

Ich Bin Ein Hamburger

*A*midst the Cold War, 1963 was a wave of change – especially in Germany. It was the year US President John F. Kennedy gave his famous ‘Ich bin ein Berliner’ speech, allegedly calling himself a jelly donut. The spectacular Fehmarn Sound Bridge between Germany and Denmark was also inaugurated that year, not to mention, Hamburg also saw the first-ever SMM trade fair.

Nearly 50 years later – and long after the fall of that notorious wall – Germany is a hotbed for innovation and new ideas. That’s why this year’s biennial SMM expects more exhibitors than ever – over 50,000 – to attend their largest show to date. The 25th SMM in Hamburg will explore increased efficiency, security and other issues facing the global maritime market. As the undisputed, leading event for the industry, it will attract trade professionals from all continents. SMM is simply an indispensable commercial and networking platform – not to be missed.

Once again, even German chancellor Angela Merkel pledged her patronage to SMM – underlining its influence. In her address for the trade fair’s catalogue she emphasised: “This event is an outstanding platform for a unique industrial exhibition that reflects the innovative power of the maritime industry and its pursuit of focused and comprehensive solutions.”

In our publishing house’s effort to push the maritime industry to enter new markets and help companies to find new outlets, we too lend our support as an official sponsor of SMM 2012. I guess I could say from 4-7 September ‘Ich bin ein Hamburger.’ And not to repeat President Kennedy’s mistake, I’m not calling myself a delicious beef patty between two slices of bread. On those days, I’m a citizen of the maritime capital of the world – a Hamburger – and I invite you to stop by to meet our team (Hall B6, Booth 416). We’re eager to find the latest maritime news – and maybe that’s you.



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Front cover: The self-propelled dredger Ambiorix features two 3,700kW propellers providing a free sailing speed of 12.5 knots. The dredger's impressive dimensions require large components and powerhouses, as well as considerable flexibility and numerous auxiliary systems. But the new jumbo CSD is relatively compact for her performance and functionality.

Background picture contents page: Port of Hamburg. Read more about the Shipbuilding, Machinery & Marine Technology International Trade Fair Hamburg on page 12.

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At Yellow & Finch Publishers, owners of ShipBuilding Industry, we navigate the maritime world to track the latest news. Find out what the 'Word on the Sea' is with John Gauldie.

Wind Rush

Yellow & Finch's John Gauldie at Thornton Bank

Heading 30 km out on a choppy southern North Sea, I joined CEO Alain Bernard of Belgium's **DEME** group on deck of a crew supply catamaran. Undeterred by sea spray, Mr Bernard pointed out the innovative vessels involved in installing the largest turbines on the market at the Thornton Bank wind farm. Flexibility is key as DEME marine contractor **GeoSea** optimises vessel use. Shipbuilding for offshore wind underscores this year's **SMM Offshore Dialogue**. At the advance press conference, Dr.-Ing. Herbert Aly, Chairman of **Blohm + Voss Shipyards**, noted that the maritime world 'vastly underestimated' the technical complexity of offshore wind and the infrastructure required. A view upheld by the recent rush of innovative new builds specialised in offshore wind. **IHC Merwede** built Mr Bernard's crown jewel – jack-up vessel Neptune (Offshore Industry, Volume 4, Issue 6). She can travel on her own hull with DP capability and has a 600t **Huisman** crane – which is owned and operated by **Sarens**. Another flexible vessel is stone dumper Pompei (infamously hijacked by Somali pirates in 2009) of DEME company **Tideway**. The vessel proved her multipurpose capacity on Thornton Bank with a new shallow water chute system by **RR Maritime Engineering** for cable laying. **Seacontractors** booked the recently delivered multipurpose DP Zwerver III (ShipBuilding Industry, Volume 6, Issue 2) for Thornton Bank. **HvS Dredging Support** commissioned and designed the unique vessel with shipyard **Scheepswerf Gebr. Kooiman**.

“North Sea proximity helps even out cost disadvantages that European shipbuilders face.”

In the competitive crew supply vessel market, **Damen** delivered FCS 2610 (ShipBuilding Industry, Volume 6, Issue 3) the Aquata for DEME. Windcat 28 bolstered the fleet of **Windcat Workboats** at Thornton Bank – delivered earlier this year from **Dok en Scheepsbouw Woudsend** shipyard.

The next generation of wind specialists will work 'far shore' installations up to 65m deep, Mr Bernard believes.

In Bremerhaven GeoSea and **Hochtief's** joint venture **HGO Infra Sea Solutions** finishes powerful crane jack-up vessel Innovation in September. She features a **Liebherr** 1,500t hoist capacity and 8,000t payload.

Another new generation vessel Mr Bernard will utilise is Rambiz II, a self-propelled DP2 crane barge with 4,000t hoist capacity – she is under construction in Korea for **Scaldis Salvage & Marine Contractors**.

Dr.-Ing Aly believes North Sea proximity helps even out cost disadvantages that European shipbuilders face on the global market. But shipbuilders must stay on top of the rapidly developing offshore wind technology. “Europe is at the forefront,” Mr Bernard told me. “It's going very fast if you look at the last five years.”

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