<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
</tr>
</thead>
<tbody>
<tr>
<td>08.45-09.15</td>
<td>Coffee and Registration</td>
</tr>
<tr>
<td>09.15-09.20</td>
<td>Welcome Address, D. Ponkratov, Technical Director, The Royal Institution of Naval Architects, UK</td>
</tr>
<tr>
<td>09.20-09.25</td>
<td>Welcome Address, G. Allwright, Secretary, International Windship Association, UK</td>
</tr>
<tr>
<td>09.25-09.45</td>
<td>Keynote - Diane Gilpin, The Smart Green Shipping Alliance (SGSA), UK</td>
</tr>
<tr>
<td>09.45-10.20</td>
<td>Wind Assisted Propulsion Systems and the role of a Ship Classification Society U. Hollenbach, DNV GL, Germany</td>
</tr>
<tr>
<td>10.20-10.40</td>
<td>Coffee</td>
</tr>
<tr>
<td>10.40-11.15</td>
<td>Predicted fuel-savings for a Flettner rotor assisted tanker using computational fluid dynamics M. Prince and L. Jones, Wolfson Unit M.T.I.A., UK D. Hudson, University of Southampton, UK J. Cocks, Shell Shipping and Maritime, UK</td>
</tr>
<tr>
<td>11.50-12.00</td>
<td>Introduction on Windship Technology S. Rogers Windship Technology Ltd</td>
</tr>
<tr>
<td>12.00-13.00</td>
<td>Lunch</td>
</tr>
<tr>
<td>13.00-13.35</td>
<td>Effect of Leeway Angle on Propeller Performance J.J.A Schot and R. Eggers, Maritime Research Institute Netherlands, the Netherlands</td>
</tr>
<tr>
<td>13.35-14.10</td>
<td>Performance verification of recent Rotor Sail installations V. Paakkari, Norsepower, Finland</td>
</tr>
<tr>
<td>14.45 – 15.05</td>
<td>Coffee</td>
</tr>
<tr>
<td>15.05 – 15.40</td>
<td>Ship data driven propulsion models &amp; wind-based propulsion technology J. Buckingham, D. Pearson and E. Storey, BMT Global, UK</td>
</tr>
<tr>
<td>15.40 – 16.15</td>
<td>Optimal routing of a wind-powered cargo vessel using ensemble weather forecast data G. Davies, Waseda University, Japan</td>
</tr>
<tr>
<td>16.15 – 16.50</td>
<td>Seakeeping and Manoeuvring for Wind Assisted Ships R. Eggers and A. S. Kisjes, Maritime Research Institute Netherlands, the Netherlands</td>
</tr>
<tr>
<td>16.50 – 18.30</td>
<td>Discussion and Drinks Reception</td>
</tr>
</tbody>
</table>
### Wednesday 16th October

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
</tr>
</thead>
<tbody>
<tr>
<td>08.55-09.20</td>
<td>Coffee and Registration</td>
</tr>
<tr>
<td>09.20-09.55</td>
<td><strong>Zero Emissions Sailing Ship — Conceptual Design</strong></td>
</tr>
<tr>
<td></td>
<td>K. Ouchi, Ouchi Ocean Consultant Inc., Japan</td>
</tr>
<tr>
<td></td>
<td>T. Omiya, Mitsui O.S.K. Lines, Ltd., Japan</td>
</tr>
<tr>
<td>09.55-10.30</td>
<td><strong>Transition Pathways to very Low Emissions Shipping: The Matisse-Ship Model</strong></td>
</tr>
<tr>
<td></td>
<td>J. Köhler, Fraunhofer ISI, Germany</td>
</tr>
<tr>
<td>10.30-10.50</td>
<td>Coffee</td>
</tr>
<tr>
<td>10.50-11.25</td>
<td><strong>The influence of a thorough physical model on the payback period of wind-assisted ships</strong></td>
</tr>
<tr>
<td></td>
<td>G. Bordogna and N. van der Kolk, TUDelft, the Netherlands</td>
</tr>
<tr>
<td>11.25-12.00</td>
<td><strong>Financing Green Ships: Methodological and Practical Considerations</strong></td>
</tr>
<tr>
<td></td>
<td>O. Schinas, Hamburg School of Business Administration, Germany</td>
</tr>
<tr>
<td>12.00-13.00</td>
<td>Lunch</td>
</tr>
<tr>
<td>13.00-13.35</td>
<td><strong>Retrofitting of Flettner Rotors to reduce Fuel Consumption and CO2 Emissions</strong></td>
</tr>
<tr>
<td></td>
<td>M. Vahs, University of Applied Sciences Emden / Leer, Germany</td>
</tr>
<tr>
<td>13.35-14.10</td>
<td><strong>99kDW Bulker fitted with the Wind Challenger Sail</strong></td>
</tr>
<tr>
<td></td>
<td>N. Onishi and H. Fukushima, Mitsui O.S.K. Lines, Ltd., Japan</td>
</tr>
<tr>
<td></td>
<td>I. Aoki, Oshima Shipbuilding Co. Ltd, Japan</td>
</tr>
<tr>
<td></td>
<td>K. Ouchi, Ouchi Ocean Consultant Inc., Japan</td>
</tr>
<tr>
<td>14.10-14.45</td>
<td><strong>Optimum application of Wind Assisted Propulsion on existing Short Sea cargo vessels</strong></td>
</tr>
<tr>
<td></td>
<td>A.A. van der Bles, Conoship International BV, the Netherlands</td>
</tr>
<tr>
<td></td>
<td>F. Nieuwenhuis, Econowind BV, The Netherlands</td>
</tr>
<tr>
<td>14.45 – 15.05</td>
<td>Coffee</td>
</tr>
<tr>
<td>15.05 – 15.40</td>
<td><strong>Autonomous Sailing Vessels for Short Sea Shipping</strong></td>
</tr>
<tr>
<td></td>
<td>A. Chaplin, OneSails, UK</td>
</tr>
<tr>
<td>15.40 – 16.15</td>
<td>Final Address and discussion</td>
</tr>
<tr>
<td>16.15 – 17.00</td>
<td>Closure</td>
</tr>
</tbody>
</table>