

Programme **Programme**

8th October 2007

09:45 Welcome by Hermann J. Klein

President of STG and **Iwer Asmussen Executive Secretary**

Ship Operation

chaired by Fred Deichmann, Columbus Shinmanagement GmbH, Hamburg/Germany

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10:00	Clean and efficient power production and propulsion - What is the future? - Improving the propulsion efficiency (increased cargo capacity and reduced fuel consumption) - Environmental work within Wallenius (low sulphur fuel oil, NOx reduction, ballast water treatment) - Alternative energy sources
	Peter Nielsen, Wallenius Marine AB, Stockholm/Sweden
10:30	Port logistics – Challenges of the future – Situation and future development of the Port of Hamburg – Simulation of shipping traffic

- Possible solutions for the future

Wolfgang Hurtienne, Hamburg Port Authority, Hamburg/Germany

11:00 Coffee break

11:30 The effect of biocide free foul release systems on vessel performance

- Theory behind the reduction of resistance and fuel consumption (potential of savings)
- Application process
- Advantages and disadvantages
- Results from the fleet in service

John Willsher, International Paint Ltd., London/UK

12:00 Optimum ship routing services

- State of the art
- Shorebased systems or individual systems?
- Can damages due to bad weather be reduced?
- What is the potential in energy savings?

Thomas Weber, Applied Weather Technology Europe Ltd., Hamburg/Germany

12:30 Bunkering strategies - Can bunkering be made safer and more efficient?

(Was cancelled on short notice)

13:00 Lunch

Ship Design

chaired by Robert Bronsart, Universität Rostock, Rostock/Germany

14:30 Safety Regulations - How can they be applied more economically?

- Relevant new safety- and environment-related regulations in the shipping industry

New Coating Performance Standard

Ballast-water Management Fuel-tank Protection

Entry into SECA

- How can a class society help to apply these regulations cost-effectively?
- Will goal-based regulations of the future offer advantages?

Pierre Sames, Germanischer Lloyd AG, Hamburg/Germany

15:00 Long lifetime design – Does quality make sound business sense?

- Design optimisation considering operational aspects
- Structural integrity (in particular adequate fatigue strength for the intended purpose)
- Seakeeping and Manoeuvring (with respect to the intended area of operation)
- Maintainance (with respect to reliability of components)

Broder Hinrichsen, Flensburger Schiffbau-Gesellschaft mbH & Co. KG, Flensburg/Germany

15:30 Coffee break

16:00 Exhaust gas for power generation – How efficient are state-of-the-art methods?

- Potential of exhaust gas energy for use in propulsion or power generation
- Technical solutions
- Results from test bed or from existing applications

Thomas S. Knudsen, MAN Diesel A/S, Copenhagen/Denmark

16:30 Efficient hull forms – What can be gained?

- Optimisation of

Main dimensions

Hull form

Wakefield

Propeller-rudder-interaction

considering service conditions

Jürgen Friesch, Uwe Hollenbach, Hamburgische Schiffbau-Versuchsanstalt GmbH, Hamburg/Germany

17:00 Improved Propulsion with tuned rudder systems

- Efficiency gain through rudder systems
- Reciprocal system tuning of propeller and rudder system
- The earlier the better, how to integrate rudder systems in design
- Experience with full spade rudders for largest container vessels
- Outview to future developments

Dirk Lehmann, becker marine systems GmbH, Hamburg/Germany

19:00 Conference dinner, keynote speach

Anthropogenic climate change – Also a factor for shipping

Hans von Storch, GKSS-Research Center GmbH, Geesthacht/Germany

9th October 2007

Future Fuels and Efficient Power

chaired by. Wolfram Lausch, MAN Diesel SE, Augsburg/Germany

09:00 Marine heavy fuel oils – Problems and alternatives

- Historical development of the use of heavy fuel oils and their quality
- Engine problems related to heavy fuel oil
- Environmental aspects
- Are destillates, methanol, biofuels or gas engines an alternative?

Horst Rulfs, Technische Universität Hamburg-Harburg/Germany

09:00 Changing face of marine fuels and the effects on ship operations

- Fuel oil properties and their importance
- Changing environment increasing use of Low Sulphur fuel oils
- Fuel oil compatibility and ignition
- Controlling marine fuel oil quality

Keith Forget, Shell Marine Products Ltd., London/UK

10:00 Influence of environmental legislation – To what extent is efficiency of ship operation influenced by politics?

- An overview of current extensive international maritime environmental legislation
- Does the current environmental legislation achieve the perceived goals as set by politicians and their Regulators?
- Examples as to how the legislation and the relevant Regulations impact tanker operations
- The impact of regional environmental regulation upon tanker operations

Timothy Gunner, Technical Consultant for INTERTANKO, Oslo/Norway

10:30 Coffee break

11:00 Prime mover – Are there alternatives to the diesel engine?

- Limits of the efficiency of thermal engines
- Will the dominance of the diesel engine remain?
- Propulsion systems for niche markets
- Will future fuels change the situation?

Hans Jakob Gätjens, Bureau Veritas S.A., Hamburg/Germany

11:30 Diesel-electric propulsion concepts – How to match environmental and economical challenges?

- Diesel electric propulsion concept versus diesel mechanical configuration
- Spatial arrangement and weight aspects
- Efficiency for different load ranges incl. economical advantages
- Application of simulation technology

Frank Oberhokamp, Thyssen Krupp Marine Systems, Hamburg/Germany

12:00 Efficient propulsion for seagoing vessels

- The Wärtsilä RT-flex common-rail engine technology and benefits
- Waste heat recovery system for reduced fuel consumption and lower emissions
- The pulse cylinder lubricating system for reduced operating costs

Heinrich Schmid, Wärtsilä Switzerland Ltd, Winterthur/Switzerland

12:30 Twin screw propulsion - Some aspects of efficiency and redundancy

- Propulsion efficiency and manoeuvrabilityStatistics of propulsion machinery and rudder failure
- Implications of impending international legislation
- Implications of an extension of this to other ship types

John S. Carlton, Lloyd's Register, London/UK

13:00 Farewell buffet