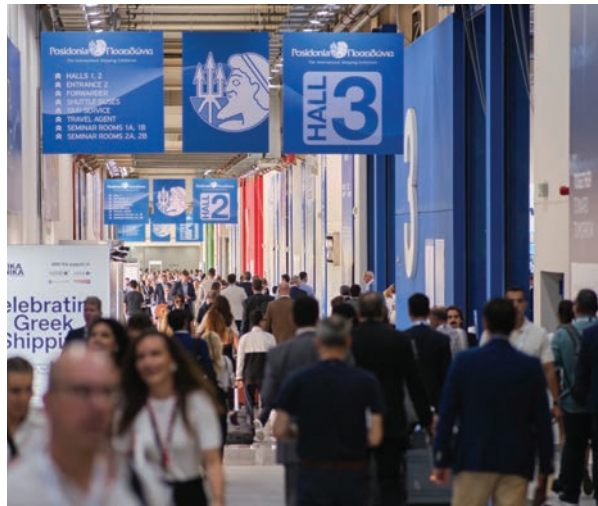
Theo joined IRI more than 20 years ago when the office was only four strong and led by his father Captain Costas Xenakoudis together with Captain John Giannopoulos. "It is humbling to look back on how far we have come and recognize the hard work, focus on client service, and dedication it has taken to get here," he commented.

Alternative Fuels & Seafarer Upskilling Dominate Discussions

Alternative fuels and seafarer upskilling took centre stage at the ‘Greener Shipping Summit 2024’ under the theme ‘New Technologies and Education’.

Organised by Newsfront/Naftiliaki and supported by MARTECMA (Marine Technical Managers Association), the keynote message from Dimitris Fafalios, Chairman of INTERCARGO, was clear: “We cannot achieve the IMO goals without safety. Shipping is an extremely broad term covering many sectors: Dry Bulk, Tankers, Gas Carriers, Ro-Ros, Car Carriers, Ferries, Cruise Ships, and more. Shipping, however, can be divided into two basic economic models. The first is Liners, and the second is Tramp/Bulk, which includes all solid, liquid, and gas bulk carriers. To develop the right regulations for decarbonisation and safety, we must help our regulators to understand the fundamental difference between shipping’s two basic economic models.”

The challenge of having to train an estimated half a million seafarers to handle the alternative fuels that will power fleets around the world was hotly debated, with panellists and the audience engaging in a constructive debate. Contentious issues included the number of seafarers who will require training, the number of trainers and methods to do so, and whether upskilling would be a prerequisite for the energy transition, given that the shift from steam to diesel had not required extensive upskilling programmes in the past.



According to Fafalios, hundreds of thousands of seafarers around the world will need retraining to handle the new fuels and technologies necessary to push the decarbonisation of shipping forward, and that figure excludes shore-side staff who are also vital to the safe and green operations of fleets worldwide.

Natassa Kouvertari, Project Manager at the Maritime Decarbonisation Hub, Lloyd’s Register, put the number of seafarers who will require training to safely handle alternative fuels at up to

800,000. “Global naval education is not a dream, but it needs to happen gradually across various levels and clusters. It cannot happen overnight. Decarbonisation and digitalisation are two areas of shipping where upskilling, hard skilling, and meta-skilling will play an important role for the safety of our crews and vessels. Many training, learning, and development programmes are already in place, and the IMO will eventually mandate a curriculum for global adoption.”

Kostas Spyrou, Professor at the School of Naval

Architecture and Marine Engineering, National Technical University of Athens, said: “We need to make teaching a bit more motivating for the trainees and the trainers. Digital skills are a priority at both academy level and in the retraining of those already in a career. Sustainability is also an important subject that seafarers need to be educated on. Management skills training is also very important, helping seafarers assimilate information and make the right choices when onboard.”

Auramarine sees green future for fuel handling systems

“There will be no silver bullet,” in developing greener fuel handling systems, says John Bergman, CEO of Finland-based Auramarine, a long-term systems supplier to the Greek market.

“The future market in alternative fuels promises to be huge, but achieving that stage will be no straight line,” adding that obstacles will include the spate of new regulations and regulatory processes.



Albwardydamen and MHI marine machinery systems LTD have signed a service agreement for the Middle East.

Moving ahead, Albwardydamen will support MHI customers with their maintenance needs.



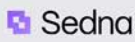
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DNV says onboard carbon capture is attracting interest

BY PAUL BARTLETT

The classification society's Chara Georgopoulou, Head of Maritime R&D and Advisory, Greece, presented the findings of a white paper about onboard carbon capture during DNV's Expert Talks at Posidonia 2024 earlier this week.

Carbon capture and storage is attracting attention as a topic, Chara Georgopoulou, DNV's Head of Maritime R&D and Advisory, Greece, said, because it offers shipowners and operators the chance of continuing to run ships on conventional fuels while also cutting emissions.

However, she revealed that DNV's analysis in the white paper, 'The potential of onboard carbon capture in shipping', has concluded that its success will depend on collaboration between regulators, policy markets, industry stakeholders, and suppliers.

The study assessed scope for the technology as a way of decarbonising ship operations. It examined the technical, economic, operational, and regulatory

challenges, as well as the integration of onboard carbon capture into the carbon capture, utilisation, and storage (CCUS) value chain.

CCUS is the means by which carbon dioxide is captured and recycled for future use or permanently stored in deep underground or subsea reservoirs.

The sector is generating demand for a new type of gas ship – the LCO₂ carrier. Several of these vessels are now under construction for Norwegian and Greek owners at shipyards in China.

Georgopoulou said: "Onboard carbon capture is expected to be part of a range of future options which will help shipping achieve its decarbonisation

goals. However, further collaboration and testing is required to verify its performance.

The commercial attractiveness of onboard carbon capture will depend on the terms under which regulations can credit the removal of carbon emissions, and how smoothly it can be integrated into the growing CCUS value chain."



Tramp shipping challenges and safety in the spotlight

Maritime London and the British Embassy in Athens jointly hosted **Securing Your Ships from External Disruptions: Safety and Decarbonisation Perspectives** at Posidonia this year.

The historic links between two great shipping nations were celebrated at the National Library of Greece this week, where maritime experts debated pressing issues in the industry.

In his keynote address at the event, H.E. Matthew Lodge, His Majesty's Ambassador to the Hellenic Republic, said: "The United Kingdom and Greece are two proud and longstanding seafaring nations. Each in their different ways have been shaped by the seas around us – our particular geography and history.

"The UK has played a vital role in creating the frameworks that global maritime relies upon, and we will continue to use that voice, alongside international partners, and allies such as Greece, to support the development of international standards and guidance that are fit for the future."

The first of two panel discussions at the event focused on safety in the heightened-risk environment facing shipping.

Session moderator Jos Standerwick, Chief Executive, Maritime London, said: "Global supply chains are under a perfect storm of geopolitical pressures, and

ships and seafarers are quite literally caught in the crosshairs. While the shipping industry has once again demonstrated the flexibility and resilience that is taken for granted. We need to learn lessons from the past and be more proactive."

The second session Tramp Shipping - the Elephant in the Decarbonisation Room? opened with a data-packed scene setting by Stephen Gordon, Managing Director of Clarkson Research, followed by a dive into the often overlooked tramp sector.

Reflecting on the discussion, moderator Richard Meade, Editor-in-Chief at Lloyd's List, said: "What came out loud and clear from the event is that tramp shipping is not afraid to invest and it's not afraid to take risks, but ultimately it is facing challenges to its business model and has limited agency to determine the political and commercial shifts that are heading its way," added Meade.

The traditional Ambassador's reception was relocated this year due to refurbishment work at the Ambassador's residence and went ahead with its usual buzz of networking at the Stavros Niarchos Foundation Cultural Center.

Find the UK Pavilion at Stand 1.221/2 in Hall 1





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Seaglidors – a new option for Greek ferry operators?

BY GARY HOWARD

All-electric ‘flying ferry’ technology soon to become commercially available could prove an interesting option for Greek ferry operators as they prepare to upgrade the country’s ageing fleet.

Essential domestic ferry trades, centred on Piraeus to the islands, have not benefited from Greek owners’ dramatic spending in the deepsea sector and are urgently in need of upgrades.

Perhaps the business model run up by Rhode Island-based REGENT Craft Inc for its Seaglider ‘wing-in-ground’ technology should be on their radars. The craft will fly within one wingspan of the water surface and are classed by the IMO as WING ‘Type A’ craft. That means they are subject to maritime regulations and will be controlled by specially trained mariners, not pilots.

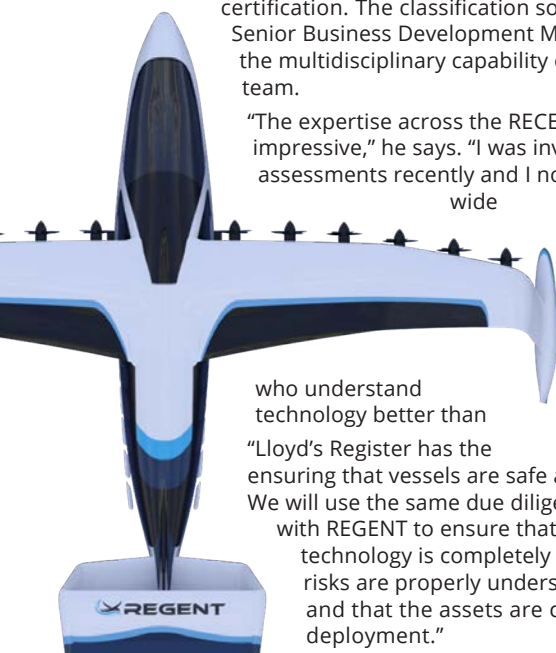
The US company already has a provisional orderbook of 600 Seaglidors worth \$9 billion and plans to have its first 12-person Viceroy Seaglider that can float, foil or fly, on the water or in the air by mid-decade. By 2030, REGENT, an acronym for Regional Electric Ground Effect Nautical Transport, plans to have much larger 100-person Monarch Seaglidors available for a wide range of clients from all over the world.

REGENT’s focus has certainly generated a lot of attention ... from companies including ferry lines, airlines, logistics companies, defence corporations, and offshore platform operators. It is also being assessed by investors in Abu Dhabi, Dubai, and Saudi Arabia, for possible deployment in the Arabian Gulf and, when the time is right, in the Red Sea.

The company’s technology may sound futuristic but REGENT has retained Lloyd’s Register for asset assurance and certification. The classification society’s Graeme Hyde, Senior Business Development Manager, points to the multidisciplinary capability of the development team.

“The expertise across the RECENT team is most impressive,” he says. “I was involved in detailed risk assessments recently and I noted the company’s wide expertise in a range of disciplines – not just aviation and maritime but also people who’ve been involved in the Americas Cup hydrofoil anyone.

who understand technology better than “Lloyd’s Register has the longest history of ensuring that vessels are safe and fit for purpose. We will use the same due diligence in cooperating with REGENT to ensure that their fascinating technology is completely safe, that all of the risks are properly understood and mitigated, and that the assets are completely ready for deployment.”



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Let’s meet at our Stand 3211 in Hall 3 **Posidonia**

Drydocks World invests in people and technology to elevate ship repair industry

BY EMMA HOWELL

Posidonia Today spoke to *Captain Rado Antolovic, PhD, CEO of Drydocks World*, about ongoing development at the Dubai-based company and its ties to Greek shipping.



■ **Regulations and a desire for greater operational efficiency in shipping are driving more and new projects for Drydocks World, with the Greeks playing a prominent role, CEO Captain Rado Antolovic, PhD, told Posidonia Today.**

“Greek shipping stretches back into history, and for Drydocks World, a Greek ship was among the first to dock in our dry docks. It’s an extremely important market. Greek shipowners consistently remain active and for us in the repair and maintenance segment, account for over 30% of our business volume from Europe.

“Our colleagues, our existing and potential clients from Greece, are extremely important. My team will certainly have numerous meetings with our clients and our local representative office during Posidonia,” said Capt. Rado.

Capt. Rado said Drydocks World has potential new clients in the Greek market who are looking to build special LNG barges to provide LNG for power generation in the Greek islands. The

project will require building the highest environmental standards to meet client requirements. While LNG is not the solution to decarbonisation, said Capt. Rado, the barges enable a move away from the use of diesel, with much lower emissions per kilowatt-hour produced.

On the more glamorous side of its activities, the group recently opened its mega yacht yard Adriatic42. Situated in Bijela, Montenegro, the former yard had a 100-year history of shipbuilding and has had its capacity and capabilities expanded under its substantial development project. The significance of the yard’s location at Boka Kotorska brings tight environmental performance requirements, something Capt. Rado said Drydocks World is taking seriously in its operations and its expansion plans.

Looking at opportunities for the ship repair sector in the decarbonisation transition, Capt. Rado sees propeller upgrades and shore power connection installations as growth areas and said the group has received many requests for vessel engine conversions to install dual-fuel capabilities.

On the repair front, Drydocks World recently expanded its propeller repair capabilities with investments in equipment, technology, and expertise to offer a comprehensive propeller repair service.

“We now have the top-quality engineers, mechanics, and experts in propellers, and have equipped ourselves with the right equipment, which can do proper testing and simulation. Even for propellers which are not in the books for repairs, we can give diagnostics and identify issues the propeller may have in the next 1,000 hours,” said Capt. Rado.

By communicating results of the propeller analysis with shipowners, clients are given the data they need to decide on preventative repairs to correct any deflections or deviations discovered, avoiding more extensive repairs in the future.

Capt. Rado said Drydocks World has several large, lucrative contracts nearing completion, with announcements to be made this year. The company is also investing in new cranes and equipment for its own sites and will soon open its fully revamped South Yard Area, with world-class lifting capacities and new robotic technologies.

The *Posidonia Games*, with more than 4,000 participants, included the Posidonia Cup Sailing Race, Posidonia Running Event, Posidonia Shipsoccer Tournament, Posidonia Golf Tournament, and Posidonia 3x3 Basketball Tournament. Well done all!



LIST OF CONFERENCES AND SEMINARS

June 7th	Young Executives & Students (YES) Forum	YES to Shipping Forum 2024	Posidonia Conference Hall	10:30-17:00	info@yes-forum.com
	ABS	ABS's innovation projects	Posidonia Seminar Room 1B	10:45-12:30	asoulioti@eagle.org
	Sustainable Blue Economy Partnership	Blue Economy – The key towards Mediterranean Regional Sustainability	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	10:45-17:00	s.dimitropoulou@gsrt.gr
	Samyoung Machinery Co., Ltd.	Metal Casting innovation with sand 3D printing technology	Posidonia Seminar Room 2A	10:45-12:30	kanghoon.lee@sym.co.kr
	UES Marine	Experience Australia	Posidonia Seminar Room 2B - Sponsored by UES Marine	10:45-12:30	bpetersen@uesint.com
	Union of Greek Shipowners	UGS Press Conference	Posidonia Seminar Room Central	12:00-13:30	posidoniapress@extrovert.gr
	Dynamic Group of Companies	Anchoring Maritime Resilience: Innovative Repair Strategies, Steel Surfaces Maintenance, and Efficiency Optimization	Posidonia Seminar Room 1B	12:45-14:30	purchasing@dynamicco.com
	Hellenic Logistics Association (EEL)	Unlocking the potential from freight decarbonization: The role of zero emission transport modes	Posidonia Seminar Room 2A	12:45-14:30	info@eel.gr; mbougioukas@eel.gr
	Hydrus Engineering	LH2CRAFT Project - Safe and Efficient Marine Transportation of Liquid Hydrogen	Posidonia Seminar Room 2B - Sponsored by UES Marine	12:45-14:30	j.vlavianos@hydrus-eng.com
	University of the Aegean, Department of Shipping Trade and Transport	Blue economy and the role of multidisciplinary research in Multi-use of Space (MUSICA)	Posidonia Seminar Room 1B	14:45-16:30	lilas@aegean.gr
PROJECT CONNECT	Enhancing Youth Employability in the Shipping Industry, from an early age	Posidonia Seminar Room 2A	14:45-16:30	events@project-connect.gr	

POSIDONIA 2024 SHUTTLE BUS PROGRAMME

Route 1: Athens International Airport Metro Station - Metropolitan Expo**Friday 7 June**

Roundtrips throughout the day from 10:00 to 18:00

Note: The Shuttle Bus runs every 30 minutes

Note 2: Route 1 services Sofitel at the Airport

Route 1 Sponsored by**Route 2: Syntagma Square (at the main entrance of the National Garden)- Metropolitan Expo****Friday 7 June**

Departures from Syntagma Square: 9:00, 09:15, 9:30, 09:45 and 10:00

Return from Metropolitan Expo: 16:25, 16:40, 16:55, 17:15, 17:20 and 17:30

Route 3: Doukissis Plakentias Metro Station - Metropolitan Expo**Friday 7 June**

Roundtrips throughout the day from 09:30 to 17:30

Note: The Shuttle Bus runs every 30 minutes

Route 4: Glyfada Old City Hall (on Posidonos Avenue) - Metropolitan Expo**Friday 7 June**

Departures from Glyfada Old City Hall (on Posidonos Avenue): 9:00 and 10:00

Return from Metropolitan Expo: 16:45 and 17:05

EXHIBITION OPENING HOURS

Friday 7 June

10:30 to 17:00

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