

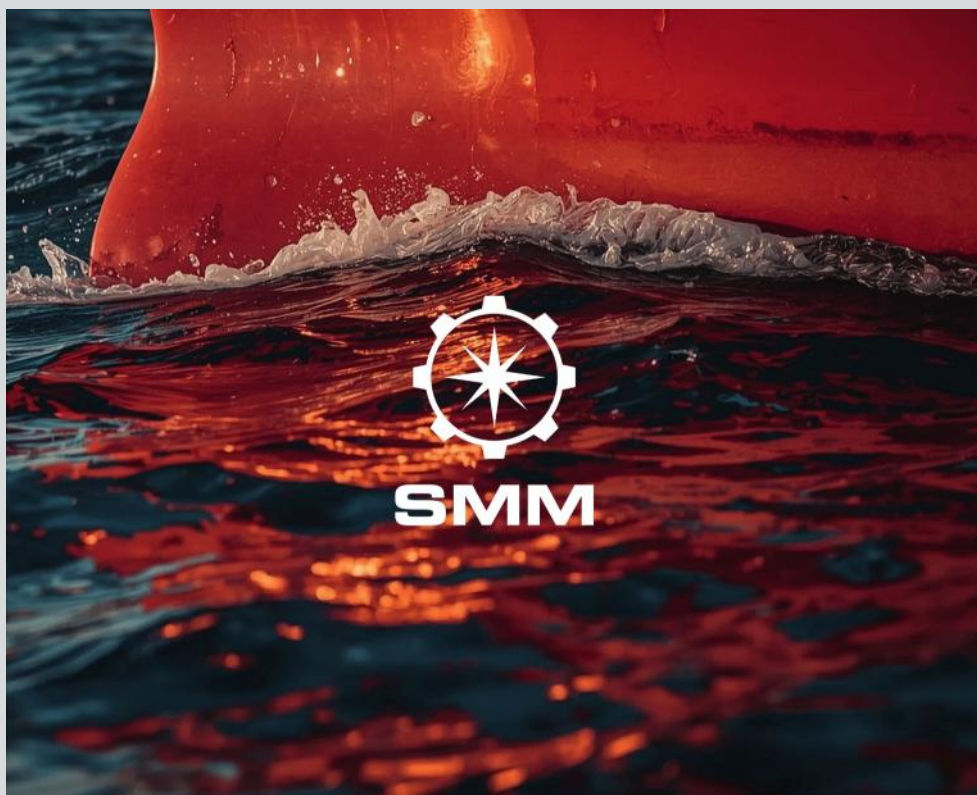
Tecnoservizi SRL MEDIA Partner Ufficiale Hamburg Messe & Congress GmbH



SPECIALE 12th YACHT DESIGN FORUM **19 - 23 ottobre 2026 - FIUME**

Tecnoservizi SRL - Via Plana 46 - 27058 Voghera (PV)

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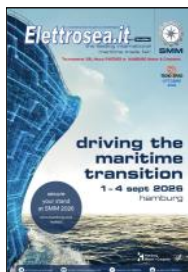


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Colophon

Numero chiuso in redazione il **24.09.2026**
 Casa Editrice Tecnoservizi SRL
 Sede Legale: Via Perosi, 35 - Tortona (AL)
 Direzione, Redazione, Grafica:
 Via Plana 46 - 27058 Voghera (PV) - Tel 0383 1930114
www.tecnoservizi.es - www.elettrosea.it
Direttore Responsabile: Armando Zecchi
direttoregenerale@tecnoservizi.es
Grafica e Impaginazione elettronica: Tecnoservizi SRL
Direttore Tecnico: Andrea Fenzi
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 La Redazione si riserva il diritto di modificare, rifiutare o sospendere un articolo a proprio insindacabile giudizio. L'editore Tecnoservizi SRL non assume alcuna responsabilità per eventuali errori di stampa. Gli articoli firmati impegnano solo gli autori. È vietata la riproduzione totale o parziale di testi, disegni e foto. Manoscritti, disegni e foto, anche se non pubblicati, non vengono restituiti. Tutti i diritti sono riservati.

Stampa: 4GRAPH



La rivista di Ottobre che state leggendo, è una bella (spero) novità che abbiamo deciso di dedicare all'evento che si tiene ad Amburgo, SMM 2026, che da questa edizione si arricchisce di altri eventi (All Ports, MS&D). Alla domanda perché realizzare un tale sforzo, la risposta può essere semplice, ma va articolata. Essere l'unica rivista tecnica italiana presente come media partner ufficiale di Hamburg Messe & Congress GmbH, è da alcuni anni una realtà. Riuscire a gestire, in termini editoriali, una realtà di oltre 2.300 aziende che si sviluppa su una area di 90.000 metri quadrati, con varie delegazioni ufficiali presenti, non è stata solo una bella presentazione, ma di fatto una realtà cui dedicare tutte le risorse aziendali disponibili. In questi 4 giorni abbiamo presentato, anche attraverso la nostra presenza digitale sul sito ufficiale delle manifestazioni, le riviste di Tecnoservizi e l'evento di Ottobre 2026 (19-23) che svolgeremo a Fiume e Marina di Moschiena (Croazia). Si tratta di un evento che ha il patrocinio di Assomarinas e di Sestante Blu. La prima edizione di Blu Economy Alpe Adria Event contiene al suo interno la 12th edizione di Yacht Design Forum.

Sul ns sito www.electrosea.it trovate la agenda aggiornata dell'evento che viene realizzato con la collaborazione di 5 Università. Ecco il perché coprire editorialmente e commercialmente, per quanto di nostra competenza, questo evento biennale, il più importante in Europa dedicato alla industria marittima. Grazie a noi molte aziende italiane e non possono avere uno strumento di comunicazione dedicato, presente ad Amburgo. Sperando di vedervi anche a Fiume e Marina di Moschiena nel nostro evento.

The supplement you're reading is (hopefully) a wonderful addition that we've decided to dedicate to the event held in Hamburg, SMM 2026, which this year will be enriched with additional events (All Ports, MS&D). The answer to the question of why we made such an effort may be simple, but it needs to be articulated. Being the only technical Italian magazine present as the official media partner of Hamburg Messe &

Congress GmbH has been a reality for several years. Managing, in editorial terms, a network of over 2,300 companies spread across a 90,000-square-meter area, with various official delegations present, was not just a beautiful presentation, but a reality to which we dedicated all available corporate resources. We will present, through our digital presence on the official event website, the Tecnoservizi's magazines and the October 2026 event (19-23), which we will hold in Rijeka and Moschiena Marina (Croatia). This event is sponsored by Assomarinas and Sestante Blu. The first edition of the Blu Economy Alpe Adria Event includes the 12th edition of the Yacht Design Forum.

On our website www.electrosea.it you can find the updated agenda for the event, which is organized in collaboration with five universities. This is why we are here, attending this biennial event, the most important in Europe dedicated to the maritime industry.

Thanks to us, many Italian and foreign companies can have a dedicated communication tool present in Hamburg. We hope to see you in Rijeka and Moschiena Marina at our event.



Da alcuni anni si teneva ad Amburgo (e si tiene ancora) un'interessante conferenza sulla Difesa in ambito marittimo. Negli ultimi anni la convergenza tecnologica tra il settore Aerospaziale e nautico, sia in termini civili ha portato lo staff di Hamburg Messe & Congress GmbH a sviluppare questa conferenza come Mostra congresso autonoma nel padiglione 8 del complesso fieristico con un grande successo oggettivo sia in termini di aziende presenti che di convegni. La mia personale impressione in 4 giorni di presenza durante SMM e MS&D 2026 (nonché presso All About Ports) ad Amburgo è che di fatto sia nata una grande mostra convegno, che coniuga il cosiddetto dual use delle tecnologie ben oltre il padiglione assegnato a MS&D miscelandosi anche in altri padiglioni.

Priorità

Quattro intense giornate in fiera rivelano un cambiamento di priorità: la decarbonizzazione rimane un obiettivo strategico, ma la sicurezza e la resilienza stanno assumendo un ruolo sempre più centrale. Allo stesso tempo, il settore continua a investire nonostante l'incertezza e chiede innovazione e implementazione più rapide. Per quattro giorni, SMM 2026 si è concentrato sulle principali sfide che il settore marittimo si trova ad affrontare: dalla sicurezza marittima e catene di approvvigionamento resilienti all'efficienza energetica e alle nuove tecnologie di propulsione, all'intelligenza artificiale e ai sistemi autonomi. Compagnie di navigazione, cantieri navali, fornitori, aziende tecnologiche, marine militari e organizzazioni internazionali hanno sfruttato l'evento per discutere di investimenti, nuove tecnologie e partnership.

Dichiarazione di Selbach

“Quello che abbiamo visto in questi quattro giorni è un settore fortemente determinato a plasmare il proprio futuro. Nonostante l'incertezza geopolitica e normativa, le aziende stanno investendo, cercando soluzioni e stringendo nuove partnership. Su tutti i temi, è emersa chiaramente la necessità di implementare più rapidamente le tecnologie disponibili”, afferma Claus Ulrich Selbach, Vicepresidente Exhibi-

tions Maritime & Energy di Hamburg Messe und Congress.

Sicurezza e resilienza

La crescente importanza della sicurezza marittima è stata particolarmente evidente nel nuovo padiglione navale B8. La conferenza e fiera MS&D e il palco navale hanno riunito marine militari internazionali, aziende del settore della difesa, fornitori del settore marittimo e produttori di tecnologie a duplice uso. L'attenzione si è concentrata su sistemi senza pilota, sensori, sicurezza informatica e protezione delle infrastrutture marittime critiche.

Dichiarazione di Deleroi

“La decarbonizzazione rimane importante, ma la sicurezza in mare e la protezione delle rotte marittime sono attualmente la priorità assoluta. Dobbiamo mettere in acqua le navi rapidamente e abbreviare significativamente i tempi di approvvigionamento. L'industria è pronta: molti dei prodotti e delle tecnologie di cui abbiamo bisogno esistono già e non devono essere sviluppati da zero”, afferma Klaus Deleroi, amministratore delegato di Rentjes.

Dichiarazione di Grün

La risposta al nuovo padiglione navale è stata di conseguenza positiva. “SMM è una piattaforma importante per noi per interagire personalmente con partner e fornitori. Il nuovo padiglione navale è un'ottima aggiunta ed è stato accolto molto bene dai visitatori”, afferma Oliver Grün, portavoce della divisione Sistemi Navali di Rheinmetall AG.

La conferenza sulla difesa

Alla conferenza MS&D, una questione chiave è stata come le marine militari possano acquisire le capacità necessarie per rispondere al mutato contesto di sicurezza.



Alti rappresentanti delle marine di diversi paesi hanno discusso di nuove tecnologie, appalti e di una più stretta collaborazione con i rappresentanti dell'industria e della ricerca. Il viceammiraglio Jan Christian Kaack ha lasciato un segno particolare durante la sua ultima apparizione pubblica come capo della Marina tedesca.

L'attenzione si è concentrata su una maggiore prontezza operativa, processi di approvvigionamento più brevi e un maggiore utilizzo di sistemi senza pilota. Kaack ha sottolineato che, data l'attuale situazione di sicurezza, è necessario acquisire più rapidamente soluzioni disponibili e collaudate.

Nel dibattito che ne è seguito, ha anche auspicato una maggiore interazione tra sistemi con e senza pilota.

Dichiarazione del contrammiraglio Cristian Bock

Il contrammiraglio Christian Bock, capo del Centro per l'innovazione della Bundeswehr, ha ribadito la necessità di agire: "SMM e MS&D sono piattaforme importanti per identificare le nuove tecnologie in una fase iniziale e per introdurre più rapidamente le innovazioni nell'uso operativo". Anche la protezione delle infrastrutture marittime critiche è stata un tema centrale dell'Offshore Dialogue.

Il moderatore, il dottor Walter L. Kuehnlein, ha sottolineato in particolare la discussione aperta e vivace con il pubblico su soluzioni tecnologiche e operative.

L'efficienza come caso aziendale

Sebbene la sicurezza e la resilienza assumano un ruolo sempre più importante, la decarboniz-

zazione e l'efficienza energetica rimangono sfide cruciali per il settore.

In un contesto di incertezza normativa e di persistente incertezza sui combustibili del futuro, l'attenzione si sta concentrando sempre più sulle tecnologie che possono essere implementate oggi per ridurre il consumo di carburante e le emissioni.

Nel nuovo Energy Efficiency Hub, 24 aziende hanno presentato soluzioni su una superficie di 300 metri quadrati, che spaziano dalla propulsione eolica e dalle tecnologie di propulsione alternative alle misure per l'ottimizzazione delle flotte esistenti.

Dichiarazione di Ada Ak

"L'Energy Efficiency Hub è un'aggiunta preziosa a SMM. Ciò che ci ha colpito in particolare è la specificità delle discussioni: le compagnie di navigazione sono attivamente alla ricerca di soluzioni per migliorare l'efficienza della flotta e stanno esplorando sempre più tecnologie come la propulsione eolica, che possono essere implementate già oggi", afferma Ada Ak, Sales Engineer di BAR Technologies.

Il Global Maritime Environmental Congress (GMEC), nella sua sessione dedicata all'efficienza energetica, ha dimostrato che la decarbonizzazione continua a rappresentare una priorità per il settore. Di fronte a una platea gremita, i rappresentanti del settore hanno discusso il percorso verso una navigazione a impatto climatico zero.

L'attenzione si è concentrata sulla collaborazione lungo tutta la catena del valore marittimo e sui corridoi di navigazione verdi come potenziale modello per promuovere la decarbonizzazione nel settore.

L'intelligenza artificiale nel mondo reale

Nell'ambito della digitalizzazione e dell'intelligenza artificiale, l'attenzione si è spostata sull'implementazione.

Invece di discutere del potenziale teorico, le analisi si sono concentrate sempre più su applicazioni specifiche, dall'ottimizzazione delle flotte e dalla manutenzione predittiva ai sistemi autonomi e alla consapevolezza situazionale basata sull'AI.



Dichiarazione di Haebig

“Durante SMM 2026, abbiamo potuto constatare che le conversazioni si stanno facendo più specifiche: i clienti chiedono meno informazioni sul potenziale dell'IA e più soluzioni pronte all'uso per la prevenzione delle collisioni a bordo.

La qualità delle discussioni è stata notevolmente superiore quest'anno”, ha affermato Patrick Haebig, Senior Sales Manager EMEA North di SEA.AI. Anschütz ha segnalato una crescente domanda di applicazioni supportate dalla AI. Le discussioni si sono concentrate, tra l'altro, sull'integrazione di dati provenienti da diverse fonti per supportare la navigazione e il processo decisionale a bordo.

Maritime Future Summit

Il summit ha ripreso lo sviluppo delle applicazioni di AI.

Le discussioni hanno esplorato i punti in cui la AI può apportare valore aggiunto alle operazioni e i suoi limiti, ad esempio nelle applicazioni critiche per la sicurezza, nella certificazione, nella responsabilità e nella tracciabilità delle decisioni basate sulla AI.

Dichiarazione di Meyer

"L'interazione tra intelligenza artificiale e intelligenza umana è uno dei fattori chiave per il progresso del settore. Non si tratta di integrare l'IA ovunque a bordo o in ogni processo, ma di trovare i punti di applicazione ottimali", afferma Michael Meyer, moderatore del Maritime Future Summit.

Opportunità

Oltre alle tematiche tecnologiche e di sicurezza, attrarre la prossima generazione di professionisti del settore marittimo è rimasto un obiettivo importante.

Durante il Maritime Career Market, della durata di due giorni, aziende, università e associazioni di settore hanno interagito con studenti, giovani professionisti e specialisti del settore marittimo.

Business internazionale

La portata internazionale di SMM è stata ancora una volta evidente nel 2026 grazie ai 26 padiglioni nazionali e delegazioni provenienti

da circa 30 paesi hanno sottolineato la dimensione globale dell'evento. Per la prima volta, India, Cipro e Brasile sono stati tra i paesi rappresentati con i propri padiglioni nazionali. Gli espositori di molti paesi hanno segnalato discussioni di alto livello, nuovi contatti e opportunità commerciali. La forte presenza dell'India è stata particolarmente evidente quest'anno. Secondo l'Associazione dei porti indiani, porti, cantieri navali e compagnie marittime hanno sfruttato SMM per scambiare idee, stabilire nuovi contatti commerciali e costruire partnership a lungo termine.

Una atmosfera importante

L'atmosfera nel settore durante i quattro giorni della manifestazione è stata positiva.

Gli espositori hanno segnalato discussioni di alto livello, una forte presenza di decision maker e una continua disponibilità a investire nonostante la persistente incertezza. Ciò che mi ha colpito è stata la forte attenzione verso il settore dell'efficienza energetica, dei carburanti alternativi, la digitalizzazione o le nuove tecnologie innovative.

C'è chiaramente ancora incertezza sul mercato, ma ad Amburgo è stata visibile anche una reale volontà di investire laddove le soluzioni possono offrire un valore operativo e ambientale tangibile.

Dopo quattro giorni di SMM, una cosa è chiara: questo settore non è fermo. Le aziende stanno investendo, cercando partner e puntando a implementare più rapidamente le tecnologie disponibili. Soprattutto di fronte all'incertezza geopolitica e normativa, questa determinazione ad agire è fondamentale.



Heinmetall and Hensoldt demonstrate successful integration of passive sensor technology into a modern air defence system. The integration took place under realistic NATO networking conditions and demonstrated the high flexibility and open architecture of the Skymaster system. A common air picture could be generated by fusing and correlating sensor data within NATO's Link 16 network. The Hensoldt passive radar demonstrated excellent performance in detecting and tracking air targets. This confirms the high operational value of modern passive sensor technology for air defence. Twinvis is a passive radar based on the latest digital technology that can be used for wide-area military airspace surveillance or civil air traffic control.

30303 Particularly noteworthy is Skymaster's ability to combine active and passive radar sensors with electro-optical sensors into a comprehensive air picture within the air defence network. This creates new opportunities for resilient, low-emission air surveillance in line with a modern emissions control strategy (EMCON), while at the same time improving

situational awareness for the protection of high-value infrastructure, critical facilities and mobile military units. The demonstration highlights the future viability of distributed and interconnected sensor networks and illustrates how passive sensor technologies can usefully extend and complement existing air defence systems. Furthermore, passive systems increase network survivability due to the absence of a distinctive identification. The findings provide an excellent foundation for the integration into stationary Skynex systems, mobile Skyranger solutions and modern counter-UAS systems such as the Skyspotter.

The success of this trial was possible through the close and constructive cooperation between the participating German Air Force organisations, the exercise management team and the expert teams from Rheinmetall Air Defence and HENSOLDT. Together, they achieved a NATO-compatible integration of the highest quality in a challenging technical environment, making an important contribution to the continued development of modern integrated air defence capabilities.





In the exclusive world of high-end nautical design, Anvera stands out as a technological Italian atelier where craftsmanship, advanced engineering, and unmistakable style come together.

Based in the heart of the Italian Motor Valley, Misano Adriatico, each boat is born from a singular vision: to deliver an exceptional experience in which performance, design, and functionality coexist in a fully bespoke creation. Every model is built entirely in-house, applying technologies derived from the most extreme high-performance engineering contexts.

From carbon fiber lamination to the final paintwork, every stage of construction is managed within Anvera's own production facility - ensuring total control over quality, precision, and timing, and making each yacht a seamless expression of performance and design.

Whether configured as a Chase Boat or as a refined Day Cruiser, every model offers an exclusive experience.

Entirely carbon fiber

Anvera is ready to surprise with something that goes beyond the ordinary, Anvera 200.

This is the brand's technological flagship, built like all other models of the range - entirely in carbon fiber, redefining high-performance yachting at the highest level of comfort, design, and engineering. Designed to usher in a new class, the Hyperyacht, the Anvera 200 blends radical power with livability, pure speed with sustainable efficiency. A wide hull, generous volumes, and unmistakable lines. At 20 meters in length with a beam of nearly 6 meters, extending to almost 7 meters with the side terraces open, the boat rules the sea with astonishing performance: not only speed, but also a remarkably low fuel consumption for its class, made possible by its lightweight full-carbon construction. Inside, exceptionally generous ceiling heights and carefully considered layouts, up to three cabins, a spacious lounge and dining area beneath the T-Top, a crew cabin with private access for a yacht configuration or as a chase boat for maxi yachts.

Features

Produced in an ultra-limited series, each unit is fully customizable inside and out, reflecting the owner's vision with absolute precision.

The Anvera 200, equipped with two MAN V8 engines delivering 1,300 hp and paired with Top System surface propellers, is the ideal choice for those seeking the perfect balance between power and comfort.

It guarantees a cruising speed of 40 knots and a top speed of over 50 knots, delivering high performance with optimized fuel efficiency. The new Anvera 200-S features two MAN V12 engines with 1,800 hp, combined with Top System surface propellers.

This setup propels the yacht to a top speed of over 60 knots, ensuring an exciting yet well-balanced navigation experience. At the top of the range, the Anvera 200 Racing is powered by two MAN V12 engines delivering 2 x 2,200 hp, paired with Top System surface propellers. This configuration achieves an extraordinary top speed of over 70 knots, for uncompromising performance.

Cannes 2026

The first Anvera 200 has been built in this latest configuration and was presented as a world premiere at the Cannes Yachting Festival 2026 and at the Monaco Yacht Show in 2026. Two



more Anvera 200 units, with different configurations, are currently under construction and scheduled for delivery next season.

Anvera 200 racing

Technical specifications

Construction: Full carbon fiber, every component built entirely in-house

Overall Length: 19.97 m / 65 ft 5 in

Maximum Beam: 5.96 m / 19 ft 5 in (6.85 m / 22 ft 4 in with terraces open)

Engines: Twin MAN V12, 2 x 2,200 hp





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Register here



Incorporated in 2015, Anemoi Marine Technologies Ltd is a UK-based engineering R&D company that designs and installs Flettner Rotor Sails on large commercial vessels. Its cutting-edge Rotor Sail technology harnesses the power of wind, one of the world's most abundant renewable energy sources, to reduce fuel consumption and emissions, supporting global shipping to become cleaner and more efficient. Anemoi typically installs between three and five Rotor Sails, up to 35 metres in height, on each vessel, with each Rotor Sail saving approximately one tonne of fuel per day and around three tonnes of CO₂ emissions.

JDP

Anemoi Marine Technologies and several industry partners have concluded a joint development project (JDP) that integrates Anemoi's Rotor Sails – comprising two folding, EX-rated units – into the design of a medium-range (MR) tanker – simplifying selection and installation of the technology. The design was developed with Guangzhou Shipyard International (GSI) and ship operator Hafnia. Classification society DNV, reviewed the Rotor Sail integration for the vessel and has now issued an Approval in Principle (AiP) for the design. As part of the project, the partners addressed the technical, structural, operational and regulatory de-

mands of deploying Rotor Sails in the MR tanker segment, which faces tight constraints around deck space, cargo operations and safety. The completed concept uses an EX-rated version of Anemoi's 5x35m folding Rotor Sail, meeting the explosion safety requirements for equipment in the hazardous areas on product tanker decks. Working with GSI, Anemoi developed a lightweight deck seat that does not require underdeck strengthening while still allowing straightforward inspection and long-term maintenance.

Energy efficiency

As well as providing owners with a verified basis on which to take the design forward, the project also demonstrated significant potential benefits to the vessel's energy efficiency performance. DNV reviewed the design package, including the treatment of the Rotor Sails within IMO's EEDI and EEXI framework, accounting for potential interactions between the sails, before issuing the AiP. The AiP helps to smooth the adoption of Rotor Sails in MR tankers while adding to the growing commercial confidence in wind-assisted propulsion across the wider tanker sector. This milestone also further reinforces Anemoi's position as the integration partner of choice across an expanding range of vessel types.



The achievement will be marked with a ceremony to be held during the Posidonia 2026 exhibition in Athens, taking place on June 1-5. Completing this project is a significant step for wind-assisted propulsion in the tanker sector. Demonstrating that our EX-rated Rotor Sail can be integrated efficiently, safely and with minimal structural impact on MR tankers gives owners a clear, verified pathway to adoption.

Kristiansen's statement

"Identifying practical, scalable efficiency measures for the MR tanker segment is a priority for Hafnia as we navigate increasing energy efficiency and emissions reduction demands from both charterers and regulators. The work undertaken with Anemoi, GSI and DNV gives us a credible technical foundation from which to assess deployment of wind-assisted propulsion across this fleet" said Jesper Kristiansen General Manager Technical, Hafnia

Huang Jun's statement

"This project not only deepens industry understanding around wind-assisted propulsion integration but also solves very practical issues to deploying solutions on MR tankers. The result is that we are now in a position to offer Rotor Sail—ready MR tanker designs to owners worldwide. " said Huang Jun Deputy Chief Engineer, Guangzhou Shipyard International

Aakash Dua's statement

"The technical challenges of the integrating new on deck efficiency solution for MR tanker make having an independent verification of new designs essential. At DNV we are continually working to have our WAPS rules and guidelines to evolve as innovations hit the market, building confidence and letting owners take advantage of new solutions. Working together with GSI, Anemoi and Hafnia, this AiP means we have a new technical reference point for WAPS in this important ship segment. " commented Aakash Dua Regional Business Development Manager at DNV

AiP

An Approval in Principle (AiP) is an independent assessment of a concept within a defined framework of requirements. It confirms the

feasibility of the design and verifies that no significant technical barriers exist to its implementation.

Maersk

Maersk a global leader in shipping, has selected Anemoi Marine Technologies to supply its Rotor Sail system for installation on a container vessel in its 8,700 TEU Maersk Lima class, supporting the company's ongoing efforts to improve vessel efficiency and reduce emissions. This is the first time that Rotor Sails will be installed in a container vessel which transports a wide range of cargo essential to global trade, from consumer goods and retail products to industrial equipment and components. Anemoi has already installed its cutting-edge Rotor Sail technology across numerous vessel segments, including bulk carriers, transporting raw materials and commodities. Under this landmark agreement, Anemoi will design, manufacture and deliver a 5m diameter, 35m high fixed Rotor Sail for installation on the vessel. The system will be integrated alongside existing onboard systems, with Anemoi providing support throughout engineering and installation. The Rotor Sail is due to be fitted in mid-2027 and will be piloted during the vessel's regular operation, which is expected to be North and South Atlantic voyages. Rotor Sails are a proven wind-assisted propulsion technology that harnesses aerodynamic lift to generate additional thrust, helping to reduce fuel consumption and associated emissions under suitable operating conditions.



Clare Urmston's statement

"We're delighted to be working with Maersk on this pioneering project.

It's a strong example of how collaboration can support the adoption of wind-assisted propulsion, and we look forward to carrying out the installation and working together as the project progresses" said Clare Urmston CEO of Anemoi.

Ole Graa Jakobsen's statement

"Wind-assisted propulsion is one of several promising maritime solutions with the potential to improve vessel efficiency and reduce emissions.

It has already been tested in other parts of the shipping sector, and we see this pilot with Anemoi as a valuable opportunity to build practical experience and assess its relevance for our fleet and for container shipping more broadly" said Ole Graa Jakobsen Head of Fleet Technology Maersk

Maersk

The company is an integrated logistics company connecting and simplifying its customers' supply chains. As a global leader in logistics services, the company has 100,000+ customers, operates in almost 130 countries, and employs 100,000+ people. The company delivers innovative, reliable ocean network solutions, offers truly integrated logistics products and operates advanced container terminals, both gateways and hubs, with 60+ locations globally.

Expansion

The expansion onto new types of transport vessels comes at a critical time when the International Maritime Organization's Strategy on Reduction of GHG Emissions from Ships has set zero emissions by or around 2050. The wind assisted propulsion is a in time solution, but need some strategy decision in a wars time (Ukraine, Iran i.e) and investment.



On the occasion of the Cannes, Monaco, and Genoa boat shows, numerous yachts and superyachts furnished with Talenti collections testify to the brand's growing presence on the international nautical scene. In parallel, the company strengthens its role in the cruise and luxury hospitality sectors.

Talenti nautical design

This year, the Cannes, Monaco, and Genoa Boat Shows again serve as an important observatory on presence in the international sector, particularly in the yacht and superyacht segment.

Numerous vessels present at the september events will host furnishings and collections from the brand, making tangible the path built by Talenti alongside shipyards, owners, yacht designers, and international operators.

Complemented by growth in the cruise sector, this presence expands the company's scope toward larger-scale projects and high-end hospitality.

Two distinct yet complementary directions, united by the need to combine aesthetic quality, performance, reliability, and customization. In private yachting, integration with the onboard project and custom capabilities play a central role; in cruise, the ability to manage more complex volumes, high quality standards, and complex international programs becomes decisive.

From individual furniture items to the development of customized, coordinated solutions, Talenti consolidates its role as a design partner for the nautical industry, integrating design, material research, manufacturing expertise, and industrial capacity in a sector that currently accounts for approximately 11% of company turnover.

September and October too

In these two months with the main European nautical events from Cannes (8-13 September), Monaco (23-26 September), Genoa Boat Show (1-6 October), the Barcolana event (2-11 October) and also with the Tecnoservizi Yacht Design Forum (19-23 October) Fiume and FLIBS show (28 October - 1 November) are **swowed**

the world more significant picture of the presence achieved by the company in the sector: numerous yachts and superyachts featured in this shows and forum host Talenti furnishings, and also many designers and architects talk about indoor and outdoor solutions.

The company have collaborations developed over the years with international shipyards and groups including Ferretti Group, Sanlorenzo, Azimut, Baglietto, Prestige Yachts, Sunseeker, and Palumbo Superyachts.

Two paths

Talenti's nautical strategy currently develops along two complementary paths: on the one hand, yachting and superyachts, where customization, material quality, and integration with onboard architecture are decisive; on the other hand, the cruise segment, where the scale of projects and the dialogue with international hospitality open up particularly interesting commercial opportunities.





Designers

From lounge areas to dining decks, all the way to spaces dedicated to relaxation, Talenti collections are developed to respond to the specific needs of nautical design and bear the signature of international designers including Ludovica Serafini + Roberto Palomba, Carlo Colombo, and Jean-Philippe Nuel.

A high value market

For the company (but not only) the yacht and superyacht segment represents a high value-added market, in which product quality must be accompanied by design capability, reliability, and customization.

According to BOAT International's Global Order Book 2026, there are 1,093 superyachts of at least 24 meters under construction or on order worldwide.

Italy leads the sector with 568 projects and over 240,000 GT overall, while Azimut-Benetti and Sanlorenzo occupy the top two positions among builders by total length under construction (data from Boat International Order Book, there are on the media and press also others data near but less ad Deloitte show in a conference in Milan host by Confindustria nautica).

It is within this ecosystem that the company has consolidated relationships over the years with some of the main international shipyards and groups.

A network of collaborations that enables the company to engage with very different programs, platforms, and vessels, developing collection supplies and customized solutions based on specific onboard needs.

Fabrizio Cameli's statement

«The value of the yachting sector for Talenti is not measured solely by the individual project. Permanently entering the network of leading shipyards means building long-term relationships with stakeholders working on multi-year programs, new platforms, and refits.

It is a high value-added business that requires technical expertise and customization capabilities, but at the same time generates commercial continuity and strengthens the brand's international presence.

Among the most recent achievements are Luminara, M/A Acqua Chiara, Serenissima I, and Silver Nova, concrete examples of this progressive specialization,» states Fabrizio Cameli, CEO and founder of the company.

Cruise sector

Alongside private yachting, the company also considers the cruise ship sector strategic, particularly the luxury segment. The company has developed collaborations with international operators such as The Ritz-Carlton Yacht Collection, Four Seasons Yachts, Royal Caribbean International, Silversea Cruises, and MSC Cruises, bringing its collections to projects that connect nautical design, contract, and high-end hospitality.

Market data confirms the sector's potential. According to Cruise Lines International Association (CLIA), in 2025 the cruise sector reached 37.2 million passengers globally. The luxury segment is among the fastest growing: the dedicated fleet increased from 28 ships in 2010 to 98 in 2025, and CLIA estimates 1.7 million luxury travelers by 2029.

Custom development

Talenti's activity in the nautical sector goes beyond supplying individual furniture pieces to include the development of customized solutions in collaboration with shipyards, owners, yacht designers, naval architects, and technical offices. The company has an in-house team dedicated to product development and custom project management, which follows the different phases of the contract: from the preliminary analysis of spaces and definition of layouts, to the customization of dimensions, configurations, finishes, and coverings, up to the management of delivery and installation phases. An approach that allows collections to be adapted to the aesthetic, technical, and functional characteristics of each vessel and to develop coordinated projects for outdoor decks, lounge areas, convivial spaces, and



staterooms/reception areas. Customization capabilities also allow for design continuity between indoor and outdoor areas, interpreting onboard spaces as complementary environments within a single aesthetic language.

Research and materials

Nautical design represents an important field of applied research. Exposure to UV rays, salt air, wind, humidity, and temperature fluctuations subjects furniture and materials to particularly demanding conditions, requiring high performance in terms of resistance, reliability, and durability.

For this reason, collections intended for the sector are developed through a careful selection of materials and technical solutions designed to ensure resistance to atmospheric agents and ease of maintenance, while preserving comfort and aesthetic quality. Research covers structures, finishes, and coverings, enabling the company to meet the specific requirements of yachts, superyachts, and cruise ships—contexts where design and performance must necessarily coexist.

Talenti's nautical solutions

The experience gained in the sector has led Talenti to develop an offering capable of adapting to different types of vessels and projects, combining catalog products, customizations, and, when necessary, bespoke solutions. Among the most widely used collections on board, Riviera Regista, designed by Jean-Philippe Nuel, represents one of the brand's most established presences in the nautical sector.

The contemporary reinterpretation of the traditional director's chair, characterized by formal lightness, functionality, and resistance, has favored its use on numerous vessels. Alongside Riviera, Argo, George, and Allure have also been selected for yachts, superyachts, and cruise projects, thanks to the possibility of modifying finishes, fabrics, and configurations, adapting the product to the specific requirements of the onboard project. It is precisely this customization capability that represents one of the central elements of Talenti's approach to nautical design: not the simple transposition of residential outdoor furniture on board, but the adaptation of collections to contexts where dimensions, material performance, ease of maintenance, and integration with the vessel's architecture play a decisive role.

New solutions

With Itaca, designed by Carlo Colombo, the introduction of new lounge tables responds to the evolution of convivial onboard spaces, which are increasingly oriented toward flexible configurations where dining, conversation, and relaxation tend to overlap. The Accoya structure and marble top translate this new typology through a careful relationship between material, performance, and design.

With Elton, designed by Ludovica Serafini + Roberto Palomba, Talenti introduces the concept of adaptive comfort to the outdoors. Re-

clining backrests and armrests allow the seat to change its position and respond to different usage modes—a feature particularly significant in onboard spaces, where flexibility and surface optimization represent central design aspects.

Roberto Palomba's statement

«With Elton, we worked on the concept of adaptive comfort – explains Roberto Palomba – because contemporary design can no longer be static. The real challenge in outdoor design was managing modular complexity while maintaining visual harmony and combining different materials.» Adjustability is thus interpreted as an integral part of the design, not merely a mechanical element: the system can adapt to different moments and varying comfort needs, maintaining formal coherence within modular compositions. Nalu, also designed by Ludovica Serafini + Roberto Palomba, expands customization possibilities for 2026 with new color variants, confirming the company's research into coordinated and configurable furnishing systems.

Moving

The new collections fit into a broader journey in which the company is progressively moving beyond the traditional distinction between indoor and outdoor to develop a continuous design language, particularly aligned with the contemporary evolution of yacht, superyacht, and cruise ship spaces.



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PRESS RELEASE

Paris, 9 July 2026

WITH TWO MONTHS TO GO UNTIL EURONAVAL 2026, THE EURONAVAL TALKS SERIES CONTINUES TO ANALYSE THE CHANGING LANDSCAPE OF THE NAVAL DEFENCE SECTOR

For nearly sixty years, ELIFIONAVAL has been at the forefront of major developments in the naval defence sector. For its 30th edition, held from the 3rd to the 6th of November 2026 at Paris Nord Villepinte, the exhibition will take place against an unprecedented backdrop, marked by major geostrategic upheavals, the resurgence of high-intensity conflicts, and the accelerated pace of technological change.

With just a few months to go before the event opens, the key issues that will shape this edition are becoming clear: high-intensity confrontations, the return of large-scale warfare, hybrid warfare and new forms of conflict, threats to critical infrastructure, capability innovation, the proliferation of drones, artificial intelligence and the integration of emerging technologies, as well as their implications for the evolution of naval doctrines. Euronaval 2026 will be a showcase for a naval sector entering a new era.

True to its role as a leading international platform for strategic thinking and dialogue, Euronaval is preparing the upcoming edition with a series of web conferences "Euronaval Talks", broadcast on its YouTube channel.

Following the first three episodes, focusing on port security, hybrid threats and energy self-sufficiency, the programme continues with three new conferences bringing together sailors, industry professionals, researchers and international experts to discuss the major changes taking place in the naval defence sector.

03 - 06
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AYA
COMMUNICATION



Kinnami Software Corporation is one company that provides a resilient distributed data management platform that simplifies data availability, protection, and security for the complex distributed networks that are essential for making the connected future possible and an autonomous future a reality.

Kinnami's software enables a unified data environment for trust, transparency, and new-found collaboration from the digital edge to cloud. It is possible achieve the irrefutable data integrity essential to distributed environments—including unsecured or free standing networks and autonomous operations.

This technology technology is aimed at organizations that need to protect sensitive information on storage devices and access points that are often beyond an organization's control driven by modern needs for data processing and data sharing that extend across company boundaries and at the computing edge.

Kinnami was founded in 2015 by a team of data protection and security experts and has offices in Boston, Washington, Austin, TX, and London.

Research

As NATO DIANA builds toward the Innovation Continuum 2026 (IC26), experiences from IC 2025 continue to demonstrate how Alliance-led experimentation enables innovators to refine technology, strengthen partnerships, and prepare for real-world deployment. The IC26 has begun with clear direction, expanded participation, and strong Allied commitment. By combining structured experimentation, operational alignment, and ecosystem collaboration, ACT continues to accelerate innovation at the speed of relevance, ensuring emerging

and disruptive technologies translate into credible deterrence and operational advantage. For Kinnami, participation in IC 2025—supported by NATO DIANA—was an opportunity to test its technology across integration and standalone experiments in operationally relevant environments.

Sujeesh Krishnan's statement

"We had an integration experiment and some standalone experiments planned," said Sujeesh Krishnan, CEO of Kinnami. "We achieved our integration experiment and, in addition, achieved a second ad-hoc integration experiment." With DIANA's support, the company took part in both structured and responsive experimentation at IC 2025. Beyond planned activities, the company successfully collected operational data in challenging conditions—including deployments on a rigid-hulled inflatable boat (RHIB) in Portugal and on a robotic platform in Istanbul. "Our standalone experiments were also a success, with our device collecting data while on a RHIB in Portugal and a robot dog in Istanbul," Krishnan said.

Complementary technologies

A key outcome of IC 2025 was collaboration across the DIANA innovation ecosystem. Kinnami successfully demonstrated an integration with fellow DIANA innovator Goldilock, showing how complementary technologies can function together during NATO experimentation.

Participation in IC also directly influenced Kinnami's product development. Hands-on experimentation during integration activities challenged assumptions that are difficult to test outside real-world settings.

Beyond technical results, IC 2025 created meaningful opportunities for collaboration. Reflecting on the broader value of the Innovation Continuum, Krishnan emphasised its importance for small companies navigating defence and security markets. As NATO DIANA looks ahead to IC 2026, Kinnami's experience highlights how DIANA's presence at IC enables innovators to test, learn, integrate, and improve, turning experimentation

into readiness for operational reality. Now more informations about this technology.

Introduction

Traditionally, data collected at the digital edge has been sent back to data centers where it is processed and then the results are pushed back to the digital edge if, and when it is needed. This old paradigm does not quite work anymore. The world we are now building is distributed, and increasingly reliant on (if not requiring) data processing at the digital edge on drones, satellites, autonomous vehicles, IoT/sensors and other connected devices and applications.

Market data

Gartner estimates that by 2025, 50% of all data will be generated and processed at the digital edge, up from just under 10% in 2018. This massive shift in where and how data is used requires a very different data management and security infrastructure from what is available today.

While companies like Amazon Web Services (AWS), Microsoft, and Google enable secure data storage and management in the Cloud, and companies like Symantec and Forcepoint provide endpoint security solutions, there is no one providing the same across a distributed network, from sensors at the edge, to workstations, to servers in data centers and the cloud.

Kinnami technology

To solve the problem it is requires a resilient hybrid data mesh. That is what do Kinnami technologiey. Whether in smart manufacturing, autonomous systems, space applications, or even defense operations, enterprises today need better solutions that can securely auto-



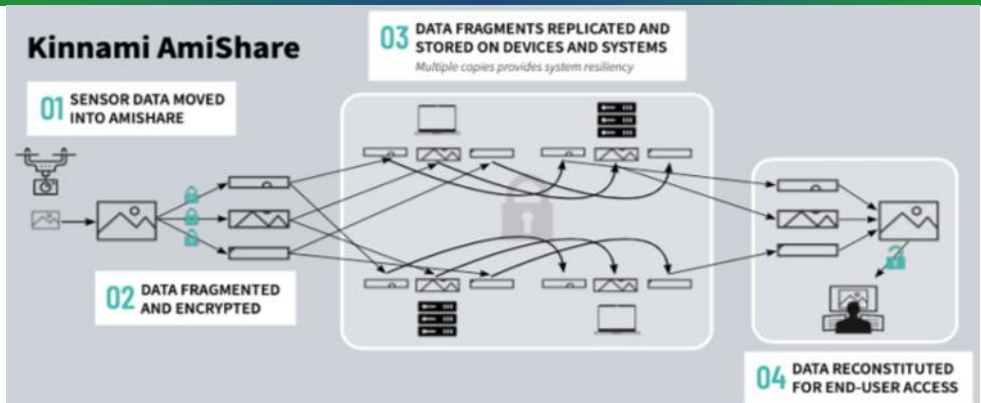
mate data distribution at the digital edge (on satellites, aircraft, drones, autonomous systems, personnel devices, IoT/sensors, and other endpoint devices such as laptops, mobiles, and even removable drives), especially when network communications are degraded. Data must be securely moved to and securely stored wherever they are needed, on whatever device is available, across different levels of security. The technology is aimed at organizations that need to protect sensitive information on storage devices and access points that are often beyond an organization's control, that is beyond centralized ITcontrol. This is driven by modern needs for data processing and data sharing that extend across company boundaries and beyond, including the digital edge. The solution is a resilient distributed data management company that provides organizations what they need to secure and protect sensitive information even at the digital edge.

The digital edge

This innovative solutions to facilitate efficient collaboration using secure information storage and access on multiple devices especially at the digital edge - endpoints with their inherently weaker security and mobility - as well in data centers.

These include cloud services, laptops, mobile phones, IoT devices & removable disks. Starting with a distributed storage subsystem, Kinnami AmiShare platform safeguards sensitive information regardless of where it is accessed or who is accessing it. AmiShare separates the capabilities of end-users, who create, modify and otherwise use data, from system administrators, who define policies which specify where and when data are stored, who may access it, and who may collaborate with whom. But most importantly, administrators are unable to access the data themselves.

This separation of operational responsibilities more closely matches the different business priorities of end-users and administrators, resulting in less "Shadow IT" and better security overall. Immediately after a new datum is created, it is split into fragments.



The fragments are encrypted uniquely and stored where they are created. Subsequently, these encrypted fragments are transmitted across the network to storage devices defined by the administrators' policies. Using metadata about the users, the stores and the data, these policies define goals for the distributed storage system to decide which stores store what fragments.

One example

A policy may forbid a datum's fragments from being partially or entirely stored on a particular laptop, protecting the datum's security. If the policy or environment change, which can happen at any time, fragments are moved around the network to reflect the new state. Continuing the example, if it is a resilient distributed data management company that provides organizations what they need to secure and protect sensitive information that laptop is connected to a different network, the fragments may be automatically moved onto the laptop for faster access. AmiShare's auditing system tracks end-user operations at access points and storage locations as well as administrative operations such as granting and revoking end-user access, assuring administrators that data remain confidential. Audit information can be transferred to external threat detection systems to improve their accuracy and capability. AmiShare's policy engines can work with external threat detection systems to determine where fragments are stored and to

automate the security response to attacks.

Today

Today, there is a patchwork of storage and security solutions that organizations use to manage data security, but protecting confidential information has largely been relegated to "all or nothing" device or network security. This has resulted in an explosion of the number of data breaches and the associated loss of sensitive data, costing organizations millions of dollars in financial losses.

Conclusion

Innovators need better solutions to securely automate data distribution to the computing edge, especially when network communications are degraded. Data must be securely moved to and securely stored wherever they are needed, on whatever device is available, across different levels of security. The patchwork of storage and security solutions, which supported centralized processing, simply do not work for these complex data environments. Distributed data management and security software platform, AmiShare, was developed to provide a resilient distributed data mesh to safeguard sensitive information regardless of where it is accessed or who is accessing it. With this solution, organizations can holistically enable data protection, security, and availability.

This could be in a data center, in the cloud, or more importantly at the digital edge where networks may be denied or degraded.

Designed by Richard and Withouse the Rs 21 is long 6 meters and 34, 2.20 wide with a draft of 1.38, it weighs 650 kilograms and has a sail area (mainsail and jib) of almost 25 square meters. A boat designed to combine stability and ease of use management with exhilarating performances.

But how this new class will be in 2024, he will communicate it to the public of the 8th Yacht Design Forum which Tecnoservizi organized from 26 to 28 October 2023 on Lake Como, Dr. Casetti President of this Italian sailing class. The photo is about exposition of one of this beautiful boat during this event.

A bit of history

In 2023 the RS21 World Championship will be on Italy, in Marina di Puntaldia, Sardinia. The RS21 (6.67 x 2.20 m) is definitely the class of the moment, fresh from a world championship) which has brought together over 40 monotypes.

"We have set ourselves the goal of 70 participating boats", is the indication that Davide

Casetti, president of the Italian class, gave presentation of the 2023 calendar in Zibido San Giacomo (Milan) in the splendid location of Castelletto San Giovanni.

The 2023 season is, the Italian one of the RS21, of great importance both for the events and for the continuous increase in shipowners and sailors" of race". The partnership with the underwear brand Yamamay underwear has been confirmed for 2024. RS21 Cup Yamamay in 2023 is taking place on five Acts and in the name of sustainability.

The stages of 2023 carried out so far have been Alassio 5/7 May, Rimini 9/7 June, Torbole 7/9 July, Riva del Garda 24/27 August with the dispute also of the Italian Championship. The final act 2023 take place in Marina di Puntaldia 27/30 September with the World Championship.

For every stage of the class, a conference is organised about the protection of the sea by involving local administrations and schools on this important topic.

RS21

*Keelboat racing
the RS way*



The RS21 responds to the need for a progressive, simple and affordable solution for keelboat clubs that increasingly see the opportunity for fleet ownership, league competition and training. Pay-as-you-go. Team up and do it together.

The RS21 is specifically designed for fleet purchase, with attributes that will appeal to individual buyers as well. It puts close racing over ultimate performance. Convenient ownership over complexity. It maximizes low maintenance. Comfortable ergonomics. Value. And pure sailing enjoyment.

This is the boat to bring wider availability and popularity back to keelboat racing.

RS Sailing's sustainability focus has actively influenced the design, resulting in a boat built from eco-friendly materials, with multiple environmental attributes. It marks significant progress over previous generations.

Produced by the world's leading small sailboat brand, the RS21 is high quality and a sound financial proposition. Realistic costs allow appealing club charter fees – or affordable investment by syndicates of sailing friends. The RS21 is a safe purchase and assured of success.

RS21 specification

Designer	Richards/Whitehouse/RS Sailing	
Length	6.34m	20' 11"
Beam	2.20m	7' 3"
Draft	1.38m	4' 6"
Displacement	650kg	1,433lb
Mainsail – Club	16.2m ²	175ft ²
Jib – Club	8.4m ²	90ft ²
Gennaker – Club	35m ²	377ft ²
Spinnaker – Club	30m ²	323ft ²
Mainsail – Race	16.2m ²	175ft ²
Jib – Race	8.4m ²	90ft ²
Gennaker – Race	40m ²	431ft ²

Specifications are subject to change prior to delivery due to deletions, additions or revisions in quantities, brand or design at the sole discretion of RS Sailing.



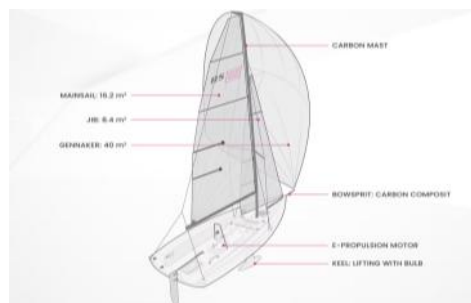
Social commitment and sponsors

Barbara Cimmino (Head of CSR & Innovation at Yamamay) announced the launch of the line of clothing called "RS21 Cup", developed together with the class, produced with recycled fabrics and distributed throughout the brand's network; the royalty proceeds for the RS21 Cup brand by mutual agreement will be donated to Peso Positivo, which deals with eating disorders, and to Progetto Graef by Torben Graef, which has been offering free professional education for almost 25 years, including in the field of environmental protection, to 700 kids a year. It should be noted the RS21 class supports One Ocean Foundation, the foundation born in 2017 with the commitment to operate on a global level for protection of the marine ecosystem which has among the its Ambassadors Max Sirena, Vasco Vascotto, Paul Cayard, Mauro Pelaschier, Ganga Bruni, the Young Azzurra team and also the skier Federica Brignone. Attention to the environment The RS shipyard is renowned for its attention to correct environmental practices and RS21 takes a step forward in caring for this tradition. In construction there is great use of recycled plastics, the shape of the blanket is designed to be able to put one hull on top of the other in order to optimize both transport and winter storage.

The electric motor

The choice to equip the RS21 with is very interesting a retractable electric motor. It's about a

important solution to facilitate the return to dock. The integrated electric motor has a range of six nautical miles and recharges quickly. The electric powertrain is one element essential for a green strategy. The foot of engine lifts and disappears into the hull during sailing by eliminating the friction of the propeller approx. It has a power corresponding to an engine 3 HP traditional and is powered by a light lithium battery positioned in the bow peak, where there is the possibility of adding the housing for a second battery, if desired increase autonomy. The battery can be easily removed for charging operations and guarantees navigation for docking at the quay. The electric motor control console is equipped with a display that provides all the information on the battery charge status e on the residual range. A small control lever allows for easy and precise speed regulation and engagement of forward or reverse gear. The choice of electric motor is part of a broader program eco-sustainability introduced by RS Sailing Class.





D-marin gruppo che opera nella gestione di marina premium, annuncia il proprio ritorno al Cannes Yachting Festival e al Salone Nautico Internazionale di Genova 2026, dove presenterà il portafoglio ampliato dei suoi 28 marina distribuiti in nove Paesi, mettendo in evidenza un'esperienza sempre più evoluta, ispirata ai principi dell'ospitalità e destinata a ridefinire il concetto di marina premium nel Mediterraneo.

Crescita

A seguito della costante crescita del gruppo, che ha recentemente accolto nel proprio portafoglio Marina di Olbia Yacht Service e Molo Brin in Sardegna, D-Marin sfrutterà i principali appuntamenti nautici dell'autunno per presentare l'evoluzione della propria esperienza offerta nei marina premium, fondata sulla combinazione di destinazioni d'eccellenza, tecnologie intelligenti e servizi personalizzati.

La società sarà presente a Cannes Yachting Festival (8–13 settembre 2026, Stand Jetée Nord 154) e al Salone Nautico Internazionale di Genova (1–6 ottobre 2026, Stand LX20). Ricordiamo che D-Marin è socio di Assomarinas, e che la Associazione patrocina ufficialmente l'evento Yacht Design Forum che si svolgerà a Fiume e Marina di Moschiena (Croazia) dal 19 al 23 Ottobre 2026. Nei vari saloni, i visitatori potranno ricevere informazioni su come la società stia rendendo l'esperienza in marina sempre più semplice, esclusiva e fluida. Attraverso grandi touchscreen interattivi, i team regionali accompagneranno gli ospiti alla scoperta dell'intero portafoglio di marina premium del gruppo, aiutandoli a conoscere le diverse destinazioni, esplorare gli itinerari di navigazione e individuare il marina più adatto alle proprie esigenze.



D-Marin App

Sarà inoltre possibile assistere a dimostrazioni dal vivo della D-Marin App, la piattaforma che riunisce in un unico ambiente tutti i servizi digitali del gruppo. Attraverso l'applicazione, gli utenti possono cercare un marina, scegliere e prenotare un posto barca, gestire i principali servizi, monitorare la propria imbarcazione tramite la tecnologia Smart Sensor e controllare i consumi di acqua ed energia elettrica grazie alle colonnine intelligenti. Il risultato è un'esperienza in marina più semplice e connessa, che offre agli armatori maggiore controllo, visibilità e tranquillità, ovunque si trovino.

Dichiarazione di Matthias Gehring

Matthias Gehring, Chief Commercial Officer di D-Marin, ha dichiarato riferendosi ai Saloni Nautici già citati "... rappresentano occasioni fondamentali per incontrare armatori, comandanti, broker e partner del settore e mostrare come D-Marin continui a evolvere l'esperienza offerta nei marina premium. Il nostro portafoglio ampliato riunisce destinazioni straordinarie, tecnologie intelligenti e una cultura del servizio ispirata all'ospitalità, permettendo ai nostri ospiti di vivere un'esperienza sempre più fluida, personalizzata e di alto livello in tutti i nostri marina. È questo il significato della nostra filosofia 'Feels Like Yachting Should Feel'."

Visita agli stand

Nel corso delle manifestazioni, i visitatori potranno assistere a dimostrazioni dal vivo della D-Marin App per scoprire come prenotare un

posto barca, gestire i servizi, monitorare la propria imbarcazione e controllarne i consumi da un'unica piattaforma, valutare il funzionamento della tecnologia Smart Sensor e delle colonnine intelligenti, progettate per offrire agli armatori maggiore visibilità, controllo e tranquillità, esplorare l'intero portafoglio di marina del gruppo attraverso percorsi interattivi su touchscreen, ricevere indicazioni personalizzate per individuare il marina più adatto alle proprie esigenze, ottenere preventivi personalizzati sulla base delle richieste formulate durante la visita, consultare brochure regionali e materiali informativi dedicati alle diverse destinazioni, scoprire in anteprima i prossimi sviluppi e i nuovi servizi previsti nei marina del gruppo. Ogni anno D-Marin accoglie oltre 50.000 clienti e continua a investire in innovazione digitale, sostenibilità e servizi ispirati all'ospitalità all'interno di un portafoglio in costante espansione. Con oltre 14.300 posti barca, inclusi numerosi ormeggi dedicati ai superyacht, il gruppo consolida la propria posizione tra i principali operatori europei nel segmento dei marina premium.



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NEO ONE

Loa	9,09 m
Beam	2,35 m
Draft	0,37 m
Displ.	1.823 kg
Fuel	290 lt
Engine	max 300 HP
Crew	12
Cat.	CE-C

OUTBOARD POWER INBOARD ELEGANCE

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Per maggiori informazioni rivolgersi a: segreteria.convegni@electrosea.it - Tel. +39 0383 1930129



Per iscriversi all'evento (19-23 Ottobre) scaricare il modulo dal sito www.electrosea.it, compilarlo, firmarlo e inviarlo (assieme alla ricevuta del Bonifico)



TARIFFE EVENTI (Event's Tariff) 2026

- A1 Quota di iscrizione 1 persona (Fee) 50 € +IVA
- A2 Quota di iscrizione Azienda 850 € +IVA
- C - Tavolino e 3 sedie allestimento BASE (Roll up opzionale) 350€+ IVA
- B - Hostess 450 € + IVA/giorno per persona
- D - Tavolino 3 sedie e roll up 500 € +IVA
- E - Sponsor 500 € +IVA
- F - Stand/spazio banchina approdi 2.000 € +IVA (per l'evento)
- G - Ufficio Stampa 800 € +IVA
- H - Catalogue Advertising page 250 € +IVA
- I - Workshop Aziendale (sala da 30 persone/1h) 200 € +IVA
- L - Partecipazione serata Premio MG Lombardi 100 € +IVA a persona



TARIFFE PUBBLICITARIE (ADV'S Tariff) 2026

Indicazioni Commerciali

Tecnoservizi SRL, attiva dal 2007, pubblica 6 riviste. La società è Media Partner di Hamburg Messe & Congress GmbH e di NSE Fiera Roma. Le riviste bilingui (italiano -inglese) sono:

Elettrosea.it: dedicata al settore della Nautica e della Industria Navale 10 Numeri annui (dal 2015)

ECO DESIGN MAGAZINE: settore del Design (anche nautico) e alla industria Green - 6 Numeri annui (dal 2007)

AUTOMATION DESIGN MAGAZINE: settore della Automazione (Industriale, di Processo, Navale) - 4 Numeri annui (dal 2009)

Production & Electronic Magazine: settore della microelettronica e della Produzione Industriale - 4 Numeri annui (dal 2015)

Aerospace & Subsea Design Magazine: settore Aerospaziale (Difesa compresa) e del Subsea (dal 2026) 12 Numeri annui

Sfumature e Riflessi: settore Letteratura, Restauro, Arte, Tecnologia, Sostenibilità (dal 2026) 6 Numeri annui

Gli eventi sono: **Yacht Design Forum** (giunta alla 12th edizione). **Dal 2026 l'evento è inserito all'interno della cosiddetta Blu Economy - Alpe Adria Event - 19-23 Ottobre 2026 Fiume - Moschiena (Croazia)**

MIB (Microelettronica is Back) attualmente è una conferenza, dal 2026 diviene una nuova Mostra convegno (annuale)

Maria Grazia Lombardi Awards: è un premio dedicato a "Eco Design per Nautica da diporto" il cui regolamento è disponibile sul sito www.elettrosea.it. La giuria è presieduta anche nel 2026 da Yasmine Mahmoud, nota designer internazionale.

Listino prezzi pagine pubblicitarie riviste Tecnoservizi SRL

Pagine Interne

Pagina singola	500€ + IVA
Pagina doppia affiancata	850€ + IVA
½ Pagina Orizzontale	350€ + IVA
½ Pagina Verticale	350€ + IVA

Copertina

I Copertina	1.500€ + IVA
II Copertina	1.000€ + IVA
III Copertina	1.000€ + IVA
IV Copertina	1.250€ + IVA



Hamburg becomes the “place to be” for the international maritime community, from 1 to 4 of September 2026. What the industry has developed over the past two years is now coming to Hamburg. Around 2,300 exhibitors, 50,000 participants and more than 90,000 m² of exhibition space across twelve halls will once again turn Hamburg into an international meeting place for the maritime industry. The entire exhibition grounds are fully booked. This fair means world premieres, international market leaders, exciting newcomers and the key players of the maritime industry – all in one place for four days. Many of the innovations at SMM will be on public display for the first time.

Meeting place

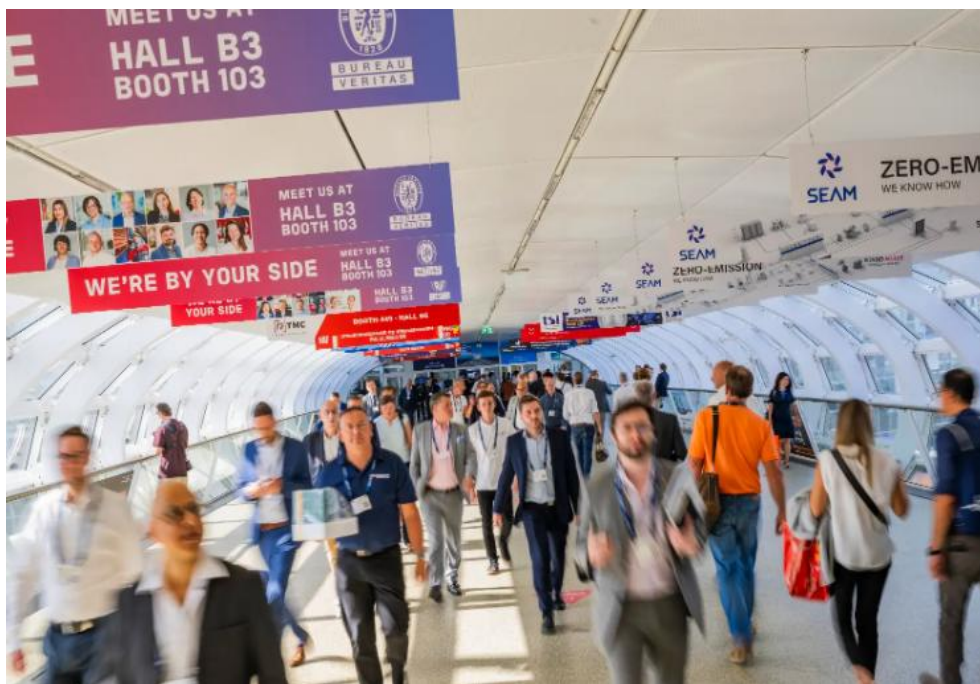
This trade show is far more than a trade fair. It is the meeting place for the international maritime community. The entire maritime world comes together here – shipyards and shipping companies, suppliers and classification societies, start-ups and research, as well as policy-makers and international organisations.

Selbach's Statement

“SMM is where the global maritime industry meets in person every two years. It is a showcase for technological and innovation leadership across the entire maritime value chain. And SMM is great fun, too. You simply meet everyone here!”, says Claus Ulrich Selbach, Vice President Exhibitions Maritime & Energy at Hamburg Messe und Congress.

Coming to Hamburg

When you read this article, I'll be in Hamburg dear reader, but i am not alone, of course. Companies from 70 countries and participants from 120 nations make SMM one of the most international meeting places for the maritime industry. Twenty-six official national pavilions, strong participation from the world's leading shipbuilding nations and high-ranking delegations from politics, business and navies will be there. China, Japan, South Korea and India are among the maritime markets with a particularly strong presence. At the same time, international participation continues to grow: Cyprus, Vietnam and Brazil, among others, will have their own national pavilions for the first time.

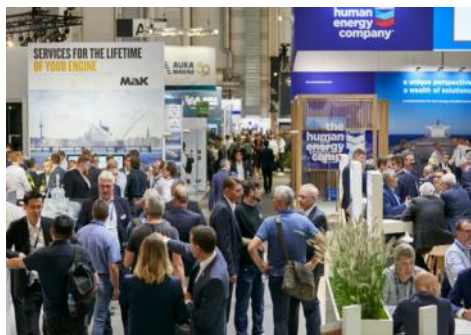




Maritime expertise concentrated in one place

Five stages and five international specialist conferences make SMM a key knowledge forum for the maritime industry. Nowhere else do so many international experts come together to shape the future of the industry. The conference programme includes the Maritime Future Summit, the global maritime environmental congress (gme), the MS&D – International Conference on Maritime Security & Defence, the Offshore Dialogue and the TradeWinds Shipowners Forum.

And that is far from all: numerous sessions,



panels and Innovation Talks bring additional expertise directly into the exhibition halls, with the programme on the Transition Stages. The new Exhibitor Innovation Stage is the fifth stage, giving exhibitors a platform to present their innovations in compact talks. Running alongside SMM, two new event formats will make their debut at the CCH – Congress Center Hamburg: ALL ABOUT PORTS and LogiNext Germany, expanding the programme to include the port industry and digital logistics.

New focus areas, more space

The new Energy Efficiency Hub gives the key topic of energy efficiency its own dedicated exhibition area for the first time, complemented by a specialist programme on the Energy Efficiency Stage. Maritime Security & Defence is also gaining more space: the established MS&D Conference is joined by the new MS&D Expo in Naval Hall B8 and the Naval Stage. The Dual Use Tech Newcomer Zone will also provide young companies developing technologies for both civilian and military applications with a dedicated platform for the first time.



The next generation in focus

The fair brings the skilled professionals of tomorrow together with the industry. The Maritime Career Market will once again take place over two full exhibition days and is aimed at students, young professionals and school pupils. Admission is free on Thursday and Friday for school pupils, students and accompanying teachers.

Open Ceremony

The Official Opening Conference will be open to all participants and will also be streamed live to the stages in the exhibition halls. Beyond

the specialist programme, SMM is all about meeting people in person. From Tuesday to Thursday, each exhibition day winds down with wine o'clock at the Transition Stages. International receptions, exhibitor events and stand parties keep the atmosphere going in the halls after the specialist programme ends. The Welcome Reception, Maritime Start-up Night, Career Happy Hour and MS&D Reception are just some of the networking events.

Theme

Six Theme Routes guide visitors across the exhibition grounds. In 2026, the former Green Route becomes the new Energy Efficiency Route. SMM TV by TradeWinds will report live from the event. The trade show is also expanding outdoors, with more exhibition space available in the outdoor area in 2026.

ALL ABOUT PORTS

ALL ABOUT PORTS, (where we are too with our magazines) and LogiNext Germany, offering additional expertise in ports, logistics and digitalisation. Charging Lounges, drinking-water dispensers and air-conditioned B halls provide additional comfort on the exhibition grounds.



The enhanced, AI-powered SMM Connect platform supports planning and matchmaking before, during and after the event.

Two Years

After two years of preparation, the time has come: the maritime community is coming together in Hamburg once again. For four days, the Hanseatic city belongs to the maritime world.

Propeller Arrives in Hamburg

Even before SMM officially opens, there is a spectacular event at Fair area: On Thursday, 27 August, a ship propeller weighing around 35.5 tonnes, manufactured by Mecklenburger Metallguss (MMG), was installed in front of the Central Entrance. Measuring 7.8 metres in diameter and featuring five blades, the installation provides impressive opportunities for photography and video footage.

Maritime Security & Defence

MS&D Conference 2026 announces first topics and keynote speakers. Vice Admiral Carsten Stawitzki, Germany's National Armaments Director, and Vice Admiral Axel Deertz, Deputy Inspector of the Navy and Commander of the



Fleet. In this edition Expo and conference are closely integrated. This evolution into the MS&D Expo & Conference, Hamburg Messe und Congress is significantly expanding the format in 2026. Hall B8 will serve as the naval hub of SMM, bringing together the expo, conference and central Naval Stage. The combination of exhibition, conference and stage creates a central meeting point for international delegations, industry and naval stakeholders - in close proximity to shipyards and system providers.

Statement

"The security challenges in the maritime domain continue to grow. With MS&D, we are creating a platform where navies, industry and technology providers can jointly develop solutions, drive innovations and strengthen cooperation," says Claus Ulrich Selbach, Vice President Exhibitions Maritime and Energy at Hamburg Messe und Congress. "At the same time, we are bringing together global shipyards, naval players and dual-use innovators, creating a central platform for high-level international procurement and innovation dialogue."





Focus on maritime security and European defence capabilities

Under the guiding theme “Maritime Security & Defence in a Rapidly Changing World”, the Conference brings together representatives from navies, industry, government and research. The focus is on the future security architecture of Europe, the capability development of European navies, as well as key issues in defence procurement and technological innovation. Key topics of the 2026 conference programme include Europe’s Maritime Capabilities, Maritime Warfare Requirements, the Underwater Domain, IT, Cyber, and Space Aspects of Maritime Security, Manned and Unmanned Systems

Keynote

The keynote speeches by Vice Admiral Carsten Stawitzki and Vice Admiral Axel Deertz will provide insights into current developments in maritime security and key challenges in defence procurement. The conference is organ-

ised in close cooperation with leading institutions from the maritime, industrial and specialist media sectors, including the German Maritime Institute (DMI), Mittler Report and the German Navy Command (Marinekommando). “The MS&D Conference brings together the key stakeholders essential for Europe’s maritime security – from military end users and political decision-makers to innovative companies,” says Rear Admiral (ret.) Karsten Schneider, President of the German Maritime Institute (DMI). “This dialogue is more important than ever.





Naval defence, dual-use and innovation under one roof

The MS&D Expo in Hall B8 showcases an open naval and dual-use ecosystem covering approximately 3,000 square metres, and serves as a meeting point for international delegations, industry and navies. Exhibitors present

solutions from key areas of maritime security and defence, including cybersecurity, unmanned systems, dual-use technologies, maritime surveillance and the protection of critical infrastructure. The focus is on technology transfer and exchange between industry, navies and procurement organisations. In 2024, 29 delegations from navies, coast guards and procurement organisations worldwide attended MS&D to explore the offerings of more than 200 providers of maritime dual-use technologies.

Industry voices

Speakers at MS&D 2025 also emphasise the importance of the conference for exchange and collaboration in the maritime security sector. "Time is a decisive factor for our security. To build credible deterrence, navies, industry and policymakers must work more closely together and arrive at joint solutions more quickly. Formats like MS&D are essential, as they enable exchange on shared challenges and a common situational picture," says Flotilla Admiral Dirk Gärtner, Head of Planning and Concepts at the German Navy Command.





“In light of current security challenges, we must significantly accelerate capability development within the German Armed Forces and the Navy. At the same time, we expect industry to deliver projects reliably in terms of time,

budget and quality. Events like MS&D are essential to jointly address these challenges and advance solutions,” adds Norbert Blumenthal, Head of Division ‘Armaments III’ at the German Federal Ministry of Defence.





ALL ABOUT PORTS

ALL ABOUT PORTS is an international conference with an accompanying exhibition dedicated to the future of the port industry. The inaugural event will take place on 2-3 September 2026 at the CCH - Congress Center Hamburg and be held in parallel with SMM It positions itself as a new platform for integrated port solutions.

The focus is on port infrastructure, terminal technology and port logistics, as well as key topics such as digitalisation, automation, sustainability and security.

LogiNext Germany

LogiNext Germany 2026 take place on 2–3 September 2026 at the Congress Center Hamburg (CCH) and is aimed at decision makers from transport, logistics, IT and supply chain

management, as well as professionals responsible for operations, digitalization and data & analytics. Jointly initiated by Royal Jaarbeurs and Hamburg Messe und Congress, the congress with accompanying exhibition presents innovations and insights in the areas of inter-modal supply chains and global supply chain connectivity, the port as a digital supply chain hub, digital logistics ecosystems and interoperability, as well as AI, automation and resilience along the supply chain.

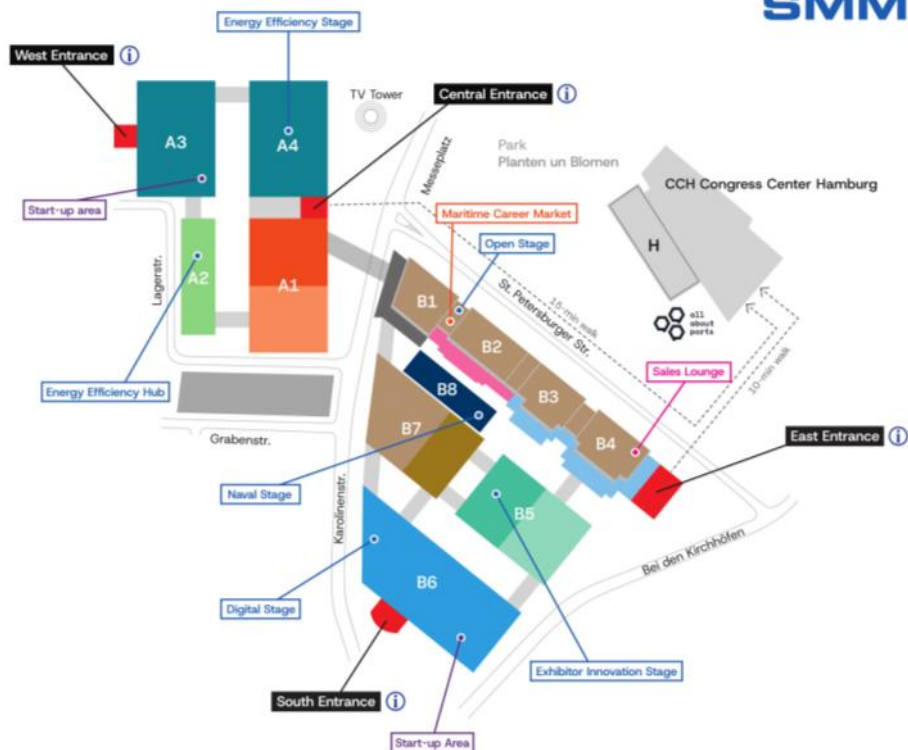
Conclusion

In my opinion 4 days of networking, congress, technical innovations. I don't drink beer and wine, and i think that i am lucky to be there. As my data we are the only SMM official media partner from Italy.

Buon vento a tutti (in italian Language).



SMM area plan



- Hall A1**
- Ship operation equipment, environmental technologies
 - Deck equipment, cargo handling systems
- Hall A2**
- Pumps, valves, compressors, energy efficiency technologies
- Hall A3/A4**
- Prime movers, propulsion systems and new fuel technologies
- Hall B1-B4 Upper Floor**
- National pavilions
- Hall B2 Ground Floor**
- Shipyards, shipbuilding industry
 - Production equipment, ship engineering and design
- Hall B3/B4 Ground Floor**
- Shipyards, shipbuilding industry

- Hall B5**
- Interior outfitting, heating, ventilation, air conditioning
 - Safety equipment, fire protection, marine coatings, corrosion protection
- Hall B6**
- Navigation and communication
 - Electrical equipment, electric drives, automation, lights, sensors and indicators, software and IT
 - Marine technology
- Hall B7**
- National pavilions
 - Shipbuilding materials
- Hall B8**
- Maritime security & defence



Port Canto ospita dal 2019 lo Spazio Vela, interamente dedicato alle barche a vela nuove di oltre 10 metri. Durante l'edizione 2026 del Salone di Cannes, saranno esposti in acqua 120 monoscafi e multiscafi, a conferma della funzione essenziale svolta dalla vela all'interno del salone. Con oltre 400 metri di banchine riservate ai monoscafi e oltre 450 metri ai multiscafi, lo spazio vela riunisce la più grande flotta al mondo di grandi velieri nuovi presentati in acqua. A terra, gli stand dei cantieri navali, dei fornitori di attrezzature e delle società di servizi completano questa offerta totalmente destinata alla vela.

Dichiarazione

«La vela riveste un ruolo di primo piano al Cannes Yachting Festival. Con 120 monoscafi e multiscafi riuniti al Port Canto, lo Spazio Vela, che è una pura meraviglia per i nostri visitatori, offre un panorama eccezionale della diversità e del dinamismo del settore. Quest'anno, quasi una barca su cinque verrà presentata in anteprima mondiale, a testimonianza della creatività e della competenza dei cantieri navali che coniugano con passione prestazioni, comfort, innovazione e il piacere di vivere in mare.» ha

dichiarato Constance Brément, Direttrice del Cannes Yachting Festival.

Le novità

Tra le numerose novità annunciate, il Festival mette in luce dieci modelli- cinque monoscafi e cinque catamarani- appena usciti dai cantieri navali di tutto il mondo, dalla Finlandia alla Francia passando per la Cina, e presentati in anteprima mondiale: AMEL 50.2, CNB 62, Grand Soleil 80 Plus Long Cruise, New Y7, Swan 80-301, Aquila 45 Sail, FP48, Lagoon 47, Leopard 43 e WINDELO 55 Sport

AMEL: AMEL50.2 (Monoscafo)

Ubicazione: SAIL 053- Dimensioni: L16,70m e l4,99m- Cantiere basato in Francia

AMEL 50.2 trasforma i canoni estetici del cantiere, preservandone al contempo le competenze storiche nel settore delle grandi imbarcazioni da crociera. Progettato dallo studio Berret - Racoupeau, si distingue per la prua rovesciata, la carena modernizzata e il pozzetto centrale profondo e particolarmente protetto. Gli spazi abitativi ampliati e la maggiore superficie dei pannelli solari ne fanno una barca a vela concepita per viaggiare lontano, nel comfort e con grande autonomia.



CNB YACHT BUILDERS: CNB62 (Monoscafo)

Ubicazione: SAIL 065- Dimensioni: L19,48m e l5,33m. Cantiere basato in Italia.

Il CNB 62 incarna una nuova visione della crociera d'altura. Immaginata per essere gestita con un equipaggio ridotto e progettata da Philippe Briand, questa barca a vela coniuga eleganza, comfort e facilità di manovra. Il suo vasto salone inondato di luce, l'arco in carbonio che libera il pozzetto e il garage longitudinale per il tender rispecchiano un design tanto raffinato quanto funzionale.

CANTIERE DEL PARDO: GRAND SOLEIL 80 PLUS LONG CRUISE (Monoscafo)

Ubicazione: SAIL 067- Dimensioni: L26,2m e l6,6m- Cantiere basato in Italia. Nuovo fiore all'occhiello della gamma Plus, il Grand Soleil 80. Long Cruise è progettato per i navigatori che sognano lunghe traversate senza rinunciare al piacere delle prestazioni. L'armamento in carbonio, il doppio timone e la chiglia telescopica gli conferiscono una grande versatilità in mare, mentre la piattaforma ibrida Torqeedo accompagna le navigazioni a lungo raggio. Firmato da Cantiere del Pardo, Matteo Polli e Nauta, questo yacht d'altura combina tecnologia, comfort e personalizzazione, con interni



luminosi e una separazione particolarmente curata tra gli spazi destinati agli ospiti e quelli riservati all'equipaggio.

YYACHTS: NEWY7 (Monoscafo)

Ubicazione: SAIL 060- Dimensioni: L21,99m e l6,1m- Cantiere basato in Germania. Riprogettato da Judel/Vrolijk & Co., il nuovo Y7 prosegue la filosofia di YYachts, fondata su prestazioni, semplicità e lusso discreto. Il suo nuovo ingresso asimmetrico libera il passaggio verso il pozzetto, mentre il pozzetto più protetto e il divano a U aumentano il comfort a bordo. Il trasferimento della sala macchine in un'area dedicata, accessibile da due punti, facilita inoltre la manutenzione e separa più chiaramente gli spazi abitativi dalle zone tecniche.

NAUTORSWAN: SWAN80 -301 (Monoscafo)

Ubicazione: SAIL 058- Dimensioni: L25,55m e l6,4m - Cantiere basato in Finlandia. Il monoscafo Swan 80-301 apre un nuovo capitolo per Nautor Swan, associando lo spirito di un grande yacht da regata crociera con un approccio più agile alla navigazione. Concepito da Germán Frers, con un design esterno firmato Lucio Micheletti e interni ideati da Misa Poggi, unisce linee essenziali, prestazioni in mare aperto e grande libertà di allestimento.





Il suo pozzetto modulabile e le doppie postazioni di timoneria permettono di passare facilmente dalla navigazione al relax.



AQUILA: AQUILA45 SAIL (Multiscafo)

Ubicazione: SAIL 028- Dimensioni: L13,42m e l7,65m - Cantiere basato in Cina. Secondo modello della gamma a vela di Aquila, l'Aquila 45 Sail privilegia lo spazio, il comfort di crociera e la convivialità a bordo. La sua piattaforma prodiera fissa offre un'area lounge, mentre il fly-bridge aperto e il pozzetto di poppa, allestito nel prolungamento del salone, creano diversi spazi abitativi affacciati sul mare. Grazie alle vaste vetrate e alle configurazioni disponibili a tre o quattro cabine, l'Aquila 45 Sail è adatto sia all'uso privato che alle esigenze dei charter.

FOUNTAIN PAJOT: FP48 (Multiscafo)

Ubicazione: SAIL 007- Dimensioni: L14,92m e l7,9m Cantiere basato in Francia. Successore del Tanna 47, l'FP48 incarna una nuova generazione di catamarani a vela firmata Fountaine Pajot. La sua ampia vetrata crea continuità tra il pozzetto di poppa e il salone, mentre la cucina centrale, il pozzetto di prua e il Lounge Deck moltiplicano gli spazi conviviali aperti sul mare. Disponibile nelle versioni Maestro o Quatuor, coniuga comfort di vita a bordo, libertà di allestimento e autonomia energetica grazie ai pannelli solari integrati e alla soluzione OD-Sea+.



LAGOON CATAMARANS:

LAGOON4 (Multiscafo)

Ubicazione: SAIL 005- Dimensioni: L14,95m et l7,96m - Cantiere basato in Francia. Nato dalle esigenze dei suoi utilizzatori e dal know-how di Lagoon, il Lagoon 47 pone la fluidità dei movimenti e la libertà di configurazione al centro della vita a bordo. La porta che collega direttamente il pozzetto di prua al salone trasforma questo spazio in un vero ambiente aggiuntivo, mentre il flybridge offre un nuovo spazio di vita aperto sull'oceano. Grazie alla sua smart room modulare, alle diverse configurazioni delle cabine e agli ambienti interni personalizzabili, il Lagoon 47 si adatta a ogni progetto di navigazione.

LEOPARD: LEOPARD43 (Multiscafo)

Ubicazione: SAIL 009 - Dimensioni: L12,97m e l7,04m – Cantiere basato in Sudafrica. Il Leopard 43 inaugura una nuova generazione di catamarani a vela, più sportivi, più reattivi e sempre orientati al comfort di crociera. I suoi scafi con prua rovesciata e il piano velico ottimizzato favoriscono le prestazioni in mare, mentre le ampie vetrate offrono una visibilità panoramica e una luminosità eccezionale all'interno. Tra il pozzetto di poppa, il salone e l'a-

rea relax allestita sul tetto, vicino alla postazione di comando, gli spazi sono stati progettati per facilitare la circolazione e rafforzare la convivialità a bordo.

WINDELO: WINDELO55SPORT (Multiscafo)

Ubicazione: SAIL 015- Dimensioni: L16,24m e l7,98m– Cantiere basato in Francia. Windelo 55 Sport conferma il posizionamento sportivo del marchio nel settore della crociera d'altura. Pensato per le prestazioni in mare aperto, questo catamarano combina un piano velico generoso con derive in carbonio allungate, offrendo un equilibrio ottimizzato tra velocità e comfort di navigazione. Una progettazione che permette di godersi appieno le emozioni della vela, pur mantenendo la stabilità e la convivialità tipiche dei multiscafi.

Una edizione particolare

Queste dieci anteprime mondiali illustrano la ricchezza di un'edizione che riunirà, dal Vieux Port al Port Canto, tutta la varietà del mondo della nautica da diporto internazionale. Imbarcazioni a motore e a vela, nuove e usate, monoscafi e multiscafi, attrezzature, water toys, porti turistici, servizi e innovazioni compongono un panorama unico delle principali tendenze che plasmano la nautica di oggi.

Fincantieri ha recentemente ospitato un Industry Day a Zagabria, riunendo l'ecosistema industriale croato per esplorare opportunità di cooperazione nei settori della cantieristica navale, dell'ingegneria, della produzione avanzata e della difesa. L'iniziativa fa parte della più ampia strategia di Fincantieri finalizzata a consolidare partnership industriali di lungo periodo e a favorire la collaborazione lungo la catena del valore navale. Svolto con il patrocinio dell'Ambasciata d'Italia in Croazia, l'evento ha riunito esponenti del Governo, del Parlamento e delle istituzioni croate, delle principali istituzioni italiane, nonché oltre 20 aziende locali. Hanno presenziato l'Ambasciatore d'Italia in Croazia, Paolo Trichilo, il Segretario di Stato del Ministero delle Finanze della Repubblica di Croazia, Matej Bule, il Presidente della Commissione Affari Esteri del Parlamento croato, Andro Krstulović Opara, il Direttore del I Reparto DNA Politica Industriale e Relazioni Internazionali, Gen. D.A. Luigi Casali, il Responsabile Vendite della Divisione Navi Militari di Fincantieri, Mauro Manzini e il Responsabile International Institutional Affairs di Fincantieri, Carlo Romeo. L'incontro ha rappresentato un'importante occasione di dialogo e condivisione di competenze, contribuendo a individuare aree di interesse comune e potenziali ambiti di cooperazione tra Italia e Croazia.

Cooperazione industriale

L'iniziativa riflette inoltre l'impegno di Fincantieri a sostenere la cooperazione industriale in

Croazia nell'ambito del programma del Ministero della Difesa croato per l'acquisizione di due Corvette Multi-Ruolo. In tale contesto, l'evento ha offerto l'opportunità di individuare capacità e competenze industriali in grado di contribuire al programma, supportando al contempo la creazione di valore nel lungo termine per i settori della cantieristica navale e della difesa del Paese. Riunendo cantieri navali, società di ingegneria, fornitori di tecnologie e operatori industriali provenienti da tutto il Paese, l'iniziativa ha favorito il confronto su potenziali opportunità di cooperazione. Facendo leva sull'esperienza globale di Fincantieri nella cantieristica navale, nelle tecnologie marittime avanzate e nel dominio della subacquea, i partecipanti hanno discusso di come know-how industriale, tecnologie e capacità della catena di fornitura possano contribuire ai futuri programmi navali e sostenere lo sviluppo di lungo periodo della base industriale croata. Inoltre, l'iniziativa si inserisce nel percorso avviato dai 4 luglio 2026 dal Memorandum of Understanding sottoscritti recentemente con i cantieri navali croati Brodotrogir Cruise d.o.o. e Iskra Shipyard LLC.

che definiscono un quadro di cooperazione nelle attività di progettazione, ingegneria e cantieristica navale. L'evento ha esteso questo coinvolgimento a una rete più ampia di stakeholder croati, rafforzando ulteriormente le basi industriali di lungo termine tra i settori produttivi dei due Paesi.





Founded over fifty years ago in Emilia-Romagna, Rivit is now a benchmark in professional fastening solutions: from consumables to hand, hydro-pneumatic, and battery tools, to digital systems for industrial production process control. Thanks to the wide range of solutions presented in the Fasteners & Tools 11 catalog, Rivit is able to meet the needs of various sectors-from carpentry to automotive, shipbuilding to railways, sheet metal working to the mechanical industry-offering solutions that combine efficiency, safety, and ease of use.

A wide range of fastening solutions

Rivit's product range covers all fastening needs: five families of blind rivets (standard, structural, special, cartridge, and sealed), threaded rivet nuts in various materials, lock-bolts, and a wide range of accessories and components. These are complemented by a complete line of tools designed to meet every application need: from hand riveting tools to hydro-pneumatic and battery solutions, to innovative systems for digitization and process monitoring.

One of Rivit's flagship products is the RIV943, a high-performance hydro-pneumatic riveting tool, ideal for intensive use such as shipbuilding. With a pulling force of up to 32,000 N and the ability to independently adjust stroke and power, it guarantees precision and reliability. Its single-phase operation allows the deformation and unscrewing of the rivet nut to be completed in a single step, optimizing operating times and costs.

Another highlight of the range is the Controlriv GEN3, an electronic control system that allows real-time monitoring of fastening parameters,

ensuring the correct execution of each operation and automatically intervening in the event of anomalies.

The 700 Series battery riveting tools are powerful, lightweight, and versatile, designed to work with rivets up to 6.4 mm and rivet nuts up to M12. Brushless motors and high-capacity batteries ensure consistent performance even in hard-to-reach areas or where compressed air is not available. For more intensive applications, the 400 Series of hydro-pneumatic riveting tools guarantees robustness, speed, and precision on a wide variety of materials and thicknesses.

Innovation, quality, reliability. Being specialists in fasteners means not only supplying products, but also supporting customers throughout the entire purchasing process. This is why Rivit invests in a technical and commercial service capable of offering personalized advice and support at every stage of the process, from product selection to after-sales service.



Fincantieri's first "DEEP" underwater drone system was launched on October 23, 2025, at the Naval Support and Testing Center (CSSN) in La Spezia, Italy, in a demonstration mission. The event marks a milestone for Fincantieri in the field of underwater technology, confirming the group's leadership role in the underwater (subsea) sector.

The event

The event was attended by the undersecretary of State for Defense, the on. Matteo Perego di Cremona, and the CEO and General Manager of Fincantieri, Pierroberto Folgiero.

In attendance were the Mayor of La Spezia, Pierluigi Peracchini, representing the Liguria Region; the Chief of Staff of the Liguria Region, Admiral (in aspettativa) Massimiliano Nannini; the Chief of Staff of the Italian Navy, Admiral Enrico Credendino; and the President of the Fondazione del Polo Nazionale della Dimensione Subacquea, Senator Roberta Pinotti. Representing Fincantieri were the President, Biagio Mazzotta; the Director of the Naval Vessels Division, Eugenio Santagata; and the Executive Vice President Underwater, Gabriele Maria Cafaro.

DEEP system

The DEEP system represents a cutting-edge

integrated solution for the protection, development, and maintenance of critical underwater infrastructure and port areas, while also performing environmental monitoring and protection activities.

The system was designed from the outset with a dual purpose, capable of meeting both civilian needs and defense and security applications.

This versatility allows this system to operate in heterogeneous contexts, offering high-value-added solutions for environmental and infrastructure protection, as well as operational support.

The platform consists of a network of underwater sensors for early warning (Early Warning System), a Command and Control Center for real-time operational management, a team of autonomous underwater vehicles (AUVs) capable of conducting missions at varying levels of autonomy, cooperation, and coordination, and an AI-based system dedicated to data analysis and processing.

An acoustic barrier (Early Warning System – EWS) that acts as an alarm system and is able to detect the presence of potential intruders in the monitored water volume and track their position.



The EWS is based on cutting-edge fiber-optic hydrophonic sensors and can be installed up to 100 km away from the asset to be protected. A team of autonomous underwater drones (AUVs) for the recognition of anomalies and potential threats and for mapping the seabed and infrastructure. The vehicles are equipped with acoustic, optical, and environmental sensors, as well as real-time computing capabilities. The command and control software (Underwater Management System – UMS) integrates and fuses data collected by the sensors and drones, enabling rapid and effective overall management of the solution.

An AI-based data analysis and recognition system, enabling accurate image processing and recognition of features on the seabed.

Underwater strategy

The launch of DEEP is part of the consolidation of Fincantieri's underwater strategy, where the group stands out for its ability to offer integrated, high-value-added solutions, thanks to a industrial supply chain and transversal skills brought together within the Underwater Technology Hub, which coordinates all activities related to civil, military, and dual-use systems through a single management team.

Thanks to this integrated approach, the com-

pany is able to ensure market presence and meet the most complex needs of private and institutional clients, consolidating its pioneering role and technological and industrial benchmark in the international diving landscape.

Subsea

The subsea sector today represents a key domain for security, energy, environmental observation, and underwater communications, with a global market estimated at approximately €50 billion annually and an accessible component for Fincantieri of approximately €22 billion annually.

Fincantieri intends to be a leading player in the development of this new strategic infrastructure, leveraging its ability to integrate complex skills and high-tech industrial assets.

Statement

Pierroberto Folgiero, CEO and General Manager of Fincantieri, stated: “The launch of DEEP is a concrete demonstration of our ability to increasingly push the boundaries of innovation. Today, we have validated an integrated system of unmanned underwater drones that represents an innovative and concrete solution to the protection of critical infrastructure using the best available technologies.



This achievement is the fruit of the work of an industrial supply chain of excellence, allowing us to anticipate market needs and position ourselves for the future.

We are proud to lead this transformation, which actively contributes to the security, growth, competitiveness, and technological autonomy of the country, as well as projecting us into global leadership in the underwater economy.”

The technical evolution to subsea

The new subsea technical scenario of Fincantieri is coming from some years ago with agreements and acquisition of companies, peoples, and investments. In technical aspect we can write that Fincantieri's underwater hub has already taken key strategic steps to assume the role of orchestrator through acquisitions and strategic partnerships, which have led to the creation of the new internal underwater hub to guide product and business development and offer a product portfolio capable of meeting market needs.

The Underwater Hub aims to act as a single point of entry for customers and promote synergistic technological development.

It brings together WASS Submarine Systems SpA, IDS – Ingegneria dei Sistemi SpA, Remazel Engineering SpA.

The Fincantieri Group, through IDS, an engineering company specializing in the development of high-tech products and services, in May 2025 announced the signing of a Memorandum of Understanding (MoU) with Graal Tech S.r.l. (Graal Tech), a company specializing in the design and construction of submarine mechatronic systems.

Through this agreement, signed by Matteo Marchiori, CEO of IDS, and Andrea Caffaz, CEO of Graal Tech, the two companies are launching a commercial collaboration on strategic objectives of mutual interest in the civil, military, and dual-use sectors.

The MoU marks the beginning of exclusive technological co-development activities for small and medium-sized unmanned underwater vehicles, as well as related control systems,



dynamic models, simulation platforms, payloads, and dedicated monitoring, measurement, and intervention equipment.

This transaction strengthens Fincantieri's capabilities in developing its underwater business, expanding its offering of technologically advanced products and consolidating its leadership in innovation for the maritime and underwater sector.

It also confirms its commitment to investing in technologies that can ensure competitiveness and safety in a business that is gaining increasing global geopolitical importance.

X-300 AUV

Presented at SeaFuture 2023 in La Spezia X-300 is a torpedo-shaped Autonomous Underwater Vehicle (AUV) designed by Graal Tech S.r.l., is capable of executing a wide variety of missions in the fields of O&G, defense and security, oceanography and environmental monitoring.

It is made up of a pair of carbon fiber cylinders connected to two terminating wet sections where steering and propelling thrusters are located, together with a bladder enabling variations of the vehicle buoyancy.

Meet Italy at SMM

Hall B3.OG,
Stand 302



Discover
the Strength
of Italian Maritime
Industry

Italy is committed to innovation and sustainability in the maritime industry. As a governmental agency for foreign trade, the Italian Trade Agency (ITA) is tasked with promoting Italy's economic and trade relations worldwide and supporting Italian manufacturers in the international marketing of 'Made in Italy' products. Twenty-two companies will showcase forward-looking solutions for the international shipbuilding industry at the Italian Trade Agency's joint stand at SMM. At the Italian Trade Agency's (ITA/ICE) joint stand at SMM (Shipbuilding, Machinery & Maritime Technology), 22 selected exhibitors will showcase innovative solutions for the maritime industry from 1 to 4 September – ranging from sustainable propulsion technologies to high-tech components for shipbuilding.

Fiore's Statement

"SMM provides us with an ideal platform to showcase the innovative strength of the Italian shipbuilding, marine technology and maritime supply industry to an international audience of industry professionals and, in particular, to further strengthen economic cooperation with our most important trading partner, Germany," said Ferdinando Fiore, Director of the Italian Trade Agency in Berlin. The participating exhibitors cover the entire value chain, ranging from long-established companies to newcomers on the international stage, and from small family-run businesses to up-and-coming medium-sized enterprises. Their portfolios include sustainable environmental and energy systems, components for navigation, communication and maritime safety, as well as innovative materials, propulsion solutions and technical equipment for modern shipbuilding.

Italy maintains its leading position in European shipbuilding

Italy's maritime sector has recorded continu-

ous growth since 2014 and has remained stable despite the pandemic. Total turnover, which stood at 2.48 billion euros in 2014, rose to around 8.6 billion euros in 2025.

The majority of total turnover comes from domestic production, with around 78 per cent of production destined for export in 2025. With more than 1.13 million employees, the maritime sector is one of Italy's key industries. The shipbuilding and maritime mechatronics sector alone employs around 180,000 people and is characterised by a large number of small and medium-sized enterprises.

Italy is Europe's leading shipbuilding centre in terms of turnover

With a net turnover of 13.6 billion euros, Italian shipyards once again generated the highest turnover in the sector in Europe in 2024.

According to Eurostat, this meant that Italy remained in first place among all EU Member States, ahead of France with 11.6 billion euros. The Italian shipbuilding industry is also among the most productive in Europe in terms of labour productivity: net turnover per employee remained above the German industry average in 2024.

Exhibitors at the italian trade agency stand

ALFA WATER S.R.L., A.T.P. - SOCIETA' PER AZIONI O A.T.P. - S.P.A., A.W.S. CORPORATION S.R.L., BI.MAR. S.R.L., BRANDONI S.P.A., CABOL FLUID ENGINEERING S.R.L., CEL COMPONENTS S.R.L., COELMO S.P.A., DAVI - PROMAU S.R.L., F.D.U.E.G. S.R.L., GAMMA DIESEL DI DELBARBA FRANCO S.R.L., GIAMPI S.R.L., GICOM S.R.L., INTERSEALS S.R.L., MASE GENERATORS S.P.A., PALAZZOLI S.P.A., PMP DI OLGATI GIUSEPPE, SAIM S.P.A., SANITRADE S.R.L., SCHIAVETTI ENZO S.R.L., SELMAR TECHNOLOGIES S.R.L., TEMPORITI S.R.L.



Il trattamento delle acque mediante la tecnologia ad osmosi inversa rappresenta una soluzione universalmente applicabile in tutte le situazioni in cui si necessita di migliorare la qualità dell'acqua rendendola adatta agli usi previsti. I dissalatori sono particolarmente usati in ambito navale e di nautica da diporto. Una delle tecnologie utilizzate per realizzare dissalatori è quella a Osmosi Inversa.

Selmar Technologies ha adottato questa tecnologia fin dagli anni '80. Con un continuo impegno nella ricerca e nello sviluppo, nella progettazione e nella produzione di impianti RO (Osmosi Inversa) la società dispone di un'esperienza specifica di grande valore, garantendo competenza e professionalità in un settore in cui l'analisi precisa delle specifiche esigenze rappresenta la chiave del successo per ottenere i migliori risultati in termini di efficienza, qualità e risparmio energetico. I dissalatori con tecnologia ad osmosi inversa sono universalmente impiegati nel settore nautico e navale per ottenere acqua dolce da quella di mare, purificando acque marine, salmastre o comunque acque grezze non direttamente fruibili per le loro caratteristiche.

Funzionamento

Indipendentemente dalle dimensioni e dalla portata dell'impianto, un dissalatore RO (Reverse Osmosis) svolge la sua funzione attraverso tre stadi fondamentali: la prefiltrazione

e/o il pretrattamento chimico dell'acqua grezza, la pressurizzazione e il flusso attraverso una membrana che realizza la cosiddetta osmosi inversa e la separazione dei sali.

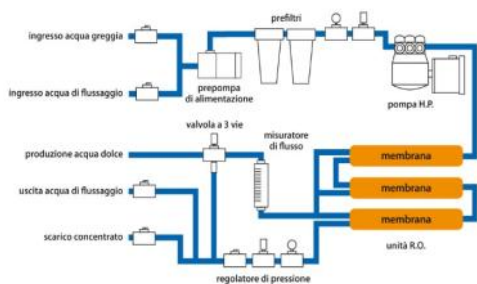
Prefiltrazione

La prefiltrazione in ingresso elimina tutte le particelle in sospensione nell'acqua e ne riduce la torbidità, mediante un passaggio attraverso dei filtri che le trattengono fisicamente. Sono generalmente utilizzati dei filtri (di plastica), si può ricorrere ai filtri a quarzite quando si deve trattare un'acqua particolarmente torbida.

Questo processo preventivo, con il quale si realizza un primo miglioramento della qualità dell'acqua, ha anche l'importante funzione di evitare che le particelle sospese, affluendo direttamente all'unità ad osmosi inversa, ne pregiudichino velocemente l'efficienza e l'efficacia.

Pretrattamento

Quando necessaria o opportuna, può essere aggiunta una sezione di pretrattamento chimico, per prevenire la formazione di incrostazioni e fouling inorganico nelle membrane dell'unità ad osmosi inversa grazie all'impiego di appropriati additivi chimici (antiprecipitanti). Tale pre-trattamento può essere realizzato con soluzioni differenti in base al tipo di acqua da trattare, avendo come obiettivo principale quello di rendere l'acqua greggia idonea al passaggio sulle membrane osmotiche.



Osmosi

Si tratta di un principio naturale secondo cui quando due soluzioni di differente concentrazione salina sono separate da una membrana semipermeabile, l'acqua passa dalla soluzione meno concentrata a quella più concentrata.

Se alla soluzione più concentrata è applicata una pressione esterna, il processo si inverte dando luogo al fenomeno dell'osmosi inversa (l'acqua passa dalla soluzione più concentrata a quella meno concentrata).

Pompa

La pompa HP (High Pressure) imprime all'acqua la pressione corretta necessaria per l'immissione nella sezione ad osmosi inversa. Questa pompa (o gruppo di pompe in impianti di medio-grandi dimensioni) ha caratteristiche e prestazioni che dipendono dal tipo di acqua da trattare (marina o salmastra) e dalla capacità di produzione richiesta.

Osmosi Inversa

L'unità ad osmosi inversa separa i sali ancora presenti nell'acqua, generando una determinata percentuale di acqua dolce – il permeato – e scaricando il rimanente concentrato.

Il rapporto tra permeato e concentrato fornisce una misura dell'efficienza dell'intero processo, che aumenta al crescere delle dimensioni dell'impianto.

La sezione RO può essere composta da una o poche membrane in un singolo vessel (il contenitore che le alloggia) nei piccoli dissalatori. L'acqua dolce così ottenuta può essere ulteriormente trattata, se necessario, con una sterilizzazione UV, che abbatte definitivamente la carica batterica e patogena in genere; con una

post-filtrazione a carboni attivi, per migliorarne le caratteristiche organolettiche; con un post-trattamento chimico (la clorazione, per esempio), per una maggiore sicurezza di conservazione nei serbatoi di stoccaggio.

Centralina elettronica

L'intero processo viene gestito da una centralina elettronica e da una strumentazione di comando e controllo manuale o automatica, in funzione della complessità della macchina o dell'impianto.

Lavaggio

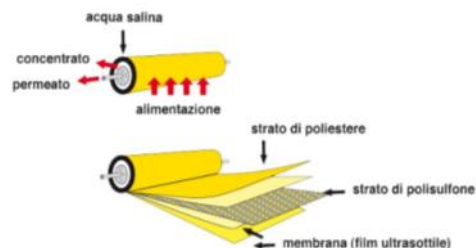
Il dissalatore ha bisogno di un sistema complementare di flussaggio (manuale o automatico), che serve per procedere a periodici "lavaggi" con acqua dolce, e garantire efficienza e durata nel tempo della macchina e dei suoi componenti.

La scelta di un dissalatore in configurazione standard o la progettazione e la produzione di un impianto specifico sono sempre subordinate alla capacità di cui si ha bisogno, alle caratteristiche dell'acqua grezza da trattare e alla qualità di acqua dolce che si vuole ottenere.

Un esempio

All'interno del catalogo della società, che è molto ampio, abbiamo scelto come esempio la serie Basic, che ci sembra quella più adatta alla nautica da diporto di dimensioni contenute, quella che si definisce, magari a torto, la piccola nautica.

La serie Basic è di tipo modulare e di dimensioni molto contenute, a basso consumo energetico. È disponibile in due modelli con produzione di acqua dolce di 30 litri/h e 60 litri/h. La struttura è in acciaio inox e l'installazione è molto semplificata. La società è presente a SMM 2026.



Palazzoli permette l'evoluzione nella distribuzione dell'energia in bassa tensione e dell'illuminazione, col proposito di lasciare un'impronta nel mondo elettrotecnico e illuminotecnico. La società è altamente specializzata nel settore sia per gli impianti che dei materiali di riferimento. Chiarezza della funzione, semplicità del progetto, qualità della manifattura e eccellenza del servizio guidano le scelte Palazzoli. Le due divisioni dedicate "sistemi elettrici" e "illuminazione" realizzano prodotti anche su specifica del Cliente, per i settori Industria, ATEX, Infrastrutture e Navale. L'azienda è certificata: ISO9001, ISO14001, ISO45001. Alcuni esempi realizzativi concreti e reali, fanno capire molto della qualità e della competenza della società di Brescia anche nel settore nautico e portuale.

Porto GO Imperia

Il nuovo porto GO della cittadina del ponente ligure è ubicato nel cuore della città e accoglie fino a 1300 imbarcazioni private o commerciali tra i 5 e i 90 m, con fornitura di corrente elettrica fino a 630 ampere. Il Porto di Imperia, da anni, ottiene il riconoscimento della Bandiera Blu per la tutela ambientale.

Problematiche relative al prelievo di energia elettrica nel porto

L'impianto elettrico del porto deve assicurare l'incolumità, ovunque sul pontile, ai proprietari, ai passeggeri e al personale di bordo delle imbarcazioni, assicurare robustezza ed impermeabilità, assicurare per lungo tempo una connessione elettrica sicura ed affidabile senza soffrire le sollecitazioni del corrosivo ambiente marino.

La soluzione

Con la presa ROTOR di Palazzoli sono garantite la salute e sicurezza di chi che preleva energia,



perché i suoi alveoli sono in tensione solo a spina inserita e interruttore in posizione "1". La presa in questione è a standard IEC309 e si connette senza adattatori con qualunque spina industriale sia dotata l'imbarcazione. La presa ha una resistenza agli urti IK09 (resiste agli impatti con un'energia fino a 10J), in sostanza è anti-schiacciamento. Il grado di protezione IP66/IP67 rende la presa totalmente isolata dalla polvere e protetta dalle onde marine. ROTOR ha gli alveoli nichelati per avere un'alta resistenza ad usura e corrosione e garantire nel tempo la migliore connessione elettrica. La presa è dotata di un interruttore sezionatore che permette di ricaricare le batterie di bordo ed effettuare lavori di manutenzione in piena sicurezza e affidabilità.

Illuminazione di Porti

Il porto di Marghera (Ve) è una delle più grandi zone industriali costiere d'Europa, si estende su una superficie complessiva di oltre 2.000 ettari di cui 400 ettari occupati da attività industriali, commerciali e terziarie, 350 ettari sono occupati da canali navigabili e bacini, 130 ettari riservati al porto commerciale. In un contesto del genere gli impianti di illuminazione (zone portuali) devono tener conto di un alto rischio incidenti, di consumi energetici elevati, della presenza di sale, salsedine e umidità, che provocano la corrosione degli impianti. La società Palazzoli ha realizzato l'impianto in questione utilizzando i proiettori XTIGUA.



Porto di Marghera

I proiettori XTIGUA della società Palazzoli installati sul porto di Marghera, hanno un flusso luminoso pari a 48800 lumen, che garantisce alta visibilità, fattore che si traduce in maggiore sicurezza.

L'illuminazione corretta permette di rilevare più facilmente gli ostacoli e garantisce maggior visibilità per lo spostamento merci, attività quotidiana di un porto industriale. Tra i principali vantaggi dei proiettori installati è il ridotto consumo energetico.

Assorbimento ridotto

I proiettori installati assorbono meno energia dei tradizionali proiettori a scarica a parità di emissione luminosa.

L'illuminazione di porti con proiettori di questa tipologia garantisce efficienza di 130 lumen/watt ed una durata di 230.000 ore, fornendo un risparmio considerevole nel tempo e ad un veloce ritorno dell'investimento.

Salsedine

Per far fronte al problema della salsedine, i proiettori XTIGUA hanno classe di corrosione C5-M (la più elevata), ciò permette di illuminare nel tempo in sicurezza le aree costiere dotate di elevata salinità.

Proiettori a Led

I proiettori led di Palazzoli hanno un sistema di gestione termica ad alta dissipazione che mantiene inalterati nel tempo i semiconduttori. I proiettori sono collaudati al 100% con cicli di burn-in di 24h.

Le lenti anti-Ingiallimento proprietarie Palazzoli, sono in PMMA. I sistemi di fissaggio dedicati, consentono l'utilizzo dei proiettori Led in ogni

situazione installativa.

La varietà di ottiche impiegate consente la massima versatilità in soluzioni personalizzate. La gamma performa con apparecchi dalla durata di vita superiore alle 230.000 ore. In particolare i proiettori XTIGUA sono proiettori di illuminazione ad alto flusso luminoso, particolarmente adatti per l'illuminazione di impianti sportivi, grandi aree, svincoli e rotatorie.

La resistenza del proiettore è garantita da un corpo in pressofusione di alluminio a bassissimo contenuto di rame con trattamento anticorrosione e da un diffusore in vetro temperato extra chiaro di spessore 4 mm.

Sono disponibili 4 taglie di proiettori (M, L, XL, XXL) fino ai 120.000 lm reali in uscita.

L'alimentatore garantisce un'ottima qualità della luce, con un flicker <1%, che permette di ottenere eccellenti videoriprese di sorveglianza. I Led di ultima generazione del tipo CSP (Chip Scale Package) sono in grado di mantenere il flusso luminoso nel tempo con una durata superiore alle 230.000 ore.

Nella gamma sono presenti 2 fasci simmetrici e 4 asimmetrici per realizzare soluzioni che si integrano alla perfezione nei diversi progetti illuminotecnici.

La gamma comprende versioni ad alte temperature fino a +70°C. Questi proiettori dispongono di una vasta gamma di accessori per l'installazione a parete, su palo e torre faro in modo da adattarsi facilmente alle diverse esigenze installative. È disponibile inoltre una griglia frontale di protezione dell'apparecchio.

La società Palazzoli è presente a SMM 2026.





Nata nel 1980 da precedenti esperienze nel settore oleodinamico, Cabol si è imposta all'attenzione generale per l'ideazione e la produzione di centraline e cilindri oleodinamici di alta qualità.

L'azienda opera nei principali settori industriali come gli impianti per ceramica, plastica, lamiera, legno, navi, siderurgia e movimentazione in genere.

La società di Modena ha sviluppato un notevole know-how anche nei settori dove trova applicazione una oleodinamica evoluta: nei laboratori universitari, ad esempio, o in ambito militare, o banchi test, dove vengono richiesti cilindri e servo cilindri dalle speciali caratteristiche tecniche e dalle altissime prestazioni.

Continua innovazione

Si tratta di un'azienda e all'avanguardia che è ancora oggi in fase di crescita: nelle dimensioni della sede, nel numero degli addetti ma anche nella quantità di nuove idee che continua a sviluppare.

Nei settori elencati essa è partner dei maggiori produttori e costruttori di macchine e impianti, ma anche negli altri settori di riferimento l'azienda sta ampliando le sue quote di mercato grazie a una continua ricerca volta a innovare e a rendere migliori i prodotti.

Prodotti

Citiamo alcuni esempi di prodotti. In particolare indicheremo cilindri idraulici.

Questi cilindri idraulici doppio effetto inox sono disegnati con forme e dimensioni su richiesta dei vari clienti. Sono prodotti con materiali INOX AISI 316, AISI 431, AISI, 630, SAF

2205. La resistenza in nebbia salina può arrivare a 1000 h in nebbia salina secondo ISO 9227 NSS.

Gli steli di questi cilindri idraulici sono studiati per inglobare lo snodo direttamente nello stelo senza nessuna saldatura ne sistema di fissaggio. Le flange di chiusura dei cilindri idraulici sono fissate con viti autobloccanti e sono avvitate direttamente al corpo cilindro.

Questi cilindri idraulici doppio effetto inox possono lavorare con pressioni fino a 800 BAR e hanno caratteristiche di robustezza e resistenza all'usura.

Trovano abituale impiego in ambito navale, militare.

Cilindri azionati a unità elettroidraulica

Tra gli altri prodotti presenti nel catalogo indichiamo altri cilindri idraulici che vengono azionati da un'unità elettroidraulica di potenza integrata sul cilindro. Questa soluzione prevede l'eliminazione delle tubazioni e raccordi normalmente presenti tra l'unità di potenza e il cilindro idraulico con le relative perdite potenziali di fluido. Il cilindro si comporta come un normale asse lineare elettrico unendo i vantaggi dell'enorme potenza di spinta dei cilindri oleodinamici. Le versioni base più economiche prevedono un motore trifase corrente alternata 380/50/60 Hz azionabile sia direttamente che con inverter. Sono poi disponibili cilindri idraulici speciali che azionando una cremagliera e relativo pignone trasformano il moto da lineare a rotativo.





Possono eseguire rotazioni da 0-360° con coppie fino 4000 daN. A richiesta sono equipaggiabili con valvole over-center, frenature di fine corsa ed encoder di posizionamento. Questi cilindri elettroidraulici fanno parte della gamma Evo-C3.

Attuatori rotanti

Questi attuatori rotanti sono ricavati da servocilindri idraulici speciali che azionando una cremagliera e relativo pignone trasformano il moto da lineare a rotativo. La competenza

acquisita nella costruzione di attuatori lineari ha portato la società a sviluppare attuatori rotanti che in parte utilizzano gli stessi componenti. E disponibile una serie che può eseguire rotazioni fino a 270° con 300 daN specifica per i meccanismi nei settori militari e navali.

Snodi sferici di accoppiamento

Gli attuatori rotanti idraulici Cabol possono montare frenature di fine corsa, sensori di fine corsa ed Encoder assoluti di posizione. Si tratta di snodi sferici di accoppiamento a gioco nullo che grazie alla loro struttura compatta possono essere utilizzati su tutte le tipologie di servomotori a qualunque valore di frequenza prestabilito in fase progettuale. Possono essere collegati sia allo stelo che ai corpi dei cilindri. Sono poi disponibili a catalogo blocchi personalizzati ricavati da ghisa, acciai di diversa tipologia e leghe di alluminio. Possono alloggiare valvole di varia tipologia sia a piastra che cartuccia. Le superfici sono opportunamente disegnate per il montaggio su cilindri idraulici o per il collegamento a flange SAE e relative tubazioni. La società produce anche centrali oleodinamiche di potenza per il comando dei vari attuatori. Utilizzano serbatoi fino a 2000 Lt e motori fino 100 Kw con la possibilità di integrare gruppi valvole ed unità di raffreddamento.





SMM

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Hall A2 | Stand 225

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Founded in 2008, the family-owned Romeo Marine shipyard has been delivering exceptional superyachts to discerning clients for more than two decades, from 50-metre-plus custom new-build projects to extensive refits, rebuilds and fit-outs.

It has experience in steel and aluminium and offers an expert in-house team of 500 spanning everything from engineering design to plate-cutting, painting and interior finishing. Currently the largest shipyard of its kind in the Middle East Gulf Region.

Monaco Yacht Show 2026

The Romeo 55 meter superyacht from the Dubai-based shipyard Romeo Marine is gearing up for her global debut to Monaco Yacht Show 2026.

Striking in her profile, seductive in her interior style, and superlative in her engineering and finish, the Romeo 55 combines multifaceted deck areas with a sublime, understated ultra-luxe Italian design interior from Pulina Exclusive Interiors, while vast expanses of glass - including double-height glazing in the aft superstructure - flood the interiors with light and

ensure continuous guest connection to the environment and the sea.

The yacht, which features a steel hull and aluminium superstructure, draws on two decades of Romeo Marine's expertise in yacht fit-out, refit and rebuild, and more than 40 years of the wider Romeo Interiors Group's experience in ultra-high-end interiors and fit-out, a 780 GT yacht that has been conceived and crafted for unparalleled experiences in the world's most coveted cruising grounds.

Inspired by nature

Central to the Romeo 55's design philosophy is an appreciation of - and an homage to - the language of nature. "The inspiration behind the Romeo 55 emerged from a reflection on nature's quiet ability to shape both landscape and emotions" confirms Alessandro Pulina, Founder at Pulina Exclusive Interiors. "We were fascinated by the traces left by water, wind and time upon the shoreline. These natural gestures became the foundation of the design language, and we sought to create an environment that feels as though it has been gently shaped by nature itself."





One deck up, the upper saloon serves as the yacht's most convivial social environment, designed for entertaining and shared experiences. Seamless connection with the upper aft deck and a relaxed yet sophisticated atmosphere mean guests can enjoy conversation, dining and panoramic views at any time of the day or night. A dedicated bar, games table and a concealed TV further enrich the experience. A central feature guest stair rises through the yacht snaking around a glass guest elevator, further enhancing ease of movement between decks and creating a signature welcome statement for guests arriving on the yacht via the guest lobby.

Mediterranean influence

Pulina Exclusive Interiors developed a concept for the yacht inspired by a private residence shaped by the atmosphere of a Mediterranean coastal villa. "Rather than drawing from traditional yacht design references, the concept embraces the comfort, elegance and emotional quality of residential living," offers Alessandro Pulina. "Influences from coastal landscapes, Mediterranean light and a contemporary architectural approach are translated into a sculptural and sophisticated interior environ-

ment." The style the studio developed is defined by a sophisticated composition of wood veneers, natural stone, leather and refined metal details. Mahogany veneer plays a particularly important role throughout the yacht, bringing depth, warmth and a distinctive character, while bespoke parquet flooring reinforces the yacht's strong residential identity. The natural marbles and stones are used as sculptural elements, introducing texture, luminosity and a sense of permanence. The carefully selected leathers and metallic finishes add richness and refinement, enhancing the tactile quality of the spaces.





Nature-inspired curves and sculptural details create an immersive and harmonious guest experience, while the light, contemporary palette emphasises the colours of the sea, sky and coastlines beyond the floor-to-ceiling windows. The result is a refined and sophisticated interiors that is both authentic and timeless.

Carefully integrated design features strengthen the connection with the sea and maximise the quality of the onboard experience. From the main aft deck to the sun deck, the exterior environment unfolds as a sequence of spaces dedicated to relaxation, entertainment, well-being and contemplation.

Aside from the extensive use of glass, sculptural details in the deck-heads inspired by the movement of water ensure the eye is drawn toward the sea beyond.

The expansive outdoor areas serve a variety of needs and functions, from the private balconies of the owner's cabin to the generous alfresco dining and lounge areas on the main and upper decks.

Up top, the elevated sun deck offers an aft spa pool and sun-pads, dedicated fitness area, cinema set-up, bar, and an inside/outside panoramic sky-lounge with giant opening skylight

to augment the open-air feeling.

A private waterfront residence

The first yacht features are prodigious internal volumes, with an emphasis not only on extensive use of glass but also on creating the luxury of airy space. The full beam owner's suite forward on the main deck, for example – conceived as a private waterfront residence – features a double-height deck-head with skylight, plus a contemporary styled owner's study, extensive sleeping quarters, his-and-hers ensuite and drop-down balconies on both sides of the yacht.

Five generous VIP and guest suites on the lower deck are complemented by beautifully conceived main and upper saloons, each featuring convivial and flexible furniture arrangements that encourage social living while allowing easy transition to more formal entertaining.

The main deck also offers interior dining, with a table set forward in the saloon, connected to the aft seating area but separated by a low, curvaceous sideboard.

Indeed, circulation throughout the yacht was given particular attention, ensuring flow, visual continuity and seamless transition between interior and exterior environments.



Combined, these materials create an atmosphere of luxury where craftsmanship, materiality and architectural elegance come together in a highly personal experience.

Alessandro Pulina's statement

"At the heart of the project lies the philosophy of Dolce Vita – not as a lifestyle of excess, but as an invitation to slow down, reconnect with beauty and experience luxury through emotion, serenity and meaningful moments" Alessandro Pulina says "The Romeo 55 was conceived as a sanctuary at sea – a place where architecture, craftsmanship and nature coexist in perfect harmony, allowing guests to feel simultaneously protected, inspired and connected to the world around them."

Engineering

Underpinning the yacht is an advanced engineering package, developed with international expertise and realised through the exceptional regional and international talent retained by the shipyard. Twin MTU main engines drive the yacht to a maximum speed of 15 knots, while throttling back to 10 knots delivers a 5,200

nautical mile cruising range that opens up the world's oceans and cruising destinations to the yacht's owner. Fit and finish are completed to the highest international standards, while Romeo Marine's expertise in steel and aluminium construction ensures quality and attention to detail in every facet of the 55's build.

Nader Nashed's Statements

"The Romeo 55 is not just an exquisite yacht designed for discerning international owners, but also a statement of Romeo Marine's capabilities as a new-build shipyard," enthuses Nader Nashed, CEO of Romeo Marine Dubai. "The breadth of experience of our extensive team, from regional artisans to our international team of engineers, project managers and designers, has been forged across two decades of complex superyacht fit-out, refit and rebuild projects.

The Romeo 55 represents the sum of all that knowledge - a yacht of exceptional guest spaces, sophisticated interior design, and rock-solid naval architecture and engineering, born in Dubai but bound for the ocean."



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GX42 world debut at the Monaco Yacht Show 2026

GX Superyachts was launched at the Monaco Yacht Show in 2024 by the team behind Greenline Yachts, pioneers of parallel hybrid propulsion in recreational boating. Designed for owners seeking uncompromising luxury alongside significantly lower environmental impact, the GX range combines advanced hybrid propulsion, integrated solar technology and highly efficient naval architecture across a portfolio of custom aluminium superyachts from 24 to 56 metres. Just two years after unveiling the GX Superyachts vision at the Monaco Yacht Show, the company is celebrating another defining milestone with the successful launch of the first GX42, the 42-metre flagship, which now enters final sea trials ahead of her eagerly anticipated world debut at the Monaco Yacht Show 2026. The launch marks the transformation of GX Superyachts from an ambitious concept into a tangible reality. Conceived to redefine expectations in the superyacht sector, the GX42 combines striking contemporary design, long-range capability and a radically more responsible approach to luxury yachting. Developed by the experienced team behind Greenline Yachts, the GX42 builds on more than 15 years of expertise in hybrid propulsion

and energy management. She introduces those proven technologies into the superyacht world through an advanced parallel diesel-electric hybrid propulsion system, extensive integrated solar arrays and a large-capacity lithium battery bank, dramatically reducing emissions while delivering a quieter, more comfortable onboard experience.

Zinchenko's Statement

"Today is an emotional milestone for everyone involved in GX Superyachts," said yard owner Vladimir Zinchenko. "Only two years ago we introduced a bold new vision for the future of superyachting in Monaco.

Seeing the first GX42 enter the water proves that this vision has become reality. We are now looking forward to presenting her to the world at the Monaco Yacht Show, where the journey first began."

Magri's Statement

"The GX42 demonstrates that responsible yachting and uncompromising luxury can go hand in hand," said Maurizio Magri, CCO of GX Superyachts.

"With the ability to operate in zero-emissions mode for up to 48 hours at anchor and reduce onboard electricity consumption by up to 45%, she offers a quieter, cleaner and more comfortable way to experience life on board.

By reducing reliance on generators, the GX42 lowers operational emissions and fuel consumption while enhancing onboard comfort, allowing owners to enjoy the sea with greater respect for the environment. Ultimately, this is about more than technology; it is about well-being.

The GX42 has been designed around the way people want to feel on board - with greater tranquility, improved comfort and a deeper connection with the sea. A more peaceful, healthier and more balanced onboard experience is at the heart of this new approach to responsible luxury."

Exterior and interior

The yacht's elegant exterior and sophisticated interior have been created by renowned Italian designer Marco Casali, whose seamless approach connects every onboard space through clean architectural lines, natural materials and understated luxury. The result is a yacht designed for extended cruising, relaxed family living and effortless connection with the sea.

Casali's Statement

"It is incredibly rewarding to see the GX42 exactly as we imagined her from the very first sketches," said Marco Casali, founder of Too Design. "Our ambition was to create a yacht that feels timeless rather than fashionable, where sustainability and elegance naturally complement one another. Watching her leave the shipyard for the first time is a special moment for the entire design team."

Shipyard

Built in collaboration with SES Yachts in Türkiye, the GX42 also demonstrates the strength of the partnerships established since the

brand's launch. The project has brought together specialists in naval architecture, engineering, construction and design to deliver a yacht that challenges conventional expectations of efficiency without compromising luxury, performance or comfort.

Yildirim's Statement

"Bringing the ambitious vision of the GX42 to life has been a deeply gratifying milestone for SES Yachts," said Elif Yıldırım, Managing partner at SES Yachts. "Rooted in three generations of family heritage and custom craftsmanship, our shipyard has always thrived on turning complex, forward-thinking concepts into reality. Building a vessel of such exceptional technical contents and advanced hybrid complexity was a natural evolution of our core values, and we are immensely proud to have partnered with GX Superyachts in establishing this new benchmark for responsible luxury."

Armas's statement

Andrea Armas - Specialist Marine has worked shoulder to shoulder with the GX Superyachts Board as Technical Consultant, spending the past three years at the SES shipyard facility overseeing the GX42's design, engineering and production periods on behalf of GX Superyachts, said "It has been a remarkable yacht-building experience, working alongside an exceptionally professional team and collectively pushing the boundaries of hybrid superyacht design, engineering and construction."

Following her launch, the GX42 will undergo final outfitting, and sea trials before travelling to Monaco for her official public premiere. Visitors to the Monaco Yacht Show will have the first opportunity to experience the yacht that launched a new generation of responsible superyachts. The GX42 represents the first model in a planned range extending from 24 to 56 metres. By combining advanced hybrid technology, intelligent energy management, refined Italian design and genuine long-range cruising capability, GX Superyachts continues its mission to establish a new benchmark for sustainable luxury at sea.





French wind propulsion specialist CWS arrives at SMM 2026 with a 40-metre wing sail tested at full scale, a first commercial order in the books and deliveries scheduled for 2027.

Computed Wing Sail

CWS - Computed Wing Sail designs, manufactures and markets automated rigid wing sails for merchant shipping. Based in Paris with an industrial site in Saint-Nazaire, France, the company applies aeronautical engineering to wind-assisted propulsion. Its first commercial product, Airfin350, is a 40-metre asymmetrical foldable wing sail holding an Approval in Principle from Bureau Veritas. First deliveries are scheduled for 2027.

Wind

Wind is the oldest propulsion system in shipping. The company is convinced that it is also one of the most credible answers to the decarbonisation of maritime transport, on one condition: that it is engineered with the tools available today rather than those of the past. Founded to bring aeronautical design methods into merchant shipping, the French company designs and manufactures Airfin350, an automated rigid wing sail derived directly from aircraft wing architecture. CWS is headquartered in Paris, with its factory and its test site in Saint-Nazaire, at the heart of the French shipbuilding cluster.





A full-scale wing, tested in real conditions



Earlier this year, the first full-scale Airfin350 - 40 metres tall - left the CWS factory for an on-site test campaign at the port of Nantes-Saint-Nazaire. Over several months the wing was exposed to real wind and weather, taken through its full operating envelope and monitored continuously.

The campaign was completed successfully.

The objective was not a peak performance figure obtained under ideal conditions. It was to give partners and customers hard evidence on the three things ship-owners actually buy: robustness, simplicity of operation and reliability over time - on a product whose sail performance is deliberately set high.



An asymmetrical profile that changes tack

The Airfin350 owes its originality to its aerodynamics. Where most rigid sails rely on a symmetrical section, CWS uses a thick asymmetrical profile of 354 m², built in carbon composite and able to invert itself so that the same optimised shape works whichever side the wind comes from. The wing folds symmetrically in heavy weather and can be brought below 21 metres to clear air-draught limits and keep cargo operations unobstructed in port. The system already holds an Approval in Principle from Bureau Veritas under notations NR206 and NR467, and is designed to support compliance with IMO EEDI, EEXI and CII, the EU ETS and FuelEU Maritime.

From prototype to fleet

Backed by a funding round of 12M€ closed in 2025, CWS has moved into industrialisation. A first commercial order for Windcoop is already secured, for delivery in 2027. The technology has been validated by every third party CWS works with, and the company goes one step further: it commits contractually on performance - a guarantee that remains rare in the

wind-assisted propulsion market.

Morel's Statement

"Our customers are not buying a sail, they are buying fuel savings they can put in a business plan. That is why we tested at full scale, why we brought class societies in from day one, and why we are prepared to commit commercially on the performance we announce." said Julien Morel, Founder, CWS - Computed Wing Sail



Foto captions

Foto 1: Airfin350

The 40-metre full-scale wing on site at the port of Nantes-Saint-Nazaire. Credit: CWS

Foto 2: Airfin350

Detail of the asymmetrical carbon composite profile. Credit: CWS

Foto 3: Airfin350

Units installed on Miaraka (rendering). Credit: Windcoop

Foto 4: Airfin350

Seen from above in Asymmetrical position. Credit: Franck Badaire

Foto 5: Airfin350

Seen from above in Symmetrical position. Credit: Franck Badaire



High-level international programme featuring National Armaments Director Vice Admiral Carsten Stawitzki and international industry representatives - strong representation from European navies. Representatives of European navies, decision-makers from the maritime industry and technology experts will gather in Hamburg on 3 and 4 September for the MS&D - International Conference & Expo on Maritime Security & Defence.

Held as part of SMM, the conference will address Europe's maritime capabilities, new requirements for naval warfare, cybersecurity, and manned and unmanned systems.

MS&D as a meeting point for navies and industry

The Naval Hall B8 will serve as the central hub for maritime security and defence throughout SMM from 1 to 4 September. The MS&D Conference will take place there on 3 and 4 September on the Naval Stage.

The accompanying MS&D Expo will showcase technologies, systems and solutions for maritime security and defence throughout the four days of SMM.

In addition, the Security & Defence Route will guide visitors to companies offering security- and defence-related solutions across all SMM halls.

Keynote

A particular highlight will be the appearance of Vice Admiral Jan Christian Kaack, Chief of the German Navy.

Shortly before leaving office, Kaack delivered a keynote address on Thursday, 3 September, focusing on the current security environment and the future of the German Navy.

Afterwards, he will discuss these issues further with Dr Sarah Kirchberger, Director of the Institute for Security Policy at Kiel University (ISPK).

Perspectives

With Vice Admiral Carsten Stawitzki, National Armaments Director at the German Federal Ministry of Defence, Irina Haesler, Member of the Executive Board and Head of EU Representation at the German Shipowners' Association (VDR), and Dr Oliver Juckenhöfel, Executive Vice President, Segment Surface Vessels at TKMS, the programme brings together military, political and business perspectives.

Europe's maritime capabilities in focus

The conference programme on Thursday opens with the panel "Europe's Maritime Capabilities". Giovanni Cremonini, Head of Maritime Security Sector at the European External Action Service (EEAS), Dr Oliver Juckenhöfel and Irina Haesler talked about the requirements for Europe's maritime capabilities. The panel brings together perspectives from European security policy, industry and commercial shipping. Following Admiral Kaack's keynote address, the panel "Maritime Warfare Requirements" examined the requirements facing modern naval forces. Speakers include Rear Admiral Rémi Thomas and Rear Admiral J. F. Jeroen Hodes.

The underwater domain in focus

Against the backdrop of new threat scenarios and the need to protect critical maritime infrastructure, the underwater domain is becoming increasingly important. In the panel "The Underwater Domain", Prof. Dr May-Britt Stumbaum, Director of the SPEAR Institute, moderate a discussion with Malte Kutscher of ELAC Sonar, Dr Moritz Lehmann of Starboard Intelligence and Alice Rowlands, Product Lead Perception at Helsing, on technological developments and new applications.

Schneider's Statement

"The maritime security environment is changing at a rapid pace – and with it the requirements facing our navies. At MS&D, military decision-makers from different countries discuss with industry and technology experts which capabilities will be needed in the future

and how they can be made available more quickly. This combination of operational perspectives and technological expertise makes this year's programme particularly relevant," says Rear Admiral (ret.) Karsten Schneider, President of the German Maritime Institute and Programme Director of the MS&D Conference.

Cybersecurity, manned and unmanned systems

The second day of the conference begins with a keynote address by Vice Admiral Carsten Stawitzki. The focus will be on current requirements for equipment and procurement. The panel "Current Developments of Maritime Security" illustrates just how broad the spectrum of maritime security has become. Captain Sebastian Hamann of the German Armed Forces Operational Command, Stefan Langhammer of OHB Digital Connect, Annika Nevaste, CEO of DNV Cyber, and Haythem El Mir, CTO of Cypurge, discussed current developments with a particular focus on cyber and information security.

The conference was concluded by turning its attention to manned and unmanned systems. In the panel "Manned and Unmanned Systems", Rear Admiral Christian Bock, Head of the Bundeswehr Innovation Centre, Magnus Lunde of Kongsberg Discovery and Simon Volkmann of Eurobotics will discuss how autonomous and unmanned technologies can enable new maritime capabilities and the role of cooperation between armed forces and technology companies.

MS&D international
conference and expo
maritime security
and defence

PRESS RELEASE

Conference programme at a glance

a cura della redazione

Thursday, 3 September 2026

Panel 1: Europe's Maritime Capabilities



Keynote address by Vice Admiral Jan Christian Kaack followed by a discussion with Dr. Sarah Kirchberger

Panel 2: Maritime Warfare Requirements

Panel 3: The Underwater Domain

The Hong Kong Convention as ship recycling shall be subject to clear and ambitious international regulation. Ultimately, environmental protection and worker safety at recycling facilities can only be ensured through global standards such as the Hong Kong Convention.

EU Ship Recycling Regulation

We can write that the EU Ship Recycling Regulation does not apply globally, but it has been a valuable interim step. Including South Asian recycling facilities on the EU list of approved facilities would contribute to improving conditions in the regions where most vessels are recycled.

Ship recycling market data

On a global basis, about 450 (more or less) ships are recycled annually. About 75 pct. of these ships are recycled in South Asia (Bangladesh, India, and Pakistan), where environmental protection and safe working conditions historically have not been sufficiently prioritized.

In EU, Danish Shipping finds high standards imperative within the recycling industry no matter where it takes place, and many others EU members agree with this official position.

Catalyst

The EU Ship Recycling Regulation is as catalyst for the Green Transition: responsible ship recycling

is essential to ensure the safe and environmentally sound removal of end-of-life vessels from the global fleet, protecting both people and nature during the recycling. It is also a key enabler of the shipping industry's green transition, facilitating the renewal of the fleet with more energy- efficient and alternative-fuel vessels and enhancing circularity.

The Hong Kong Convention

In June 2025 the Hong Kong Convention for the Safe and Environmentally Recycling of Ships came into force.

The convention ensures that recycling facilities comply with international standards, and that they can handle hazardous materials safely. The facilities must be approved by the local authorities. The Convention was adopted in 2009, and it is expected that the IMO will initiate a revision once sufficient experience has been gained from its initial implementation, in order to reflect the latest innovations in the industry.

EU SRR

The EU Ship Recycling Regulation (EU SRR) was adopted in December 2013. Based on the requirements of the Hong Kong Convention, the Regulation mandates that EU-flagged ships may only be dismantled at EU-approved recycling facilities.





Supporting High-Standard Ship

Recycling Facilities Alang, India, is a major ship recycling area.

Many of the most advanced facilities have invested in methods and equipment ensuring that the vessel is decommissioned without steel blocks touching the intertidal zone. These facilities are now competing on high social and environmental standards and are inspiring other facility owners in the area.

This positive development should be supported, and inclusion on the EU list of approved ship recycling facilities could be a perfect instrument to incentivize these improvements.

Analysis

Typically, a ship's life expectancy is 30 years and most ships are sold for further operation, when they reach more than 10 years of age. As example i.e in total, members of Danish Shipping recycle fewer than 10 ships annually.

A recycled merchant ship has a market value of several million USD due to the large amount of reusable steel and other components in the vessel.

Selling vessels

As example Danish Shipping recommends that members carefully evaluate whether it is likely that a sold off vessel will be recycled shortly after the change of ownership.

If the likelihood is high, the owner should carefully assess the potential buyer prior to the sale and obtain assurance from the new owner guaranteeing responsible recycling of the vessel.

This could for instance be done via a clause in the sales contract stating that the new owner is obliged to ensure recycling in compliance

with the Hong Kong Convention, in case the vessel is recycled shortly after takeover.

Recycling vessels

Many Shipping association actively engages with members who wish to recycle ships, and encourages members to ensure that the requirements of the Hong Kong Convention or the EU SRR, as appropriate, are followed as well as some additional measures: ensuring that an inventory of hazardous materials (IHM) is available and up to date on the vessel prior to recycling, selecting a facility based on one or more site audits, utilizing the international shipping association BIMCO's Recyclecon - a standard contract for the sale of vessels for green recycling, when entering an agreement with the recycling facility, establishing a site team overseeing the recycling of the vessel or conducting audits during the recycling process.

EU Commission proposal

In this month is published the EU proposal to include Indian ship recycling facilities on EU list.

The European Commission has proposed adding two Indian ship recycling facilities in Alang to the European List of approved ship recycling facilities. Danish Shipping warmly welcomes the proposal, calling it an important step for responsible ship recycling. The proposal recognises ship recycling facilities that have demonstrated compliance with the EU Ship Recycling Regulation, irrespective of where they are located.

First Porst's Statement

"This is an important step. And it has been a long time coming. Facilities that meet the EU's high environmental and safety requirements should be recognised regardless of geography. Rewarding those who invest in higher standards creates incentives for further improvements across the global ship recycling industry and will lead to more ships being recycled under en-vi-ron-men-tal-ly sound and safe conditions.

This is absolutely crucial," says Nina Porst, Executive Director of Sustainable Ships & Skills at Danish Shipping.



Green Future

Responsible ship recycling is an essential part of shipping's green transition. It enables the safe dismantling of end-of-life vessels, supports fleet renewal with more energy-efficient ships, and contributes to the circular economy through the recovery and reuse of valuable materials such as steel. This will lead to more ships being recycled under environmentally sound and safe conditions. This is absolutely crucial. The proposal also addresses a growing need for recycling capacity. According to BIMCO, more than 16,000 ships are expected

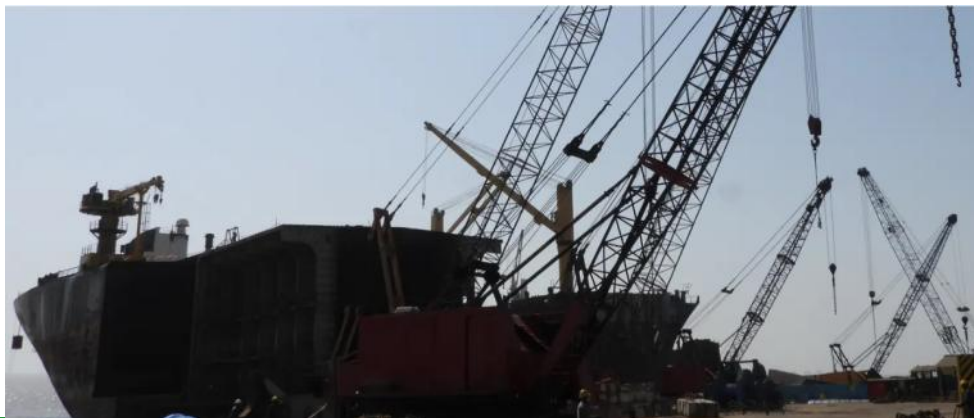
to require recycling over the next decade, which represents a significant increase compared to the previous ten years. Expanding the European list of ship recycling facilities is necessary to ensure sufficient and geographically realistic recycling capacity, particularly for larger ocean-going vessels.

Second Porst's Statement

"The improvements made by leading facilities in Alang clearly demonstrate that international regulation - the Hong Kong Convention - is delivering real progress. We need to maintain this momentum. Especially that compliant facilities on the European list continues to invest in higher environmental and safety standards while ensuring that Danish and European shipowners have access to the responsible recycling capacity, they will need in the years ahead," says Nina. Nina Porst, Executive Director of Sustainable Ships & Skills at Danish Shipping.

Danish Shipping message to EU

Danish Shipping encourages the EU Member States and the European Parliament to support the Commission's proposal and calls on the Commission to continue assessing and recognising facilities that meet the requirements of the EU Ship Recycling Regulation. A transparent and performance-based listing process will help strengthen global standards for safe and environmentally sound ship recycling while supporting the transition to a more sustainable shipping industry.



illycaffè and Barcolana presented by Generali are preparing for the 58th edition of the regatta by presenting the Manifesto designed by Serse Roma.

An artist deeply rooted in Trieste, he collaborates with illycaffè and the Barcolana, describing the spirit and values of the event, following in the footsteps of Michelangelo Pistoletto (2015), Gillo Dorfles (2016), Maurizio Galimberti (2017), Marina Abramović (2018), Olimpia Zagnoli (2019), Lorenzo Mattotti (2020), Ron Arad (2021), Matteo Thun (2022), Judy Chicago (2023), Stefan Sagmeister (2024), and Robert Wilson (2025).

Manifesto

To create the 2026 Manifesto, Serse Roma chose to explore one of the regatta's most defining elements: the sea. His interpretation conveys the evocative power of water through the use of graphite, creating a contemplative and immersive image capable of narrating the ongoing dialogue between light and surface, movement and stillness.

The relationship between Serse Roma and illycaffè dates back to 2005, when the artist collaborated on a decoration inspired by the sea of Trieste for the glass dedicated to iced coffee.

Scocchia's statement

"For over twenty years, illycaffè has supported

the Barcolana, an event that celebrates the profound bond between Trieste and the sea," says Cristina Scocchia, CEO of Illycaffè. "For this edition, we chose an artist who has always known and observed the sea. In Serse Roma's works, water is never just a landscape: it is light, movement, depth, and continuous transformation. His poster reminds us that the sea is much more than the Barcolana regatta field: it is an element of identity that unites people, cultures, and diverse stories."

Gianluz's statement

"With Serse Roma's poster," commented Mitja Gialuz, President of the Società Velica di Barcola and Grignano, "we return to our most identifying element: the sea. It is the place where Trieste was born and raised, a space that reflects its soul. Every year, on the second Sunday of October, thousands of boats cross it, giving life to a dance that renews a collective ritual unique in the world. The sea is in constant movement, just like the Barcolana. It is a metaphor for life, transformation, and constant renewal."

Conclusion

The 58th edition of the Barcolana is scheduled for Sunday, October 11th in the Gulf of Trieste, preceded by a packed calendar of events on land and at sea that will transform the city into the international capital of sailing.





The marine industry is rapidly evolving. While high-voltage propulsion systems remain the preferred choice for large commercial vessels, a new generation of applications is driving demand for powerful low-voltage solutions. Passenger boats, workboats, inland vessels, ferries, houseboats and leisure craft increasingly require propulsion systems that combine performance, safety and simplified installation. In this technical application area 48V technology is making a real difference. For many marine applications, 48V offers the ideal balance between power, efficiency and ease of integration.

Advantages

Simplified installation No high-voltage infrastructure means faster integration and reduced installation complexity. Enhanced safety low-voltage architecture simplifies handling, maintenance and onboard operations. Lower maintenance costs fewer complex components help reduce downtime and service requirements.

Higher efficiency

Perfect for vessels operating in ports, inland waterways, protected areas and urban environments where quiet, emission-free navigation is increasingly required.

Some solutions

Now I write about 3 different companies that are showed in this summer 2026 technical solutions about 48V electric engine for marine inboard and outboard solutions.

Introducing the New DriveMaster 40W

Transfluid & Bellmarine are expanding their low-voltage propulsion range with the new DriveMaster 40W. Designed for demanding

marine applications, the DriveMaster 40W delivers: 40 kW continuous power, 48V architecture, 1500 rpm nominal speed, High torque at low speed, Compact footprint, Easy integration into new builds and retrofit projects. One of its strengths is its shared mechanical architecture with the proven EM300 high-voltage motor family.

Design

This design philosophy offers some significant benefits: proven engineering, economies of scale, high component availability, simplified spare parts management reliable worldwide service support. By using a common mechanical platform, operators and shipyards benefit from both innovation and long-term reliability.

Multiple Marine Applications

The DriveMaster 40W is suitable for a wide variety of vessels, including: Passenger boats, Workboats, Inland waterway vessels, ferries, houseboats, leisure yachts, commercial support vessels.

Retrofit projects

Whether powering a new electric vessel or upgrading an existing fleet, the DriveMaster 40W provides a practical and future-ready propulsion solution.

Engineering for the Future

Innovation is driven by real operational needs. Transfluid electric and hybrid propulsion systems are designed to help shipyards and operators reduce emissions, improve onboard comfort, lower operating costs and simplify maintenance-without compromising performance. This new engine represents another step towards practical, scalable and reliable marine electrification.





Molabo Marks 10 Years of High-Power 48 V Electrification

From university research to scalable system solutions for marine, industrial, agricultural and smart energy applications the company of Ottobrunn (Germany) - marking 10 years since it was founded in 2016, celebrating a decade of innovation in safe, high-power low-voltage electrification.

Began as a research project around ISCAD (Intelligent Stator Cage Drive) technology this project has evolved into a system solutions provider for electric and hybrid applications across marine, maritime, and industrial markets. The core engineering idea was ambitious: to deliver high power at safe-to-touch low voltage levels. Molabo developed a 48 V ar-



chitecture designed to combine performance, safety, and simplicity.

In 2019, Hechinger, an established manufacturer and supplier in the mobility, electrical and industrial sectors, invested in Molabo. The partnership brought industrialization experience, production know-how and quality expertise that helped accelerate product development and prepare the technology for customer applications.

Patzak's Statement

"Many people believed low-voltage systems would always be limited to auxiliary applications. Some years later, we have shown that 48 V technology can power everything from sailing yachts to large commercial vessels and high performance race boats" said Adrian Patzak, COO of Molabo.

Aries

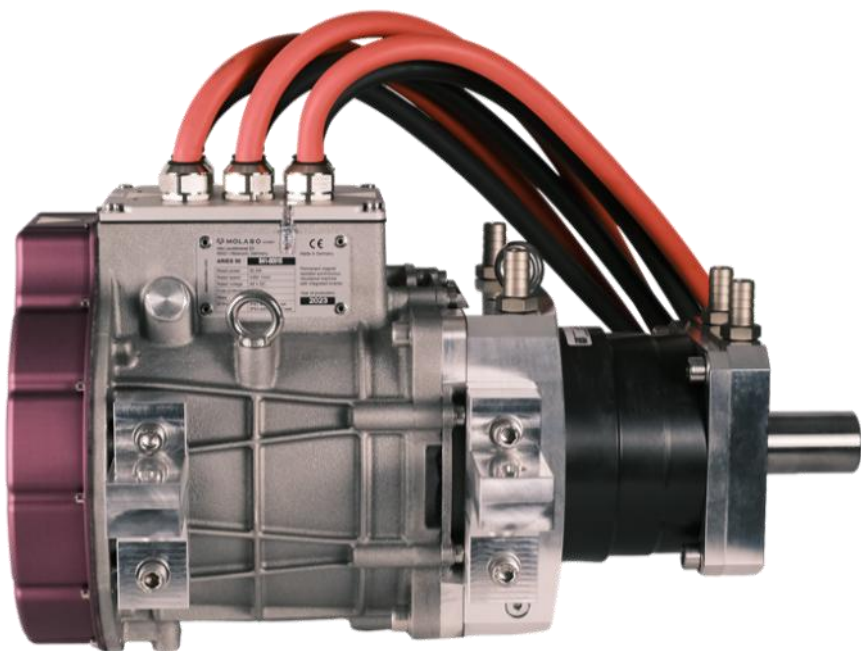
The launch of the ARIES i50 system solution in 2020 opened the door to Molabo's highly successful marine business and brought safe, high-power low-voltage propulsion into real applications.

The company has since introduced a variety of drive configurations, controls, batteries, and interfaces, plus expanded system engineering and application-specific support. In 2023, Molabo launched the ARIES R50 outboard, extending its marine range from inboard system solutions into outboard propulsion. In 2024, Hechinger acquired Molabo.

Duffner's Statement

"Molabo has developed a technology platform with enormous potential, and our role is to support scaling that potential," said Markus Duffner, CEO of Hechinger. "By combining MOLABO's expertise in electric propulsion systems with Hechinger's industrial manufacturing capabilities, we support customers from prototype development through to reliable series production."

In 2025 the company introduced the ARIES Serial Hybrid System and the ARIES Jet Drive, further expanding the product portfolio and supporting more complex hybrid architectures and marine drive configurations.



New Development

The company's newest development, a steering actuator that enables precise, electronically controlled movement in a compact low-voltage package, extends Molabo's expertise from electric drive systems into electronic control and actuation. As the company enters its second decade, Molabo's direction is clear: continuing to advance 48 V technology from individual drive systems to complete high-performance electrification and electronic control platforms for the vehicles, vessels and energy systems of the future.

Baltic Yachts integrated 48-volt electric motors onboard

The Finnish builder has been working with Molabo for several years, adopting their solutions for propulsion, hydraulic sail-handling systems, and energy generation on a number of boats. ARIES motors can also power deck equipment, keel, rudder, and trim-control actuators, or bow and stern thrusters. Molabo created the first RPM-controlled version of their ARIES drive for Baltic's hydraulic electrifi-

cation project. The low-voltage, high-torque motor delivers immediate response, precise control, and significantly reduced noise and vibration, without the complexity or certification burden of installing and maintaining a high-voltage system.

Kolam's Statement

"Electric-powered auxiliary systems are a natural upgrade for oceangoing yachts," said Kim Kolam, senior electrical engineer for Baltic Yachts. "While sailing, the 48-volt motors allow us to operate essential systems while minimizing engine and generator runtime, and the high-capacity battery bank provides plenty of storage to power onboard amenities while at anchor." Baltic has also used ARIES drives for low-voltage parallel hybrid systems for anchoring or harbor maneuvering, as well as generating renewable energy while under sail. These hybrid-electric setups can also offer benefits while sailing. Running the motor at very low output can subtly increase the yacht's speed and, as a result, its apparent wind angle and pressure.

This technique can improve sail trim efficiency, maintain laminar airflow in light winds, and help keep foiling or semi-foiling yachts “on step”.

Baumgardt's Statement

“Being able to apply just 200–500 W of electric thrust to maintain momentum or optimize airflow opens up entirely new possibilities for sailors,” noted Andreas Baumgardt, Molabo’s head of marine ecosystems and applications. “With up to 50 kW of power available at just 48 V, you can enhance performance and efficiency on even large sailing yachts.”

New developments

Building on the success of its low-voltage drive platform, Molabo recently introduced a 50-kW jet drive and a 48 V serial hybrid system with Fischer Panda’s lightweight AGT-series generators. Originally developed for Team Malizia’s IMOCA racing program, the system delivers the endurance and reliability needed for offshore campaigns while preserving Molabo’s hallmark safety and serviceability. “The spectrum of vessels that can benefit from low-voltage electrification continues to broaden,” said Adrian Patzak, COO of Molabo. “These innovations allow builders to electrify onboard systems, support long-range or shorthanded cruising, and power high-demand applications without dealing with high-voltage complexity.”

Damoto solutions

Damoto is a Dutch company engaged in the

development, manufacturing and international distribution of electric boat motors. The team, led by founder Sander Meuwese, consists of technical specialists who work closely with renowned suppliers such as Curtis, Honeywell, Trojan, Victron, etc. A dealer network takes care of sales, installation and service. The company, in the process of developing its new eFLOW All-in-One system, was in search of a high-quality electric motor. The choice landed on these induction motors. A strong connection quickly formed between Damoto and the manufacturer, leading to the decision to establish a partnership to revive the original systems. The products are now released under the brand name Damoto and have undergone further development, sporting a new fresh look.

Electric Boat Motor 20kW Liquid Cooling 48V

Liquid-cooled electric inboard boat motor, integrated 'full body' liquid cooling, direct drive, brushless, equipped with feedback encoder & sensor, integrated thrust bearings, and includes an adjustable motor frame. Damoto eTORQ 20kW Liquid 48V is an electric inboard motor for boat. The system is a traction AC motor technology and integrated temperature-controlled liquid cooling make system responsive, whisper-quiet, durable, and safe. The company develops and manufactures in the Netherlands.

Features

The eTORQ electric inboard boat motor provides propulsion without the need for a transmission. With Tractie AC Induction technology, known for its high peak power, it is possible a reliable powerhouse. The operating temperature of the eTORQ is electronically regulated through liquid cooling integrated into almost the entire length of the motor housing, along with the pump. This extends the lifespan, improves performance, and increases efficiency and reliability. The eTORQ is moisture- and water-resistant and constructed with corrosion-resistant stainless steel and anodized aluminum. The adjustable motor frame makes installation easy.





The eTORQ needs to be controlled by an eCONTROL series. This advanced controller is the brain behind the electric inboard boat propulsion and ensures good performance from your motor.

The integrated 'full-body' liquid cooling for higher efficiency, better performance, longer lifespan, and reliability through optimal heat dissipation, position/speed encoder & temperature sensor for optimal performance across the entire speed range and protection against overload tractive AC induction motor technology for active navigation, powerful stopping, maneuvering, and evasion.

Direct drive for whisper-quiet operation, lower energy consumption, and low maintenance due to a minimal number of moving parts integrated thrust bearing for lower energy consumption, eliminating the need for an additional thrust bearing.

Brushless design for noise-free operation compact design with a low installation height due to a limited diameter.

Robust and heavy-duty motor

Water- and moisture-resistant, IP66 anodized

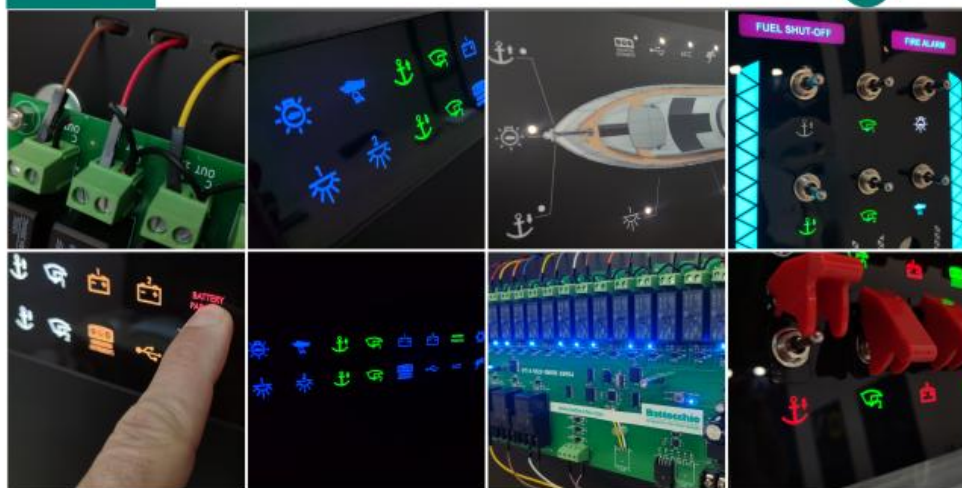
aluminum motor housing, and AISI 316 stainless steel motor frame and fasteners. Adjustable motor frame for easy installation.

Conclusion

In this short technical article we start with 3 important 48 electric motors for marine applications. As normal market, others companies have others solutions. We like, in next issues to write about them.



Yachts Controls **YC**



Company Profiles

Battocchio Srl was founded in 1973 in Castelfranco Veneto near Venice by the intuition of its founder, Gianni Battocchio, who designs and produces electronic components. In 1980, Battocchio invented the MEMBRANE KEYBOARD, and from this invention, HMI (human-machine interfaces) of all types and for every sector continue to be created. During these 50 years of success, many other technologies have been added, such as CAPACITIVE TOUCH, FORCE SENSITIVE RESISTIVE, OPTICAL BONDING and SMART TEXTILES.

Why choose Battocchio Srl?

- Custom Projects
- Design and Production Made in Italy
- Fast Prototypes
- No Minimum Quantity

Yachts Controls - Simil Touch Keyboard

Our latest invention is the SIMIL TOUCH KEYBOARD.

The SIMIL TOUCH KEYBOARD looks and behaves like a touch interface (similar to our smartphone or tablet), but in the end, it needs a little bit of pressure to be activated.

The big advantage is that it works very well in the presence of salty water and humidity without false activations.

The SIMIL TOUCH KEYBOARD can be backlit with RGB LEDs to achieve functional and impressive interactions and feedback.

Together with a RELAY SMART board, it can control the classical functions of a yacht or boat, including BMS, boarding procedures, and fault detection.

BATTOCCHIO S.r.l. - Via Marghera 1 - 31033 - CASTELFRANCO VENETO (TV) - ITALY
TEL +39 0423 497702 - WWW.BATTOCCHIO.COM / INFO@BATTOCCHIO.COM



Precipitation networks have faced two problems no conventional gauge could solve. Data that runs consistently low, and critical locations that remain unmonitored. RM60, is the world's first truly maintenance-free precipitation sensor, is built to change that.

Flood warnings depend on accurate precipitation data.

So do reservoir operations, hydrological models, and the climate records used to assess how rainfall patterns are shifting.

Getting that data right depends on sensors that work reliably, in the worst conditions and the difficult locations, precisely when it matters most.

Conventional

Conventional precipitation gauges have two problems. The data they produce runs consistently low, because the mechanical collection process loses precipitation to wind, evaporation, and freezing.

That bias runs through every network and every model built on it. Correction factors help, but they are inconsistent across networks and cannot fully compensate.

The second problem is coverage. In many of the locations most vulnerable to flash floods and debris flows, such as remote mountain slopes and exposed catchments, there are no gauges at all.

Conventional gauges require regular on-site maintenance, which makes remote and exposed sites too costly to equip.

When intense rainfall hits an unmonitored slope, there is no data to trigger a warning.

New research

Research published in *Weather*, the journal of the Royal Meteorological Society (Dunn et al., 2025), confirms that losses range from a few percent under favorable conditions to nearly half of actual precipitation in demanding ones, and for snow or exposed sites, recorded amounts can fall below one-third of what actually fell.

As the frequency and intensity of extreme precipitation events increases, the cost of that gap grows with it.

Jalkala's statement

"For over a century, precipitation gauges have measured too low. Not because of how networks were designed or operated.

Because of a physical limitation built into the technology itself, one that the entire field had learned to work around.

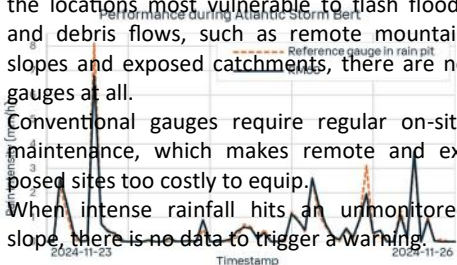
Our engineers thought differently, and proved it with RM60," says Anne Jalkala, EVP, Weather, Energy, and Environment at Vaisala.

A different approach to measurement

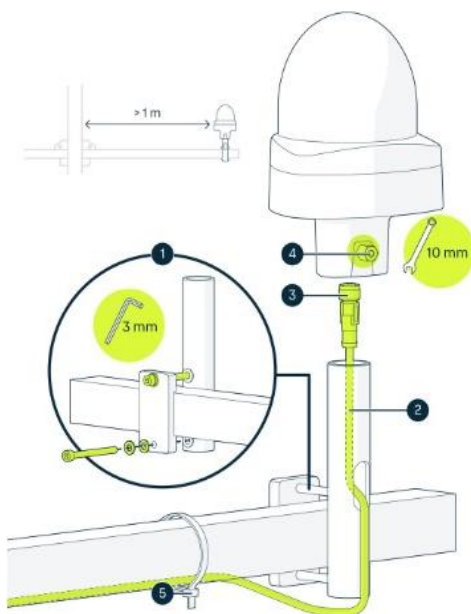
Vaisala launches PRECIPAP Radar Precipitation Sensor RM60, the first precipitation sensor built to solve both problems at network scale. Where conventional gauges collect and count rainfall mechanically, RM60 uses patented radar technology to measure each falling raindrop, snowflake, and hailstone individually as it passes through the air.

Because this new sensor does not rely on catchment, it is not subject to the physical losses that affect conventional gauges.

That means more detailed data: not just how much rain fell, but how hard it was raining, what type of precipitation it was, and the size distribution of the drops.



Installing RM60 on support arm



It requires no cleaning, no calibration, and no field visits throughout its service life, and its design eliminates the wind errors that affect conventional gauges without any additional infrastructure.

Better

The new sensor delivers better ground truth for weather radar networks, and richer inputs for forecast models and hydrological simulations.

The result is more complete, more trustworthy data for the forecasters, hydrologists, and infrastructure operators who depend on it, and ultimately for the communities whose safety depends on their work.

Proven in the field,

RM60 has been field-deployed since 2020, with dozens of units operating across a range of climates and environments.

More than 700,000 hours of field data cover conditions from subarctic winters to tropical rainfall and high-wind Atlantic conditions. Over its lifecycle, RM60's total cost of ownership is

substantially lower than a conventional tipping-bucket station, due to the elimination of maintenance visits, infrastructure requirements, and consumables.

A tipping-bucket gauge typically requires at least four maintenance visits per year.

The sensor requires none. It can run on a compact solar panel and battery and mounts on a standard mast, making it practical across the full network, including sites that have historically been too costly or difficult to equip.

The sensor serves professional precipitation networks across meteorology, hydrology, hydropower, and solar energy applications.

*Sources: Dunn, R.E., Fowler, H.J., Green, A.C., Lewis, E. et al. (2025). Tipping-bucket rain gauges: a review of the undercatch phenomenon, and methods for its reduction and correction. Weather, Royal Meteorological Society.

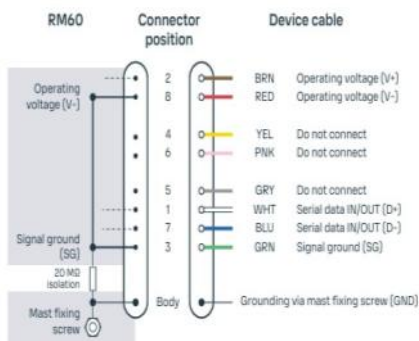


Table 7 RM60 wiring

Position	Wire color	Signal	Description
1	White	D+	Serial data +
7	Blue	D-	Serial data -
3	Green	SG	Signal ground
2	Brown	V+	Operating voltage V+
8	Red	V-	Operating voltage V-
4	Yellow		Do not connect.
6	Pink		Do not connect.
5	Gray		Do not connect.
Body	Shield	GND	Grounding via mast fixing screw

2. Leave the yellow, pink, and gray wires unconnected. Depending on the output usage, isolate the signal wires that are not used from each other and leave them unconnected.
3. Switch on power.



This article write about some new innovations exposed at SMM 2026.

AYK was founded in 2018 by Chris Kruger with the goal of producing a low-cost battery that offered superior performance and safety, and that exceeded class and industry standards. Already a pioneer in the marine battery sector, having developed the very first marine type approved battery, Chris and his team have drawn on more than 15 years of industry experience to continue to drive development and safety in the marine battery industry.

Swappable container

Marine battery manufacturer AYK Energy is set to unveil what it describes as the world's first swappable containerized marine battery system at the SMM trade fair in Hamburg.

The company said it is already receiving orders for the battery while it progresses through the class approval process, having completed the new technology qualification (TQ) stage, a structured process for demonstrating that a new technology is sufficiently mature before advancing to full class approval.

Kruger's Statement

AYK Energy founder Chris Kruger said the containerized battery technology changes how marine batteries can be installed, deployed

and operated. "A vast amount of engineering time and investment has gone into this," he commented.

"The AYK Cosmos Marine Battery Container will simplify installation, reduce engineering complexity, lower project costs and speed up implementation. The system also removes the need for a dedicated battery room which can be a highly complex engineering job and significant cost." Kruger said the system's flexibility allows batteries to be swapped or permanently installed depending on operational needs.

"Our containerized batteries can be stacked onshore and charged off-site to be transported to ports when required," he said. "They can then be loaded onto vessels at speed and tailored to voyage energy requirements ... perhaps loading dozens of batteries at a time to meet short sea fully electric requirements in the EU, for example to help meet ETS standards."

Features

He added that the system can also deliver temporary hotel-load power while vessels are in port, be exchanged between voyages as a swappable system, or be permanently installed for hybrid or fully electric vessels.



According to Kruger, the battery features eight independent levels of safety, with IP67 protection and an A60 fire rating.

AYK Energy

AYK Energy is primarily targeting the ferry, ro-pax and passenger vessel market, though the battery is also suitable for tugboats, feeder vessels, hybrid commercial craft, fully electric vessels and other workboats requiring battery power.

"We firmly believe our technology will remove the barriers to electrification, make battery technology easier to adopt, and as a result accelerate maritime decarbonization," Kruger said.

"The system we have developed combines safety, flexibility and cost-effectiveness, which we believe are the three pillars that will support the accelerated electrification of the sector." AYK Energy said it has previously pioneered LFP battery chemistry for marine use and was the first company to secure marine certification for LFP batteries with DNV.

Damen

The Container Feeder (CFe) 1100 is a fully cellular container feeder designed for efficient worldwide feeding trades with a strong focus on cargo flexibility, operational efficiency and future readiness. Its cargo arrangement is optimised for 45-foot containers while offering flexible intake for 20, 30, 40 and 45-foot units. A two-stroke main engine, hybrid PTO/PTI system and shore power capability contribute to efficient performance, while Ice Class 1A and pivoting hatch covers ensure operational flexibility across a wide range of routes and

operating environments. Future-ready by design, the vessel offers methanol readiness and provisions for an energy storage system and scrubber installation, enabling shipowners to meet evolving sustainability requirements.

Features

Two-stroke main engine

Hybrid PTO/PTI system

Ice class 1A

Flexible container intake (20, 30, 40, 45 ft)

Optimised for 45 ft container

Shorepower connection

Pivoting hatch covers

Together in Every Water

At SMM 2026, ZF strengthens position as partner for the maritime industry, the company presents 9200 A/V PTI. It is the newest addition to hybrid transmission series can be tailored to a wide range of vessel types and propulsion layouts.

At this year's SMM the company is showcasing its full range of propulsion and control technologies for maritime applications under the theme "Together in Every Water". With a focus on powerful driveline technology, advanced hybrid solutions, new digital services and more, the company strengthens its position as trusted partner for the global maritime industry. Visitors to SMM 2026 can learn more about the full range of ZF's portfolio in hall A3, booth 219.

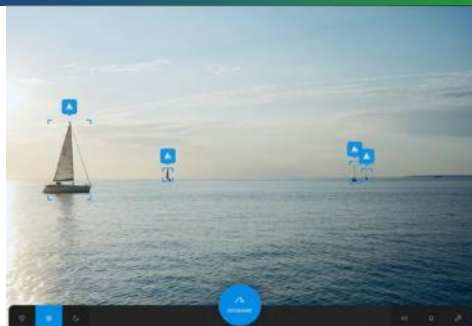


Across all segments, marine operators and shipbuilders are facing the same challenges: larger vessels, tighter schedules, increasing regulatory requirements and rising pressure to improve operational efficiency and availability. At this year's SMM, ZF demonstrates technologies designed to support mastering these challenges. The company helps reduce operational complexity and ensure reliable performance over the entire lifecycle of ships and fleets.

Shipping is evolving fast

Vessels are becoming larger, more complex and, due to new regulations, increasingly hybridized. Against this backdrop, ZF continues to expand and refine its product portfolio to support future vessel generations – and to underline that the company is “Together in Every Water” with its customers. Scaling up for future vessel sizes with the ZF 9200 A/V PTI transmission and ZF AT 110 thruster, ZF is extending its driveline portfolio into higher power classes.

The ZF 9200 A/V PTI is the latest variant of the company's established ZF 9000 transmission series. The transmission can be installed in both V and A (down angle) positions, which grants shipbuilders additional design freedom. It accommodates a maximum main drive power of up to 3,903 kW, while the integrated



power take-in (PTI) supports hybrid operation with up to approximately 700 kW. This enables electric locally exhaust emission free boosts in dynamic situations and low-noise maneuvering, e.g. during nighttime or in harbors.

The ZF 9200 A/V PTI features a modular design and wide ratio spread (main engine: $i=2,300$ to $i=4,241$; PTI: $i=2,085$ to $i=16,103$), allowing it to be tailored to different vessel types, electric motor sizes and thus, hybrid propulsion concepts.

Its lightweight aluminum housing contributes to a compact overall design, while full classification approval ensures integration into a wide range of vessel classes. Optional accessories such as PTO units, an integrated shaft brake and flexible mounting solutions further increase adaptability.





Thruster

Meanwhile, the ZF AT 110 represents the largest thruster ZF has developed to date. Compatible with engine outputs of up to 2,944 kW, it extends the portfolio into more powerful vessel segments beyond today's standards, in line with ongoing trends toward more demanding offshore and harbor operations. Designed for applications such as modern tugboats, the unit enables bollard pull values of around 100 tons, meeting current market requirements in this power class and allowing operators to handle increasingly large merchant vessels.

At the same time, the ZF AT 110 is designed with installation efficiency in mind. With center-to-center dimensions of around 3,700 mm (3,825 mm with optional seal monitoring), the thruster features a more compact design compared to many current market alternatives. This allows easier integration into vessel designs where available space is limited and supports more flexible ship layouts.

New concept

A revised lubrication concept reduces the overall oil volume by supplying critical components in a targeted manner rather than using fully oil-filled housing. This improves efficiency and reduces operating costs while maintaining reliable performance. Optional features such as a tilted nozzle further enhance propulsion

efficiency and allow shipbuilders more flexibility in hull designs.

MMG The driving force on all seas.

MMG provides the right solution for every requirement profile about propellers. Whether cargo ships, naval ships or cruise ships the company is able to do the design and manufacture of ship propellers up to a weight of 160 tons and a diameter of over 11 meters.

Espro

Espro is individual propellers for more efficient propulsion. Each MMG espro (Energy Saving Propeller) is individually adapted to the specific mission profile of the ship.

The design is not only determined by the speed and draught of the ship. The planned route, weather conditions and requirements for comfort on board also play an essential role in the design of the propeller.

Benefits

Economical ship operation, Highest fuel efficiency, individual adaptation to the application profile, integration into the drive system.

Quiet drive for a quiet ocean

MMG espro silent is an extension of high-efficiency propellers, which is specially designed for low cavitation, vibration and noise. Using modern simulation methods, the company adapts the design optimally to the operating profile and thus ensures a low-noise drive solution.



Redesign

The savings possibilities through pure "slow steaming" are fully exhausted with the existing technology. The regulations of EEXI and CII now require even more efficient ship operation. Additional savings can be achieved with the MMG redesign. A retrofit of the ship's propeller in accordance with the changed application profile increases efficiency and significantly reduces fuel consumption.

Benefits

Average fuel savings between 6% and 10%, low ROI, Contribution to EEXI and CII compliance, quick and easy changeover, high propeller quality, service over the entire product life cycle

RealTime object and Hazard detection

SEA.AI calculates data from onboard thermal and low-light cameras to create a digital landscape of the vessel's surroundings. The high-performance cameras record the sea in all directions, from the vessel to the horizon, seamlessly. Artificial intelligence processes the images in real time, detecting floating dangers

and alerting the crew.

Detection, identification and monitoring of floating obstacles of any size and type, day or night, even in the most adverse conditions. Onboard cameras, with integrated image processing and an intuitive interface, provide a unique digital understanding of the vessel's surroundings on the water.

The system provides crews with timely and reliable alerts about objects on the water's surface. By combining the latest camera technology with artificial intelligence, the system improves detection capabilities beyond conventional systems like radar or AIS. It identifies and classifies a wide range of objects—including floating debris, rafts, buoys, non-AIS-equipped vessels, and people at sea—that traditional systems might miss. The SEA.AI system integrates seamlessly with any modern chart plotter, on-board computer, tablet, or smartphone.

Experience this app as if were on board, navigating between three distinct viewing modes: low-light augmented reality (AR), thermal AR, and map view.

It is also possible to switch between these modes by clicking the "Change Sample" button at the top to see how we detect containers during the day, man-overboard incidents, and nighttime scenarios. The company is present at SMM 2026.



Conoship

The Dutch design and engineering company Conoship International is expanding its CIP series to include a fully electric version of the CIP3800 multi-purpose cargo vessel. The design is fitted with a 40 MWh battery system and is expected to achieve a range of up to 650 nautical miles with a payload of 3,200 tonnes. Conoship International, w offer a full spectrum of maritime services designed to support our clients from the earliest spark of an idea to final delivery and integrated expertise that ensures continuity, efficiency, and innovation at every step. Conoship is targeting this concept primarily at short-sea services, green shipping corridors and operating areas with strict emissions regulations. According to Conoship, there are no direct CO₂, NO_x, SO_x or particulate emissions when operating in pure battery-electric mode.

Design

The design is based on the existing CIP3800 platform, which has a deadweight tonnage of around 3,800 dwt. Conoship is therefore not relying on a newly developed hull form, but on a geometry which, according to the company, has already been tested in model trials, sea trials and in commercial operation. Low hydrodynamic drag is expected to reduce energy consumption accordingly.

Sickler's Statement

"Shipowners looking to transition to zero-emission operation do not need to take unnecessary risks with untested hull designs," explains Maarten Sickler, Sales Director at Conoship International.

Design and batteries

The newbuild design is 89.43 m long and 13.20

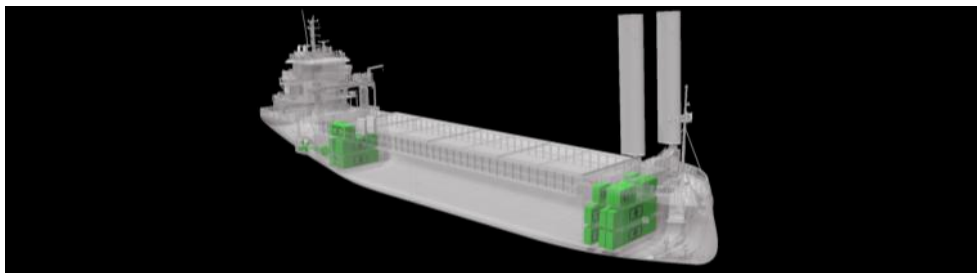
m wide. With a draught of 5.20 m, the deadweight tonnage is 3,200 t. The box-shaped cargo hold has a capacity of 4,737 m³ and is designed for general cargo, bulk cargo and project cargo. The Vessel has 40 MWh battery capacity. The 40 MWh battery system is expected to provide a range of around 350 nautical miles at 10 knots. At a speed of 8 knots, Conoship quotes a range of up to around 650 nautical miles.

This figure already takes into account reserves for rough seas and the energy consumption of the on-board systems. The batteries are distributed across separate compartments in the fore and aft sections.

This is intended to ensure that the weight distribution is such that no additional water ballast is required. According to the company, the weight of the batteries is also partly offset by the elimination of conventional fuel, lubricating oil and sludge tanks. As an option, the CIP3800 can be fitted with a smaller generator set to act as a range extender or backup system. Conoship lists HVO and biodiesel, amongst others, as possible fuels. This variant is aimed in particular at operating areas where the necessary charging infrastructure is not yet widely available.

Platform for various powertrain concepts

The all-electric version complements the already modular CIP3800 series. Depending on the operational profile, the platform can be configured, amongst other things, as diesel-electric, prepared for methanol, with wind assistance or fully battery-electric. According to Conoship, more than 2,000 vessels have been built to the company's own designs since its foundation in 1952.





Politecnica

seat technology

SEATS 100% MADE IN ITALY

PRODUCTION OF STEEL STRUCTURES

With the fiber laser cutting, CNC bending and robotic welding departments, the company specializes in the production of metal parts and steel frames.

POLYURETHANE FOAMING

Our polyurethane foaming departments have 3 multi-mold systems for both self-skinning polyurethane and flexible polyurethane. All our polyurethanes are fire certified and developed with the world's major producers.

UPHOLSTERY DEPARTMENT

Our laboratory has workers with twenty years of experience. We work every type of fabric, artificial leather or natural leather.

ASSEMBLY DEPARTMENT

The multi-stations assembly department guarantees productivity, quality and control over every detail.



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The trade show celebrates successful premiere in Hamburg. New format brings together the global port industry. A new industry conference accompanied by an exhibition has successfully brought together international decision-makers, technology providers and industry experts to discuss solutions for resilient and future-ready ports.

The inaugural edition of the trade show at the CCH – Congress Center Hamburg concluded with highly positive feedback. More than 1,100 participants attended the event on 2 and 3 September 2026.

The strong turnout highlights the port industry's demand for a platform that, for the first time, takes a holistic view of all challenges and future issues facing the global port sector, including digitalisation and AI, sustainability and alternative propulsion systems, infrastructure and logistics, port security, and process automation.

All about ports took place alongside SMM, the world's leading trade fair for the maritime industry, and LogiNext Germany, complementing the joint event portfolio with a dedicated focus on the future of ports.

Three Stages

Over the course of two event days, experts from the port industry, politics, science and technology discussed the challenges and opportunities arising from the transformation of

the logistics and port sectors across three stages.

Among the speakers contributing to insightful presentations and discussions were Dr Melanie Leonhard, senator for economics, labour and innovation of the free and a anseatic city of Hamburg, Dr Wibke Mellwig, head of the waterways and shipping division at the German Federal Ministry for Transport, Jens Meier, CEO of Hamburg port authority, president of the international association of ports and harbors (IAPH) and patron of the trade show, and Vijay Kumar, secretary at the ministry of ports, shipping and waterways, government of India.

Topics

Topics such as smart port management, the protection of critical infrastructure, digitalisation and automation were discussed alongside financing, decarbonisation and sustainable port fleets.

The conference programme was complemented by a specialised exhibition where companies showcased products, technologies and services for the port industry.

Selbach's statement

"As an international port and logistics hub, Hamburg is closely connected to global trade flows and is therefore an ideal place to discuss the future of the port industry.

With ALL ABOUT PORTS, we have created a platform that for the first time takes a holistic view of all aspects of ports, from infrastructure and technology to security, sustainability, digitalisation and logistics. The fact that all about ports took place alongside SMM and LogiNext Germany further underlines Hamburg's importance as an international meeting point for the maritime and logistics industries," says Claus Ulrich Selbach, Vice President Exhibitions Maritime & Energy at Hamburg Messe und Congress.



Resilience in Focus

A key focus of the event was the question of how ports can become more resilient and future-ready in the face of growing challenges. Global supply chains, the energy transition, cyber and security risks, as well as technological change, present port locations with increasingly complex tasks.

The trade show provided a platform for exchanging practical solutions, ranging from automation and digital applications to security concepts, sustainable energy supply and resilient infrastructure.

Positive Feedback on the Premiere

Exhibitors and speakers alike drew a positive conclusion. "ALL ABOUT PORTS has made an impressive start. The momentum, international character and high quality of the discussions were truly inspiring. We were able to establish numerous new contacts, discuss exciting projects and exchange views with leading industry players on the future of ports. We are already looking forward to the next edition," says Shaul Schneider, Executive Chairman of Ashdod Port Company.

Strong Partners for a Diverse Programme

The trade show is supported by leading organi-

sations from the maritime industry, including Hamburg port authority (HPA), maritime cluster northern Germany (MCN), the central association of german seaport operators (ZDS), the international association of ports and harbors (IAPH), aafen Hamburg marketing e.V. (HHM), the german shipowners' association (VDR), the federation of european private port companies and terminals (FEPORT), the german maritime center (DMZ), the Central Association of German Ship Brokers (ZVDS), Krajowa Izba Gospodarki Morskiej (KIGM), Eurogate, DVV media group (DVV), terminal industry committee 4.0 (TIC 4.0) and the european onshore power supply association (EPOSA).

Meier's statement

"The all about ports conference programme thrives on the commitment of our partners from the port industry, logistics, politics and science. It brings together experts and key future topics from across the sector. The strong response demonstrates how relevant the exchange on the further development of resilient and sustainable ports is," says Jens Meier, Ceo of HPA and patron of the trade show.

Three Events Connecting the Maritime and Logistics Industries

The parallel staging of all about ports, SMM and LogiNext Germany created additional synergies for the maritime and logistics sectors. While SMM covered the full spectrum of the maritime industry, the trade show placed a dedicated focus on the future of ports.

LogiNext Germany complemented the offering with perspectives on the digital transformation of logistics and supply chain management. Together, the three events covered key interfaces across the maritime and logistics value chain.

With its successful premiere, the trade show has established a new meeting point for the international port industry in Hamburg and generated momentum for a resilient, sustainable and technologically advanced future for ports. The next edition will take place from 17 to 18 November 2027.





Hydrogen Coastal Bulkers

During SMM 2026 a very important news was announced. Indian shipbuilder Chowgule Shipbuilding has signed a deal to construct two hydrogen fuel cell-powered Ecoflex coastal bulkers for Norwegian owner Green Maritime Infrastructure. Announced in Hamburg, the two 3,000-deadweight-tonne bulk vessels will form part of the owner's growing zero-emission fleet. Fitted with German-supplied hydrogen fuel-cell technology and powered by green hydrogen, the vessels are scheduled for delivery in 2029. Chowgule Shipbuilding has secured a new order. It will build two hydrogen-powered vessels. These are Ecoflex coastal bulkers. The order comes from a Norwegian owner. That owner is Green Maritime Infrastructure.

Design

The vessels have a specific design. They were

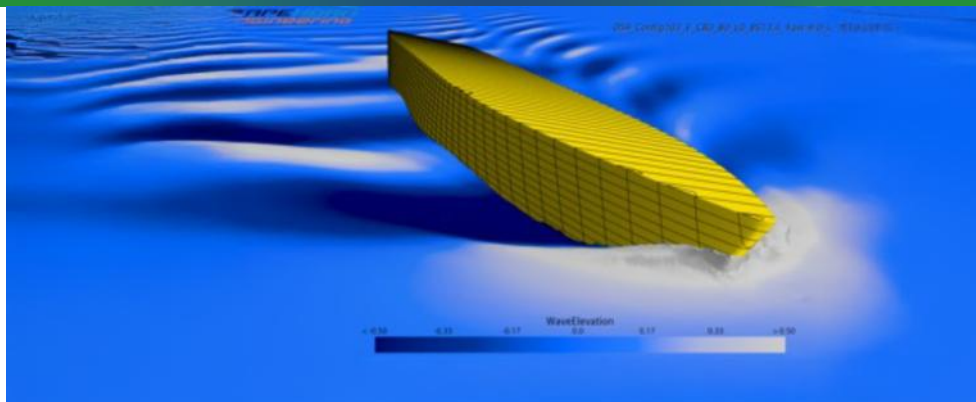
designed by Naval Dynamics. They are Ecoflex bulk vessels. Each has a 3,000-deadweight-tonne capacity.

They are designed for coastal operations. The vessels serve a clear purpose. The vessels use advanced propulsion. They feature hydrogen fuel-cell technology.

A German specialist supplies this. The systems include hydrogen storage. Proton exchange membrane fuel cells are also included. The technology integrates power management systems. Control and safety systems feature too. Each vessel uses green hydrogen. This powers 1.2 MW of fuel cells.

Indian shipbuilding

The order also reflects growing Indian capability. Chowgule will build the vessels. Delivery is scheduled for 2029. This showcases Indian shipbuilding. It also supports the owner's fleet growth.



ABS reviewed bound4blue's methodology for producing the aerodynamic polars used to build the wind propulsion system force matrix for Pwind calculation.

Third party review provides shipowners with a credible, regulation-ready pathway to quantify the contribution of eSAIL installations for EEDI/EEXI and FuelEU Maritime compliance.

Independent review reinforces confidence in bound4blue's CFD-based approach and supports faster, more efficient deployment of future wind propulsion projects.

Wind propulsion pioneer bound4blue has achieved another milestone, with ABS review of its proprietary force matrix methodology for calculating Pwind values. The independent review adds to the growing number of classification society assessments of bound4blue's methodology, giving shipowners added confidence when quantifying regulatory and financial benefits of eSAIL suction sails, helping accelerate adoption and streamline compliance.

Boosting the business case

Bound4blue's approach aims to deliver both confidence and speed. The innovative methodology combines advanced Computational Fluid Dynamics (CFD) modelling with wind tunnel validated tools to generate vessel-specific aerodynamic force matrices. As such it avoids the need for expensive and time-consuming full-scale testing, while still accounting for both sail-to-sail and ship-to-sail aerodynamic interactions. This ensures each installation is assessed

according to its unique configuration and operating characteristics.

Achieving such reliable calculations is an increasingly important regulatory step for shipowners looking to embrace clean, readily available and proven wind power. Verified Pwind values can be used within EEDI and EEXI calculations, while also helping to determine FuelEU Maritime's Wind Reward Factor. While such methodologies do not indicate factors such as fuel savings or hydrodynamic performance, they do shed light on reduced compliance costs, strengthening the overall business case for wind propulsion.

Credible and transparent

José Miguel Bermúdez, CEO and co-founder of bound4blue, comments: "In a transitioning, and increasingly complex, industry, third party reviews deliver both certainty and transparency for shipowners considering suction sail installations. That is a vital factor in accelerating the adoption curve for advanced wind propulsion technology." Bermúdez continues: "Independent review from leading Class Societies such as ABS gives stakeholders confidence that the aerodynamic methodology behind our Pwind calculations is robust, credible, and suitable for regulatory use. This creates a clear pathway to compliance, making it easier for shipowners to capture not only the environmental benefits of wind propulsion, but also the significant financial advantages available through today's regulatory frameworks."

Review

The review also supports that bound4blue's methodology can be applied with confidence across future projects.

While each wind propulsion system force matrix remains specific to an individual vessel and installation, the underlying process has undergone expert third-party assessment, unlocking reduced project development and approval timelines for future eSAIL® installations.

Isometric

EPSPS

According to Alberto Llopis, Head of Aerodynamics at bound4blue, the achievement reflects years of investment in aerodynamic research and validation.

"The focus of this review is the generation of accurate aerodynamic polars and force matrices that represent how eSAIL systems perform under different wind conditions.

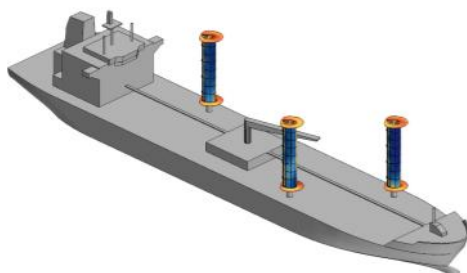
Our methodology combines sophisticated CFD calculations and in-house tool development with extensive wind tunnel validation to provide insights into complex aerodynamic interactions.

We're delighted to have worked with ABS, as we continue in our quest to build confidence and credibility for wind power amongst ship-owners, financiers, charterers and other key stakeholders."

Kei's

statement

Michael Kei, ABS Vice President of Technology, said: "ABS is committed to supporting the safe adoption of innovative technologies that help the industry comply with evolving regulations.



We are pleased to work with bound4blue on their technology, helping provide a clear and consistent framework for evaluation of wind-assisted propulsion systems and supporting informed decision - making across the industry."

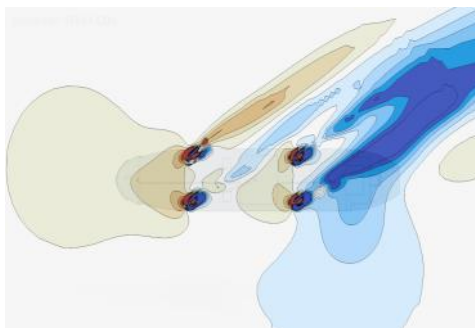
The methodology used by bound4blue to determine force matrix from the combination of RANS-based CFD simulations, wind tunnel model tests, and potential-based interference analysis for multiple installation of eSAIL was reviewed in accordance with applicable IMO Regulations and ITTC Guidelines.

Benefits

bound4blue has cemented its position at the forefront of the wind propulsion segment with a stream of high-profile contracts and installations for its autonomous, suction sail technology. eSAILS generate forward thrust up to seven times greater than conventional rigid sails of the same size.

By harnessing wind as a clean energy source, they ease engine loads, reduce fuel consumption and decrease greenhouse gas emissions, supporting both regulatory compliance and financial performance.

The mechanically simple, non-ATEX units are suitable for a broad range of vessel types, including tankers, bulkers, ro-ros, cruise vessels, ferries, gas carriers, and general cargo vessels. The company has deployed eSAIL systems on eleven ships, with seven more in its order book, representing more than 50 eSAILS.



Nuotare un miglio nelle acque di Trieste, davanti a Piazza Unità d'Italia, al fianco di Gregorio Paltrinieri, campione di nuoto e ambasciatore Honda. È l'esperienza che attende quest'anno gli iscritti a Barcolana Nuota powered by Honda – Trofeo Luca Giustolisi: domenica 4 ottobre il campione olimpico e mondiale sarà infatti al via della gara in acque libere insieme a tutti i partecipanti. Il ritorno del fuoriclasse azzurro a Trieste è reso possibile da Honda, che rinnova la partnership con Barcolana come Official Car di Barcolana58 presented by Generali e conferma il proprio ruolo di naming sponsor della molto apprezzata gara di nuoto in acque libere che da tradizione è tra gli eventi inaugurali dei dieci giorni di Barcolana. Una collaborazione avviata nel 2025 e che prosegue quest'anno con un appuntamento particolarmente atteso: vedere Paltrinieri in acqua insieme agli appassionati che ogni anno scelgono di vivere Barcolana nuotando.

Il ruolo di Honda

La società sarà quindi al fianco di Barcolana anche per la 58ª edizione come Automotive Partner e naming sponsor di Barcolana Nuota, accompagnando l'evento con la propria presenza nel Villaggio e con una flotta di vetture a supporto dell'organizzazione. In Piazza Unità d'Italia, accanto allo stand Honda, sarà possibile ammirare da vicino la nuova Prelude, una delle coupé più iconiche della storia della Casa giapponese, che torna protagonista in una veste elettrificata capace di coniugare innovazione, piacere di guida e quel carattere distintivo che l'ha resa un modello di culto. Al suo fianco sarà esposto anche il nuovo HR-V Sport, che combina efficienza e prestazioni con linee ancora più dinamiche e distintive, pensate per esaltarne personalità e stile. A completare la parte espositiva ci sarà, in anteprima nazionale, un'edizione speciale e limitata del CR-V Full Hybrid ispirata alle qualità che hanno lo hanno reso un punto di riferimento tra i SUV nel mondo: comfort, versatilità e la capacità di essere il compagno perfetto per ogni avventura, quotidiana o straordinaria. In questa edizione speciale, eleganza, design e funzionalità si incon-

trano in un modello dedicato a chi vive il viaggio come esperienza e scoperta, senza rinunciare a stile e praticità. L'esperienza Honda proseguirà inoltre attraverso un programma di test drive dedicati, che permetterà ai visitatori di scoprire da vicino l'innovativa tecnologia Full Hybrid della Casa mettendosi al volante di alcuni dei modelli più rappresentativi della gamma. Sarà infatti possibile provare ZR-V, il SUV dal carattere sportivo e raffinato, HR-V, il crossover compatto che combina efficienza e versatilità, e Jazz, citycar celebre per la sua praticità intelligente e il sorprendente piacere di guida. A completare la presenza della Casa alla Barcolana, anche le divisioni Moto e Marine, che contribuiranno a raccontare al pubblico le diverse anime del mondo Honda.

Il ruolo di Gregorio Paltrinieri

Lo scorso anno Gregorio Paltrinieri aveva raggiunto Trieste per partecipare a Barcolana Nuota, ma le condizioni meteo avevano costretto gli organizzatori ad annullare la competizione. La domenica di pioggia si era però trasformata in uno dei momenti più intensi dell'edizione: al Convention Center del Porto Vecchio, Paltrinieri aveva incontrato gli oltre 450 iscritti e dialogato per più di un'ora con i partecipanti insieme a Luca Dotto, Piero Codia e Stefania Pirozzi, condividendo esperienze, curiosità e racconti della propria carriera. Quest'anno quella storia avrà finalmente il suo seguito naturale: Paltrinieri sarà in acqua e percorrerà il miglio nautico insieme agli iscritti, offrendo a nuotatori e appassionati l'opportunità di condividere la gara con uno dei più grandi protagonisti del nuoto mondiale. Il comunicato di agosto aveva già indicato in oltre 450 i partecipanti dell'edizione 2025.



Dichiarazione di Mitja Gialuz

"Lo scorso anno Gregorio ci ha regalato qualcosa di inaspettato: non abbiamo potuto nuotare, ma abbiamo vissuto un incontro che i partecipanti ricordano ancora oggi. Quest'anno possiamo finalmente completare quella storia. Chi si iscriverà a Barcolana Nuota powered by Honda – Trofeo Luca Giustolisi non troverà soltanto una gara in uno degli scenari più belli del Nord Adriatico, ma avrà l'emozione di condividere l'acqua con uno dei più grandi campioni del nuoto mondiale. È un'opportunità straordinaria per gli appassionati e siamo felici che il rinnovo della collaborazione con Honda renda possibile tutto questo", dichiara Mitja Gialuz, presidente della Società Velica di Barcola e Grignano.

Dichiarazione di Gregorio Patrineri

"Sono davvero felice di tornare a Trieste per Barcolana Nuota. Lo scorso anno il maltempo non ci ha permesso di vivere la gara, ma l'incontro con i partecipanti mi ha fatto capire quanto entusiasmo e passione ci siano attorno a questo evento. Per questo, quando Honda e Barcolana mi hanno proposto di tornare, ho deciso di entrare in acqua e condividere la gara con gli iscritti nuotando con loro. Sarà un'emozione speciale vivere questa esperienza in uno scenario unico come quello di Trieste." dichiara Gregorio Patrineri.

Dichiarazione di Simone Mattagno

"Siamo felici di rinnovare la nostra collaborazione con Barcolana e di continuare un percorso iniziato lo scorso anno con grande entusiasmo. Barcolana è una manifestazione capace di creare un legame speciale tra persone, sport e mare, e rappresenta un contesto nel quale ci riconosciamo profondamente. Anche per questa edizione saremo presenti con una proposta particolarmente ricca, che consentirà al pubblico di scoprire alcune delle novità più importanti della gamma Honda, vivere l'esperienza della nostra tecnologia ibrida attraverso i test drive e conoscere in anteprima nazionale un'edizione speciale e limitata del CR-V Full Hybrid. Essere al fianco di Barcolana Nuota powered by Honda ci permette inoltre di sostenere un'e-

sperienza aperta a tutti, dove la passione per il nuoto incontra la bellezza di un luogo unico. Il ritorno di Gregorio Patrineri, ambassador Honda, rende questa edizione ancora più significativa e siamo felici che possa finalmente vivere la gara insieme ai partecipanti", dichiara Simone Mattagno, Head of Automobile Division Italia & Svizzera di Honda Motor Europe.

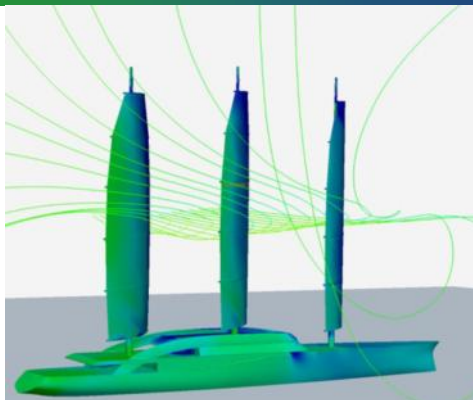
Dichiarazione di Sigrid De Riz

"C'è grande entusiasmo per questa nuova edizione di Barcolana Nuota perché arriva dopo la sospensione dello scorso anno, quando le condizioni meteo non ci hanno permesso di vivere insieme questo appuntamento così atteso." commenta Sigrid De Riz, Amministratore Delegato U.S. Triestina Nuoto S.S.D. a r.l. - Samer&Co. Shipping. "Ripartiamo quindi con ancora più energia e con il desiderio di regalare a Trieste una grande giornata di sport e di nuoto. Siamo inoltre particolarmente felici di poter accogliere un amico del nostro mondo come Gregorio Patrineri, un campione straordinario e un atleta che rappresenta ai massimi livelli i valori del nuoto italiano. Non vediamo l'ora di vederlo gareggiare qui, nelle nostre acque, e siamo certi che la sua presenza potrà essere un grande stimolo per tutto il movimento natatorio: per i tanti amatori che vivono il nuoto con passione, ma anche per i giovani atleti che lo praticano a livello agonistico e che in campioni come Gregorio possono trovare un esempio e una fonte di ispirazione."

Iscrizioni

Le iscrizioni a Barcolana Nuota powered by Honda – Trofeo Luca Giustolisi sono aperte sul sito di Barcolana. La manifestazione, organizzata dalla Società Velica di Barcola e Grignano in collaborazione con l'US Triestina Nuoto Samer & Co. Shipping, si svolgerà domenica 4 ottobre, sul tradizionale percorso del miglio nautico (1.850 metri) nel Bacino San Giusto.





Windship assisted propulsion is no longer confined to pilot projects and theoretical studies. For naval architects working on new-build and fleet-renewal programs, wind propulsion has become a practical design consideration, addressed early in concept development rather than late-stage optimisation. The shift is being driven by the emergence of established system architectures. Rigid, automated sail products such as DynaRig and aero-optimised rotating rigs like AeroRig have demonstrated that wind propulsion can be engineered, controlled, and integrated as a primary ship propulsion system. With defined structural interfaces, automation logic, and operating envelopes, these systems allow designers to work from known parameters rather than assumptions.

DynaRig - Windship

As a result, wind propulsion is now influencing core design decisions, including structural layout, stability margins, deck arrangement, visibility, and propulsion power balance. Route-specific performance modelling is increasingly used to assess wind contribution against realistic operating profiles, improving confidence at the feasibility stage. This marks a wider transition across the sector. The focus has moved beyond proving that wind propulsion works, to understanding how it behaves as part of an integrated ship system, covering load paths, fatigue, control redundancy, class compliance, and lifecycle performance. Alongside system maturity, analytical tools are playing a growing

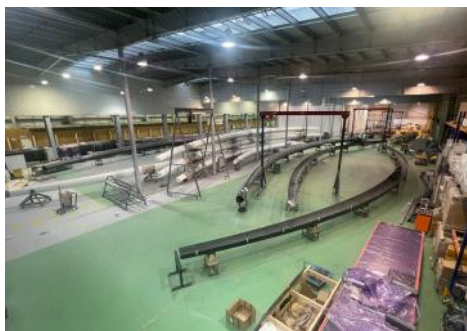
role. Platforms such as WindWise allow naval architects to evaluate different wind propulsion configurations during early design, helping determine what type of system is appropriate, how it integrates with hybrid or conventional propulsion, and what level of performance contribution can be expected over real routes.

Practice

Together, these developments signal a broader change in practice. Wind propulsion is no longer treated as an experimental addition, but as an increasingly standard design variable, engineered, scalable, and assessed within established naval architecture workflows. At SMM 2026, the world's leading maritime trade fair, North Windships will highlight the growing commercial opportunities for wind propulsion across the cargo, cruise and specialist vessel sectors. The company is engaging with operators of tankers, bulk carriers, RoRo vessels, cruise ships, oceanographic, patrol, hydrographic and survey vessels as rising fuel costs and evolving environmental regulations strengthen the business case for wind-powered ships. While opportunities exist across all sectors, the company sees the luxury and expedition cruise market as one of the most likely near-term markets for adoption.

Martina Reche -Villanova 's Statement

"Passengers are increasingly seeking more sustainable travel experiences," said Dr Martina Reche-Villanova, Technical Manager at North Windships. "With their smaller vessel sizes, expedition and luxury cruise operators are particularly well placed to benefit from wind propulsion."





North Windships provides the technology and expertise to turn that opportunity into commercial success.”

DynaRig

DynaRig is a proven wind propulsion system featuring a freestanding rotating mast fitted with multiple yards and square sails. With all sail handling fully automated and controllable by a single operator from within the vessel, the DynaRig has been successfully demonstrated on large modern sailing vessels and offers a practical, commercially viable route to reducing fuel consumption and emissions.

AeroRig

AeroRig is an innovative sail system that integrates the mainsail and headsail on a free-standing rotating mast with rigid booms extending forward and aft. Rotating as a balanced aerodynamic unit, it enables both sails to be controlled with a single sheet, delivering efficient performance across varied conditions. Its simplicity, reliability, fuel-saving potential and emissions reduction benefits are driving ongoing work to adapt the AeroRig for the commercial market.

WindWise

WindWise is a machine learning derived, AI-powered, design and financial optimisation

tool that enables shipowners and operators to evaluate, configure, and de-risk wind propulsion investments. For a given vessel, route profile, fuel price scenario and emissions ambition, WindWise identifies the optimal wind propulsion system configuration and delivers a clear, quantified business case, including projected savings and payback period. All current Wind Power devices available in the market are included in the model; for an insightful commercial and technical due diligence service.

Production

Two landmark DynaRig projects are currently underway at Southern Spars’ production facility in Bażanowice, Poland: Greenpeace International’s 75-metre research and expedition vessel and Project ASC58, a 58-metre adventure sailing catamaran.



È nata a Trieste in una calda giornata del mese di giugno 2025 l'associazione Sestante Blu. Una Associazione pensata (e realizzata) per promuovere la Nautica, l'industria e il mare nell'alto Adriatico, ma non solo, allargando la zona di azione a tutto il centro nord dell'Italia e zone limitrofe. I temi che affronteremo, (ne sono uno dei soci fondatori), i convegni che promuoveremo, le iniziative che svilupperemo sono solo alcuni dei temi della presentazione della neonata associazione, svolta nella meravigliosa sede, scelta dai nostri sponsor (ma dovrei dire amici) il Relais di Casiglio (Erba (Co)).

La scelta di presentare l'associazione in una zona circondata da laghi, non è casuale. Da tempo ribadisco, dati alla mano, che una importante parte del fatturato della nautica da diporto italiana, (circa 8 Miliardi di euro riferiti al 2024 secondo i dati forniti da Confindustria Nautica) è in realtà realizzato da quella che possiamo definire nautica delle acque interne. Come esempio prendiamo il lago di Garda, ma potremmo benissimo parlare del Lago Maggiore.

Altrettanto importante è valutare l'importanza della fase di ricostruzione e riprogettazione di vaste aree lacustri e costiere dell'Italia e dei paesi circostanti, che con l'Italia condividono mari e acque. Il nuovo waterfronts del Porto di Trieste e aree costiere, sviluppato dallo studio dell'Architetto Femia, è un concreto esempio di ciò che potrà realizzarsi in quelle zone por-

tuali storiche e da tempo abbandonate.

Nella rivista Elettrosea e in questa rivista ECO DESIGN MAGAZINE abbiamo parlato della concezione dei waterfronts come elemento di Rebuilding del costruito costiero e non, tra cui mi sia consentito di ricordare l'articolo che abbiamo dedicato al progetto, poi realizzato, che l'architetto Marco Piva ha sviluppato per Imperia, donando alla città una nuova vivibilità di una area industriale dismessa (ex Fabbrica Agnesi).

Siamo stati in questi mesi, una delle poche riviste che hanno dedicato spazio tempo e visite a ciò che si sta realizzando in Croazia, dall'altra parte dell'Adriatico, dell'alto Adriatico. Nella città che fu teatro di un'importante fatto storico nel primo dopoguerra della cosiddetta "Grande Guerra", da sette anni si è costruito il Terminal dotato delle acque più profonde del mediterraneo, una nuova porta commerciale importante per la logistica e il trasporto merci.

Proprio in quella costa, vicino al cosiddetto lungomare di asburgica memoria (da Capodistria a Fiume, passando per Lovran e Abazia) sono ora presenti nuove marine, nuove marine che troviamo in notevole quantità fino a Dubrovnik.

Dal 19 al 23 Ottobre 2026 Blu Economy Alpe Adria Event, con il patrocinio di Assomarinas e Sestante blu, al cui interno si svolgerà la 12th edizione di YACHT DESIGN FORUM".





Operare in mare può essere un'impresa complessa e rischiosa. Le sfide da affrontare sono numerose e spesso si sommano a scadenze stringenti e vincoli economici.

L'impiego di sistemi di navigazione autonoma può rappresentare una svolta decisiva, migliorando l'efficienza, la sicurezza e la sostenibilità delle attività svolte, ad esempio, da imbarcazioni di servizio e supporto e da droni marini (anche dual use).

Esistono sul mercato diversi sistemi dotati di sensori avanzati che raccolgono dati in tempo reale e alcuni utilizzano tecnologie di Deep Learning per prendere decisioni informate su rotta, velocità e la presenza di ostacoli sottomarini e non.

Integrando la navigazione autonoma con l'analisi avanzata dei dati e l'intelligenza artificiale a bordo delle imbarcazioni di servizio, e di droni marini è possibile offrire soluzioni più evolute e precise, garantendo maggiore efficienza e minori rischi.

Queste nuove tecnologia offrono un enorme potenziale per diversi settori, come quello delle turbine eoliche offshore (OWT), degli impianti oil & gas, degli studi ambientali, del monitoraggio marino e come già accennato anche per il settore difesa.

Attività

Grazie all'adozione di tecnologie autonome, le imbarcazioni di servizio e i droni marini possono operare con maggiore efficienza e precisione, riducendo i rischi.

La navigazione autonoma consente di svolgere diverse attività in modo efficiente, sicuro e preciso. Citiamo alcune funzionalità tra cui IMR (Ispezione, Manutenzione e Riparazione), monitoraggio di infrastrutture critiche sui fondali

marini, come i cavi sottomarini tra le turbine eoliche offshore (OWT), documentazione video delle fasi di costruzione, sicurezza e metodologie operative, rilievi del fondale prima della costruzione di grandi impianti offshore, trasporto di attrezzature, monitoraggio degli ingressi portuali, controllo continuo delle vie navigabili e delle condizioni all'interno dei bacini portuali.

Deep learning per la navigazione marine

Negli ultimi anni, la tecnologia di Deep Learning (DL) è stata ampiamente utilizzata nella ricerca scientifica e tecnologica in ambito marino, fornendo un potente supporto tecnico per studi e applicazioni correlati.

Con il continuo progresso delle tecnologie di osservazione oceanica, il volume di dati generati dalla ricerca scientifica marina è in costante aumento.

Ciò offre un enorme potenziale affinché il DL, basato sui dati, possa dimostrare le proprie capacità; di conseguenza, si è affermato come una tecnologia preziosa in molteplici campi di ricerca, tra cui biologia, ecosistemi, clima, energia, nonché interazioni fisiche e chimiche basi fondamentali per lo sviluppo di sistemi di navigazione autonoma, basati sulla machine learning, cioè basati su immagini alle proprie problematiche di ricerca.

Tra le più recenti applicazioni si può citare una nuova tecnologia che colma il divario tra il ripristino di immagini in acque basse e in acque profonde attraverso un'analisi sperimentale. In sintesi breve si possono indicare in tre le tipologie di tecniche di ripristino per acque basse. Un'altra tecnologia mira a perfezionare la archiviazione e la trasmissione di immagini subacquee ad alta qualità.

Al fine di migliorare le prestazioni di campionamento adattivo e la ricostruzione delle immagini subacquee, sono ora disponibili il compressed sensing e appunto il deep learning* (DL) per proporre la rete ESPC-BCS-Net. Si determinano così i parametri necessari (quali matrice di campionamento, trasformate sparse e soglie di contrazione) mediante apprendimento end-to-end.

Sono poi disponibili tecnologie che introducono una rete end-to-end per la pre-elaborazione SLAM (Simultaneous Localization And Mapping) in ambienti sottomarini scarsamente illuminati, con l'obiettivo di superare i limiti dei sistemi SLAM visivi basati sull'estrazione di punti caratteristici.

Si ottiene così un miglioramento delle immagini in condizioni di scarsa luminosità (con una funzione di perdita di tipo "non-reference"), un rilevatore di punti caratteristici auto-supervisionato e una registrazione più precisa dei descrittori. Inoltre, per questa soluzione è stato ideato un metodo originale di trasformazione matriciale per potenziare l'analisi delle caratteristiche tra due fotogrammi video adiacenti, migliorando così le prestazioni del sistema SLAM sottomarino.

Per risolvere le criticità legate alla sfocatura e alla distorsione cromatica nell'imaging ottico sottomarino e per migliorare la capacità di percezione accurata delle immagini, è stato messo a punto un metodo di fusione pesata multiscale.

Attraverso processi di fusione, potenziamento e ricostruzione, si ottiene un efficace miglioramento della nitidezza e della fedeltà cromatica, elevando la qualità visiva delle immagini sottomarine. Tra le nuove tecnologie sono ora disponibili soluzioni per migliorare le prestazioni dei sistemi SLAM visivi monoculari in ambito sottomarino.

Gli algoritmi SLAM risultano spesso poco efficaci a causa della complessità dell'ambiente acquatico e della scarsa qualità delle immagini acquisite in tali condizioni. La soluzione proposta prevede l'impiego di una rete GAN (Generative Adversarial Network) per potenziare le immagini sottomarine prima dell'elaborazione SLAM.

Riconoscimento e rilevamento visivo in ambiente marino e subacqueo

Per consentire la navigazione rapida di veicoli di superficie senza equipaggio (USV) in ambienti marini complessi, è fondamentale disporre di un algoritmo di rilevamento dei bersagli caratterizzato da elevata velocità e precisione.

Per affrontare questa tematica di ricerca, è ora disponibile un algoritmo (YOLOv5) per il rilevamento di oggetti, che sfrutta il modulo Ghost e transformer, garantendo un rilevamento efficiente e preciso.

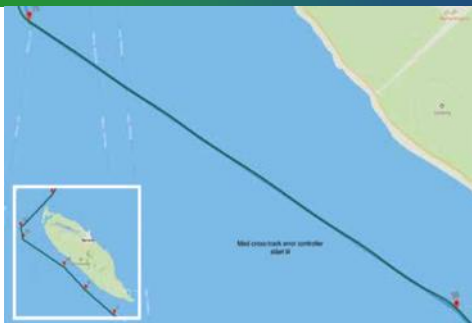
L'algoritmo proposto è stato testato su filmati di navi acquisiti da droni marini in diversi ambienti marini. Nuove tecnologie utilizzano il Deep Learning (DL) per studiare le particelle in sospensione nelle profondità marine. Per analizzare la variabilità dell'abbondanza di particelle in sospensione nelle immagini acquisite da una telecamera fissa standard è ora disponibile una tecnologia di rilevamento oggetti basata sul già citato algoritmo YOLOv5, creando così un modello per l'individuazione di tali particelle.

Come applicazione citiamo un test di estrazione di croste di ferromanganese ricche di cobalto. In prospettiva questa soluzione potrebbe offrire alla capacità del modello di misurare le variazioni nella concentrazione di particelle in sospensione negli abissi marini.

Identificazione automatica

Sulla base di dati sperimentali raccolti in mare, esiste una nuova tecnologia che si propone di un metodo per identificare automaticamente le navi in entrata e in uscita da un porto (anche un piccolo porto, una marina turistica), sfruttando la differenza nelle strutture di interferenza del campo sonoro prodotte dalle navi stesse, dovuta alle variazioni topografiche della piattaforma poco profonda.





L'approccio utilizza un singolo idrofono scalare per la raccolta dei dati e impiega quattro reti neurali convoluzionali per classificare le navi in entrata e in uscita. Questa metodologia appare molto interessante perché può essere applicata al monitoraggio intelligente del traffico navale in entrata e in uscita dai porti.

Bersagli sottomarini

Per quanto attiene all'applicazione di algoritmi di Deep Learning (DL) al rilevamento di bersagli sottomarini - dovute alla complessità dell'ambiente subacqueo e alla scarsa qualità delle immagini - nuove tecnologie propongono un algoritmo di rilevamento basato su una versione migliorata dell'algoritmo YOLOv4. Il metodo proposto raggiunge prestazioni di rilevamento ed efficienza superiori negli esperimenti, grazie all'integrazione di un modulo di rete convoluzionale, una funzione di perdita e una strategia di rilevamento di nuova concezione.

Previsione e rilevamento

di processi o fenomeni marini

Alcuni ricercatori stanno proponendo un nuovo metodo, denominato rete neurale Time-Sequence-Involved Space Discretization (TSI-SD), per risolvere le problematiche legate all'elevata complessità computazionale e all'onerosità dei modelli numerici fluidodinamici.

Questo metodo estrae le correlazioni di griglia simultaneamente dalle prospettive spaziale e temporale e combina lo schema TSI-SD con una formulazione a volumi finiti, utilizzandolo come solutore di avvezione per uno scalare passivo in un campo di moto bidimensionale e instazionario.

Rispetto al metodo precedente, che prende in

considerazione solo il contesto spaziale, il TSI-SD garantisce una maggiore accuratezza della simulazione e riduce l'onere computazionale. In sintesi breve la soluzione propone una rete di trasformazione spazio-temporale che supera i difetti dei metodi esistenti nella progettazione della struttura di rete e negli errori di previsione per prevedere gli eventi ENSO in modo accurato, rapido ed efficace.

Questa rete simula le caratteristiche intrinseche delle variazioni spazio-temporali delle mappe di anomalia della temperatura superficiale del mare e delle mappe di anomalia del contenuto di calore e tiene conto dell'influenza delle variazioni stagionali sulla previsione dei fenomeni ENSO.

Inoltre, viene proposta un'efficace strategia di previsione ricorrente, che utilizza le previsioni precedenti come conoscenza a priori per migliorare l'affidabilità delle previsioni a lungo termine.

Considerato il problema che il metodo di rilevamento del fronte oceanico nel Fronte Atlantico Sudoccidentale (SAF) adotta principalmente il metodo del gradiente termico ignorando le caratteristiche dinamiche, il che porta a una rappresentazione imprecisa del SAF, altri gruppi di ricerca hanno sviluppato un modello DL, SAFNet, per rilevare il SAF attraverso l'effetto sinergico dei dati di osservazione satellitare di SST e SSH in 10 anni (2010-2019), al fine di ottenere un rilevamento del SAF ad alta precisione con la fusione di caratteristiche termiche e dinamiche.

Un altro gruppo di ricercatori ha sviluppato una rete neurale di interpolazione ottimale a cluster (CLOINet) per combinare i dati di telerilevamento con le osservazioni in situ e creare una ricostruzione 3D completa dello stato dell'oceano.

CLOINet combina la solida struttura matematica dello schema di interpolazione ottimale con un metodo di clustering auto-supervisionato e segmenta efficacemente le immagini di telerilevamento in cluster per rivelare correlazioni non locali e migliorare la ricostruzione oceanica a scala fine.

La rete è addestrata utilizzando l'output del modello di circolazione generale oceanica e mostra buoni risultati di ricostruzione in vari scenari di test.

Ottica e acustica marina

È stata recentemente presentata una nuova tecnologia che propone una soluzione per risolvere il problema della distribuzione non uniforme della velocità del suono, che rende difficile il posizionamento subacqueo di precisione.

La soluzione apprende le caratteristiche comuni del profilo di velocità del suono (SSP) attraverso più modelli di base, accelera la convergenza del modello su nuovi compiti e migliora la sensibilità del modello alle variazioni dei dati del campo sonoro tramite meta-addestramento.

In questo modo, l'effetto di overfitting viene attenuato e la precisione dell'inversione viene migliorata. I risultati sperimentali dimostrano che il metodo TDML proposto può ottenere un'inversione spazio-temporale dell'SSP rapida e accurata. Per valutare come l'ambiente acquatico e le apparecchiature di comunicazione

influenzano la trasmissione del segnale e simulare accuratamente le complesse caratteristiche della comunicazione ottica wireless subacquea.

Nell'ambito dei sistemi UWOC (Underwater Wireless Optical Communication), è ora disponibile un emulatore di canale basato su reti generative avversarie condizionali (cGAN) a convoluzione profonda; tali sistemi sono stati sottoposti a test sperimentali che ne hanno confermato le eccellenti prestazioni nel dominio del tempo e della frequenza, nonché la versatilità in presenza di diversi livelli di torbidità dell'acqua.

Per ottenere un tracciamento acustico in presenza di interferenze dovute al riverbero, un altro gruppo di ricercatori propone un modello intelligente di tracciamento acustico capace di discriminare la direzione orizzontale e di percepire distanza e profondità, estraendo caratteristiche imprevedibili relative alla posizione direttamente dai segnali captati da due idrofoni. Il metodo proposto evita efficacemente anche gli effetti del riverbero associati alla propagazione del segnale su lunghe distanze.



The international brand Bering Yachts designs and builds some of the safest semi-custom, steel-hulled expedition yachts and luxury trawler yachts ranging in size from 20m (65ft) to 50m (165ft) and fully aluminum catamaran boats. Through all phases of the process – concept, design, engineering, and construction – Bering's vessels are the result of an experienced team of in house architects, engineers, and craftsmen who pay attention to every detail and abide by the highest standards.

First hull aluminium

Bering Yachts has successfully launched the first hull of the Bering BC60, an innovative aluminium expedition catamaran that marks a significant expansion of the brand's explorer lineup. Purpose-built as a true expedition vessel, the BC60 brings Bering's DNA of seaworthiness, long-range capability, and exceptional comfort into a twin-hull format, offering a distinctive proposition rarely seen in today's market.

Aluminium construction

Entirely constructed in aluminium, the BC60 combines outstanding structural strength with

a remarkably shallow draft of just 1.3 metres. This allows access to shallow bays, coral waters, and remote anchorages typically unreachable for deeper-draft yachts, while her robust build ensures confidence during long ocean passages.

Features

With a fuel capacity of over 13,500 litres and a range 3,000+ nautical miles, the boat delivers genuine transoceanic autonomy. Extensive storage for provisions further enhances her self-sufficiency, making her ideal for extended independent cruising far from marinas and support services.

Stability, Comfort and Operation

The catamaran's displacement hull form, combined with carefully engineered construction, provides exceptional stability and a smooth, comfortable motion even in challenging sea conditions.

Particular attention has been paid to minimising noise and vibration, critical factors for long-term liveaboard comfort. The result is a noticeably quiet and relaxing environment, whether at anchor or underway.



Versatile

The boat offers flexible accommodation layouts ranging from 4 to 6 cabins, generous storage throughout, and a high degree of customisation to suit individual owner requirements. The boat is designed to operate comfortably as an owner-run yacht or with a minimal crew of two.

She also features a standout fully enclosed flybridge that functions as a second salon with a bar and 360-degree panoramic views.

This versatile space can be configured as a gym, office, or library according to the owner's lifestyle.

Scott Blee's statement

"I'm so excited to finally see her in the water, and I can't wait for the first sea trial. It'll be great to see how all those design decisions we made actually come together. We never compromise anywhere.

I truly believe she'll feel like a really complete



boat straight out of the box. And quite a unique offering to the market." said Scott Blee, Sabdes Boat Designs.

Conclusion

Since her introduction, the Bering BC60 has rapidly become one of the most requested models across Europe, the United States, and beyond. The successful launch of the first hull confirms growing client enthusiasm for this new generation of aluminium explorer catamarans.



Tecnoservizi SRL MEDIA Partner Ufficiale Hamburg Messe & Congress GmbH

Blu Economy Alpe Adria Event Tecnoservizi - 12 th YDF 19-23 Ottobre 2026 - Sedi: Fiume - Moschiena

Agenda

SECONDO PIANO - 19.10.2026 Fiume Palazzo Modello - SECONDO PIANO

- Ore 14.15 Registrazione e Benvenuto ai partecipanti da parte delle autorità
- Ore 14.30 Apertura ufficiale dello YACHT DESIGN FORUM 12th edizione
- Ore 14.45 Conferenza stampa ufficiale di presentazione.
- Ore 15.30 Seminario Tecnoservizi sul Mercato nautico Second Hand
- Ore 16.30 Presentazione Associazione Sestante Blu

20.10.2026 Fiume Palazzo Modello Secondo Piano

- Ore 9.20 Apertura Ufficiale Area B to B
- Ore 9.30 Intervento ing. Aldo Cattano (CEO Wind Track) Nuove soluzioni rivoluzionarie per yacht a vela
- Ore 10.30 Intervento Hera 3 Fiber sul riutilizzo di materiali al carbonio
- Ore 11.20 Intervento da remoto del designer Andrew Rochian su Unità UAV dual use
- Ore 12.00 Seminario sulle Marine in Adriatico (con il patrocinio di Assomarinas) e intervento del Presidente di Assomarinas
- Ore 13.00 Pausa Pranzo
- Ore 14.30 Seminario sui Materiali compositi (Università di Fiume)
- Ore 17.00 Seminario sulle soluzioni a Metanolo/H2 verde/HVO
- Ore 17.30 Presentazione Progetto Nuova Marina di Moschiena (prima parte)

21.10.2026. Fiume Palazzo Modello - Marina di Moschiena

- Ore 9.30 Conferenza stampa congiunta Tecnoservizi -Sestante Blu - Comune di Moschiena (annuncio nuova data e sede della 13th edizione dello Yacht Design Forum - seconda parte presentazione Marina di Moschiena)

Trasferimento autonomo a Draga di Moschiena

- Ore 11.00 Presentazione Premio MG Lombardi ECO DESIGN per nautica da diporto sostenibile "5th edizione"- Partecipano vari esperti (anche da remoto).
- Ore 12.00 Cocktail ad invito
- Ore 15.00 Visita alla Marina di Moschiena in modo autonomo
- Ore 17.00 Cocktail con la stampa e i partecipanti alla Area B to B

22.10.2026 Fiume Laboratorio di Tecnologie Marittime dell'Università di Fiume

- Ore 9.45 Apertura i lavori
- Ore 10.00 Vice Rector of the University of Rieka, Prof. Goran Ukucelik, "Connected Maritime Innovation Ecosystems", Prof. Vice Deam of the faculty of Maritime Studies
- Ore 10.30 Visita guidata a gruppi al Laboratorio di Tecnologie Marittime dell'Università di Fiume con i 2 docenti menzionati. Sarà presente personale dedicato, in sostanza lo staff del laboratorio. La visita (un vero e proprio tour) del laboratorio è un elemento pregiato dell'evento. Il laboratorio è situato proprio in riva al mare nell'ex stabilimento che produceva siluri (Torpedo da cui il soprannome del laboratorio). Il laboratorio svolge un'ampia gamma di ricerche sperimentali in ambito marittimo, tra cui lo sviluppo di robot sottomarini. E uno dei pochi laboratori di questo tipo presenti in Europa.

23.10.2026 Fiume Palazzo Modello Secondo Piano

- Ore 9.45 Apertura i lavori
- Ore 10.00 Sustainable Water Monitoring Trough New RFObotic Sampling Technologies, Prof Spiro Ivosevic (Faculty of Maritime Studies Kotor Montenegro)
- Ore 10.30 On the Industrial Maritime Strategy for a Competitive, Sustainable and Resilient EU Maritime Sector, Nikola Momcilovic (Faculty of Mechanical Engineering, Departement of Naval Architecture, Belgrado, Serbia)
- Ore 11.00 Carpathia – Automated Vessel Hull Polishing Robot, Karlo Dzafic, Cofounder & Ceo +, Hartera Robotics, Rijeka Croazia
- Ore 11.30 Use of XR Technology for Maritime Safety, Goran Vizentin (Faculty of Maritime Studies Rijeka, Croazia)
- Ore 12.00 Pausa Pranzo
- Ore 14.45 Blu Egitto: materiale antico per Tecnologie del Futuro nel quadro del progetto Horizon Europe Integrano – Dott Marco Nicola Dipartimento di Chimica Università di Torino. Applicazioni in ambito di interni per yacht.
- Ore 18.00 Chiusura della Manifestazione

*(Da confermare)





Il vento che spesso troviamo lungo quell'angolo di paradiso terrestre che viene indicato come costa azzurra, stavolta fornisce (o può fornire) una fonte preziosa di energia per navi e yacht. In particolare la soluzione presentata al Salone di Cannes 2026 da DynaKitdD sfrutta il vento come fonte di energia complementare per yacht e imbarcazioni a partire dai 12 metri. Abbiamo già trattato di soluzioni analoghe, anche recentemente, ma la soluzione presentata a Cannes coniuga low-tech e high-tech, dotata di un'ala da kite che sfrutta direttamente l'energia del vento e di una tecnologia automatizzata in grado di pilotarne il volo e ottimizzare la trazione generata.

Potenze

Sono disponibili due potenze usualmente adatte alle esigenze delle imbarcazioni di nautica da diporto, soluzioni denominate DynaKite 60 e DynaKite 120. Queste soluzioni sono installate e-Lektra, un catamarano della società Paradis des Bulles. Nel prosieguo di questo articolo descriveremo questo catamarano che assieme alla soluzione tecnologica ora accennata, di fatto costituisce, a mio modesto parere una vera e propria rivoluzione nella nautica da diporto. Se quel che oggi si inizia a considerare, probabilmente nello yachting di domani consentirà di non dover più scegliere tra diverse fonti di energia, ma le combinerà concretamente.

Energie complementari

Elettricità, accumulo e propulsione eolica possono così diventare complementari per ottimizzare l'energia disponibile a bordo. È in quest'ottica che Beyond the Sea sviluppa DynaKite, una soluzione di trazione tramite kite integrabile nei sistemi di propulsione esistenti. In

occasione del Cannes Yachting Festival, dall'8 al 13 settembre, l'azienda della Nuova Aquitania ha presentato il suo sistema di trazione tramite kite applicato a e-Lektra, il catamarano solare-elettrico di Paradis des Bulles citato precedentemente.

Propulsione eolica, elettrica e solare

Mentre lo yachting tradizionale accelera la transizione verso sistemi di propulsione alternativi, la questione dell'autonomia e della gestione dell'energia rimane centrale. Utilizzare il vento come fonte di propulsione complementare, grazie a quanto indicato precedentemente, rappresenta una soluzione di trazione tramite kite automatizzata per yacht a partire dai 12 metri.

Un nuovo approccio all'autonomia in mare

L'elettrificazione del settore nautico apre nuove prospettive, ma fa emergere anche una importante necessità tecnologica, per aumentare l'autonomia delle imbarcazioni senza moltiplicare la capacità delle batterie. La soluzione tracciata a Cannes 2026 indica come si possa fornire una soluzione. Sfruttando la potenza del vento a diverse decine di metri sopra l'imbarcazione, il sistema integra la propulsione elettrica con una fonte di energia rinnovabile, disponibile in mare e inesauribile quale è il vento.



Si tratta di un approccio particolarmente pertinente per yacht e multiscafo elettrici.

Va molto concretamente considerato non come un'alternativa alla propulsione elettrica, ma come un sistema capace di ridurre l'utilizzo di energia elettrica e di aumentare l'autonomia dell'imbarcazione, offrendo al contempo un nuovo modo di navigare.

Installazione concreta

Il DynaKite 120, installato sul catamarano solare-elettrico e-Lektra, illustra concretamente questa complementarità volta a ridurre l'impronta energetica della navigazione.

La sua particolarità consiste nell'offrire una soluzione sufficientemente raffinata per inserirsi nel mondo dello yachting, con un'installazione semplice e rapida che richiede solo cinque bulloni.

Alla base c'è l'idea di sfruttare un'energia antica quanto la navigazione stessa, il vento, avvalendosi delle più moderne tecnologie di pilotaggio e automazione. Erede dell'esperienza maturata con il LibertyKite (soluzione ormai standard per la trazione a kite per il diporto) e con il SeaKite (progettato per applicazioni marittime più complesse e altamente automatizzate), il DynaKite si colloca nel mezzo di questi due approcci progettuali.

Dichiarazione di Pélaprat,

"Il DynaKite rappresenta il perfetto connubio

tra la filosofia 'low-tech' del LibertyKite e l'alta tecnologia del SeaKite", spiega Eric Pélaprat, responsabile dello sviluppo DynaKite® presso Beyond the Sea.

Design

Il design di questa novità è studiato per gestire ogni traiettoria di navigazione, con un'ottimizzazione specifica per i loop, che consentono di sfruttare appieno il potenziale di trazione del kite alle andature portanti.

L'innovazione principale che distingue questo sistema dalle altre due soluzioni è la modalità di volo con loop a 360 gradi, che genera una trazione continua senza rischio di aggrovigliamento delle linee.

Questa prestazione è resa possibile da un sistema (DynaPod), dotato di un motore integrato nella ruota e di un girello, installato direttamente in coperta.

La soluzione integra il kite in un sistema progettato per le imbarcazioni moderne, con una gamma adatta a unità a partire dai 12 metri. La soluzione LibertyKite è viceversa una soluzione vela di emergenza e alternativa per la nautica da diporto e il settore crocieristico, mentre SeaKite è una soluzione per navi professionali ad alto dislocamento, destinate alla nautica commerciale e alla pesca professionale.



FP44 Electric ODSea+ ; Photo Credit : G. Martin-Rajet



EXCESS 11 Hybrid ; Photo credit : Julien Gazeau



Dufour 48 Electric ODSea+ ; Photo Credit, JM Liot

Il catamarano e-Lektra

Oggi, oltre il 99% delle barche a vela è dotato di un motore a combustione interna. Contrariamente a quanto si pensa, anche una barca a vela necessita di un motore a combustione interna, sia per le manovre in porto o in assenza di vento, sia per soddisfare parte del fabbisogno energetico di bordo.

Per cambiare questa situazione, Groupe Beneteau e Fountaine Pajot Group hanno sviluppato E-LEKTRA MARINE, un'alleanza che riunisce sette importanti marchi della nautica a vela, BENETEAU, JEANNEAU, LAGOON, EXCESS, Fountaine Pajot Sailing Catamarans, Fountaine Pajot Yachts e Dufour, con l'obiettivo di creare uno standard condiviso per la propulsione elettrica e l'autonomia energetica di bordo. L'ambizione è accelerare l'elettrificazione della nautica a vela e sostenere la transizione verso soluzioni a basse emissioni, contribuendo a portare la quota di mercato globale delle barche a vela elettriche tra il 10% e il 15% entro il 2030.

La transizione

La nautica a vela rappresenta un caso unico nella transizione energetica: combina le sfide del settore automobilistico, propulsione silenziosa e minori emissioni, con quelle dell'edilizia residenziale, gestione autonoma dell'energia, lontano da qualsiasi rete elettrica. Mentre un'auto elettrica può essere ricaricata in qualsiasi momento collegandola a una presa di corrente, una barca a vela deve essere in grado di produrre, immagazzinare e distribuire la propria energia mentre è in mare. Energia solare, batterie, generatore, propulsione, com-



Jeanneau Sea Loft 480

fort di bordo: tutti i flussi energetici devono essere gestiti e coordinati in tempo reale. Nella nautica a vela, la sfida principale non riguarda solo la propulsione, ma la gestione complessiva dell'autonomia energetica a bordo. La sfida non si limita alla sola propulsione, va valutato anche dell'utilizzo complessivo della barca a vela. La gestione dell'energia a bordo è altrettanto importante, poiché determina autonomia, comfort, affidabilità e, a seconda del caso d'uso, la capacità di operare con minori emissioni. Dopo aver messo in comune le metodologie di valutazione del ciclo di vita delle loro imbarcazioni, le due società che hanno promosso l'iniziativa hanno messo a punto una tabella di marcia condivisa per la decarbonizzazione. In questo contesto, esistono tecnologie ormai collaudate, il Groupe Beneteau offre già da diversi anni soluzioni elettriche a bassa tensione sulle sue barche a vela fino a 12 metri, mentre Fountaine Pajot impiega soluzioni ibride ad alta tensione sui suoi catamarani oltre i 15 metri. Ormai mature, queste tecnologie sono pronte per una diffusione su larga scala. Invece di sviluppare ciascuno la propria base tecnologica, i due gruppi hanno scelto di co-sviluppare una piattaforma condivisa, aperta all'intero settore nautico. E-LEKTRA MARINE si avvale di un gruppo di partner strategici, tra cui Alternatives Energies (con sede a La Rochelle), specializzata nell'integrazione di sistemi elettrici, Cirtem (Tolosa), società esperta in conversione e gestione dell'energia, ed EVE System (Lione), specialista nella progettazione di pacchi batteria, oltre che delle competenze di entrambi i gruppi.



Volumi di produzione

Aggregando i volumi di produzione di sette marchi (che rappresentano una quota di mercato del 60%) e quelli di altri attori chiave del settore, la piattaforma mira a raggiungere le soglie industriali necessarie per rendere queste soluzioni più semplici e competitive. In concreto, i sistemi proposti da E-LEKTRA MARINE offrono soluzioni di elettrificazione adatte a barche a vela di ogni dimensione, dai 9 ai 24 metri, spaziando dal full-electric alle soluzioni ibride a bassa e alta tensione, gestione ottimizzata dell'energia di bordo tra solare, motore, generatore, utenze di bordo e collegamento alla rete di terra, monitoraggio dei consumi in tempo reale tramite un display di facile utilizzo, un sistema standardizzato supportato da una rete globale di partner autorizzati e formati.

Refit.

L'iniziativa ha consentito di mettere a punto una soluzione di refit che consente agli attuali armatori di passare all'elettrico. L'obiettivo è di offrire ai clienti soluzioni a basse emissioni per la navigazione a vela, personalizzate in base

alle loro esigenze, senza compromettere sicurezza, semplicità o libertà di navigazione.

Obiettivo economico

I due gruppi francesi puntano a un'espansione del mercato entro il 2030. Mettendo insieme i volumi dei 7 marchi indicati precedentemente, che rappresentano il 60% del mercato globale, E-LEKTRA MARINE mira a strutturare uno standard globale aperto su scala del mercato della vela, con un obiettivo condiviso che prevede di elettrificare dal 10% al 15% del mercato globale della vela entro il 2030, pari a diverse centinaia di imbarcazioni all'anno.

Conclusione

Si tratta di un progetto importante, che tra le altre cose, impatterà (direi a breve, 3 anni e qualche mese sono un periodo breve in campo economico riferito ad una nuova tecnologia) in un momento in cui i costi dell'energia da fonti fossili stanno divenendo un vero e proprio problema.

Non trascurerei anche il lato ambientale che avrà da questa iniziativa un evidente beneficio. Buon vento allora a questo importante progetto.

Interview écrite entre Armando Zecchi (groupe média TECNOSERVIZI) et Guillaume Merveilleux du Vignaux

1 - I was in Paris on 2024 to attend EURONAVAL 2024. It was a very important Exhibition about technologies and defence solutions. Now the term dual use is very popular, but i think that your event was one of the first to show technologies also for industrial applications. What about EURONAVAL 2026?

You are right: dual-use technologies have always had a place at EURONAVAL, because many naval technologies naturally have applications beyond the defense sector. In 2026, this dimension will be even more visible. EURONAVAL will remain first and foremost the world's leading exhibition for naval defence and maritime security, but we will place greater emphasis on technologies that can serve both military and civilian applications — particularly in areas such as maritime surveillance, autonomy, AI, cybersecurity, energy, propulsion, and the protection of critical maritime infrastructure. This reflects a broader reality of today : innovation in the maritime domain sits at the intersection of defense, security and civilian application

2 - Naval Group is the key industry also about underwater noise and research. Naval Group is also one of your official sponsor too. They show this new technology in EURONAVAL 2026?

Naval Group is indeed one of our long-standing partners and a major player in the naval industry, including underwater systems and acoustic technologies. EURONAVAL 2026 will provide a strong showcase for innovations in the underwater domain, which is becoming increasingly strategic. I cannot comment in detail on what each exhibitor will present before the show, but visitors can expect to see technologies addressing the growing challenges of underwater detection, acoustic discretion, autonomous systems and the protection of the seabed.

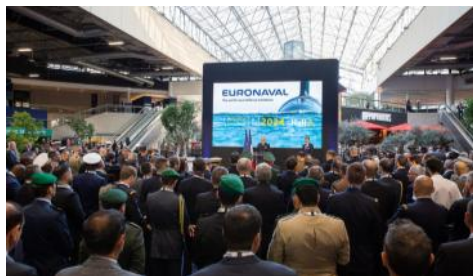
3 - Thales is another of your official sponsor. Last year i was in Paris to Thales Optoelectronics Research Center, for two days con-

gress helded by EPIC Association in cooperation with Thales. I see a very large convergence about opotoeletronic, optic and semiconductor technologies, for marine and aerospace defence technologies. Do you think that this trend will be show in EURONAVAL too?

Absolutely. We are seeing a growing convergence between optics, optronics, electronics, semiconductors and artificial intelligence. These technologies are becoming essential to the performance of naval platforms and their sensors, but also to aerospace and other defense applications. EURONAVAL 2026 will reflect this convergence, with a strong focus on sensors, data processing and AI-boosted technologies that give navies information superiority.

4 - In December 2026 Tecnoservizi SRL was at NSE (New Space Economy European Expoforum) and one of the Forum topic was the overlapping between Space and AeroNaval technologies. Satellite applications and sub-sea applications are very near now. What can you say us about this and EURONAVAL?

You are right to underline it. The naval domain spreads from the bottom of the seas up to space. This creates one of the most interesting technological convergences we are currently seeing. Space and the underwater domain may seem very distant, but they share many technological challenges: autonomy, communications, sensors, energy, robotics and the ability to operate in extremely demanding environments. EURONAVAL 2026 will highlight this convergence, particularly through the growing role of satellites, autonomous systems and data in maritime surveillance and subsea operations.





5 - I see your youtube talk, about EURONAVAL, and i think that it is very interesting idea. In a short time the two person talk about technologies and marketing trend. I think that will be very interesting to have the possibility to send (by chat or email) some questions to them. What is your idea for the next talks?

As the world's leading exhibition dedicated to naval defence, EURONAVAL has a responsibility to anticipate emerging trends, bring together leading experts and encourage meaningful discussions on the major challenges facing navies and the maritime industry. Our EURONAVAL Talks that you can view and listen on the EURONAVAL YouTube channel are part of this intellectual approach, allowing these discussions to continue between editions of the exhibition. In 2026, this will be extended during the show itself through conferences where visitors will be able to ask questions directly to the speakers, as well as high-level interviews on our TV set. The discussions will focus on four major themes: "Information Superiority and Control of the Maritime Domain", "Resilient and Evolutive Platforms", "The New Dimensions of Naval Warfare", and "From Innovation to Operational Capability".

Regarding the possibility of submitting questions to the EURONAVAL Talks, we could consider this option for the post EURONAVAL 26 sessions, taking into account the technical constraints associated with their format and pre-recorded nature.

6 - Many Italian industries was you expositors in EURONAVAL 2024. During my visit i see a very important presence of them (i.e. Fin-

cantieri and Ferretti Security Division). What can you say us about EURONAVAL 2026?

Italy has one of the world's leading naval industries, which is strongly supported by the Italian navy, one of the main European navies. It has a highly competitive and innovative industrial base, making Italian companies essential and indispensable players in the global naval sector. It has always been an important part of EURONAVAL, and the presence of 29 Italian companies in 2024 was a very good illustration of this. The Italian industry will be even more very strongly represented in 2026, with a 35% increase in terms of Italian exhibitors, reflecting the momentum, depth and diversity of the country's naval and maritime sector. Beyond the major shipbuilders, EURONAVAL is also an opportunity to discover a very dynamic ecosystem of technology companies and SMEs. And of course for the exhibiting companies to meet many official delegations.

7 - About Naval Drone and AUV ship, the new trend in defence applications is clear. Can you give us some informations about what will be exposed in EURONAVAL 2026?

Autonomous and unmanned systems will undoubtedly be one of the major themes of EURONAVAL 2026.

We are seeing rapid development in surface, underwater and airborne drones, with applications ranging from surveillance and reconnaissance to mine and seabed warfare, intelligence, logistics support and high intensity combat.

What is changing now is not simply the technology itself, but the way navies are integrating these systems into their overall operational architecture. The way hybrid fleets will operate and the high/low mix issue will be some of the focal points of EURONAVAL.

8 - Fincantieri CEO, during a interview, said that the Italian company will be in the Nuclear ship market. I know that France Marine Industries have today a very important technology about Nuclear ship with very innovative solutions. What can you say to our readers about it and of course EURONAVAL 2026?

Nuclear propulsion is a highly strategic capability. There is currently a search for greater autonomy, endurance and operational reach, particularly as access to traditional logistical support points can no longer be taken for granted. Moreover, ships are getting increasingly demanding in energy and the world is facing long term tensions on fuel supplies. Nuclear power is hence understandably more and more considered as a potential solution by actors beyond the very limited circle of nations and industries that currently master and operate this technology. This could reshape the future of naval propulsion. EURONAVAL provides an opportunity to understand the broader industrial and technological ecosystem behind these capabilities, from propulsion and energy systems to ship design and long-term maintenance. France has accumulated decades of experience in this field through its nuclear-powered submarines and aircraft carrier. It has recently acquired its 2nd generation nuclear attack submarines, is developing its 3rd gen nuclear strategic submarines and its second nuclear-powered aircraft carrier. Some important companies of the nuclear industry will be present at EURONAVAL. As for specific industrial programs, it is of course up to the companies concerned to present their own strategies and technologies.

9 - During SeaFuture 2025, La Spezia, the company ASG Superconductors (a branch subsidiary is in France too), show some news applications of superconductor technologies for marine defence ships (i.e. zero losses energy trasmission, degaussing and innovative propulsion systems). Can you says us about some applications of this new technologies will be



showed in EURONAVAL 2026?

Superconductivity is an interesting example of the kind of advanced technology that could have a significant impact on future naval systems, particularly in areas such as energy management, propulsion and magnetic signature reduction. More broadly, EURONAVAL 2026 will showcase technologies that contribute to making naval platforms more energy-efficient, more discreet and capable of supporting increasingly demanding systems.

10 - EURONAVAL 2026 will be a very important show, also for defence and strategic situations, not only for technologies. Can you say to our reader something about this tema.

EURONAVAL 2026 will take place in a very different strategic environment from the one that was in force during the previous edition. The fast-development of hybrid threats, the proliferation of drones and missiles, the growing importance of the seabed and maritime infrastructure and, above all this, the return of high-intensity conflict, are forcing navies to rethink both their capabilities and their industrial models. This is why the theme of the 2026 edition is "Towards High Intensity". EURONAVAL will not only be a showcase for technologies, but also a place to discuss how navies and coast-guards, governments and industry can adapt to this new strategic environment.

11 - It is a Tema for your choose.

To conclude, I'd like to elaborate shortly on the strategic situation by telling you what I see as the major challenge for navies in the return to high-intensity warfare: The maritime domain is once again becoming a central arena of strategic competition and, potentially, of conflict.

What concerns me most is the growing gap between the pace at which the strategic environment is deteriorating and the time required to build, acquire and deploy adapted naval capabilities. Ships, submarines and complex weapons systems take years to design, build and bring into service, while strategic tensions can escalate in a matter of months or even weeks. We therefore face an urgent challenge: we must anticipate the capabilities we will need tomorrow, while accelerating what can be done today. In this context, I believe one of the key challenges is the return of mass. For several decades, technological superiority has

often been seen as a way to compensate for smaller fleets that operated in a relatively permissive environment. High-intensity warfare is reminding us that numbers still matter : numbers of ships, missiles, drones, munitions, spare parts and trained personnel, but also resilient industrial capacity and the ability to sustain operations over time. The challenge for navies is therefore to develop the most advanced technologies while combining technological superiority with sufficient mass, resilience and industrial capacity to prevail in a conflict. These issues -and their solutions- will be at the heart of EURONAVAL 2026

Short Biography of Guillaume MERVEILLEUX DU VIGNAUX a cura della Redazione



Senior officer in the French Navy, Guillaume MERVEILLEUX DU VIGNAUX has devoted 35 years of service to France's defence and maritime interests. His career reflects his exceptional experience, marked by operational command, strategic and capability expertise, and strong commitment on the international stage. As head of the Pole POLE ÉCOLES MÉDITERRANÉE from 2021 to 2025, the French Navy's main training centre, he was responsible for 850 employees and ensured the training of close to 8,000 sailors each year. Between 2018 and 2021, he served on the Naval Action Force Staff, contributing to the doctrine for implementing naval resources, integrating new ships and discussions on the use of data and artificial intelligence for the fleet.

International profile

On the international scene, he represented France within NATO's International Military Staff in Brussels (2016–2018), where he was responsible for strategic issues and negotiations with allied countries. Successively commanding a fleet of combat helicopters and the La Fayette and Jean de Vienne frigates, he led his crews in operations across all major maritime arenas. He also served in the Ministry of Foreign Affairs, where he led French cooperation on security and defence in Asia and the Middle East, and lent his expertise to the fight against maritime piracy. With a strong international background, recognised technical and strategic expertise, and proven ability to conduct complex negotiations in a multicultural environment, Guillaume MERVEILLEUX DU VIGNAUX will inject EURONAVAL with an ambitious and open-minded vision of the major global naval challenges. His appointment is a major asset for the development and influence of EURONAVAL, the world's largest naval defence exhibition, which brings together all the institutional, industrial and decision-making players in the international maritime and naval sector every two years. His experience and vision will contribute to further strengthening EURONAVAL's position as an essential event for cooperation, innovation and development in the global naval sector.



From October 1 to 6, sea trials of the Quick Gyro stabilizer will be available aboard the Nimbus Sport Tender 42, with sessions lasting approximately 15–20 minutes. Visitors to Genoa Boat Show, have the opportunity to learn more about the latest developments in the Quick Gyro range and the four-year warranty extension.

Quick international company about production and distribution of marine equipment for yachts and superyachts, will be present at the 2026 Genoa International Boat Show with a dedicated program focused on the Quick Gyro stabilizer and the opportunity to test it aboard the Nimbus Sport Tender 42, which will serve as Quick Group's demo boat for the event. Sea trial sessions are organized from Dock E, Booth YE801A.

Quick Gyro: Compact, Versatile and Designed for a Wide Range of Applications

The range of this product has been developed around a compact and versatile design, intended to suit a wide variety of vessels. The current range includes models from the X2 to the X75. Different configurations, including 12 V DC and

AC versions, allow the range to cover applications from dayboats to yachts and superyachts. One of the system's distinguishing features is its air-cooling system, which eliminates the need for a complex seawater cooling circuit and associated through-hull fittings.

This solution simplifies installation and maintenance, both of which can be carried out directly on board.

The availability of multiple units with the same installation footprint also makes it possible to adopt multiple-unit configurations on larger vessels or where the available space calls for flexible solutions.



Continuous Performance Development

The latest developments across the Quick Gyro range have focused on mechanical and electrical components, as well as dynamic control systems, as part of a continuous improvement program aimed at increasing overall efficiency, reducing power consumption and optimizing start-up times. The flywheel mass has been optimized with the aim of improving spool-up times. At the same time, developments in electrical parameters and power-management algorithms have reduced current peaks and resulted in a more stable and predictable power-consumption curve, while also improving compatibility with onboard electrical systems. The control system has also been further developed. The updated ECO function contributes to energy optimization, while new algorithms for flywheel acceleration control and torque calibration have been introduced to further optimize spool-up times. For the X13, X16 and X19 models, a reduction of more than 30% in the time required for the stabilizer to

become operational after start-up has been confirmed. The updates also extend to multi-gyro configurations. Quick has developed algorithms based on advanced dynamic models and adaptive compensation techniques to optimize the operation of multiple units. This solution is particularly suited to multihull vessels and vessels where installation space is limited.

Four-Years of Warranty

The warranty extension program for the Quick Gyro was introduced by Quick Group at boot Düsseldorf 2026. For eligible models, the program allows the standard two-year warranty to be extended to a total of four years through online product registration. The extension is subject to scheduled maintenance being carried out at authorized service centers or by certified technicians. The program forms part of the ongoing technical development of the range, which over time has included improvements to its mechanical, electronic and dynamic control systems.



Feadship has revealed HIVE, its latest concept design, during the Monaco Yacht Show. At 115 metres, HIVE is Feadship's largest concept design to date and explores a new approach to life on board, starting not with a conventional arrangement of spaces, but with the people who use them. Developed by a team of designers from Studio De Voogt, led by Senior Designer Jan Schaffers, together with Feadship's naval architects and engineering specialists, the yacht combines a radically different approach to space with technologies that can be engineered and built.

Concept

Since 2006, Feadship concept designs have looked beyond the conventions of the day to explore how changing lifestyles, emerging technologies and new ideas could shape yachting in the future. Ideas first investigated through these studies have subsequently appeared on Feadships, including hybrid propulsion, new structural applications of glass and alternative fuels. For HIVE, the starting point was life on board. A fictional family of four was developed to give the concept a human context, following the same principle applied to every pure custom Feadship: understanding how the owners live, what matters to them and how they want to spend their time on board before translating those needs into architecture.

A shared heart

Many of the ideas that shaped the yacht emerged through Feadship's partnership with Boat International for the Young Designer of the Year competition. As part of this pro-

gramme, finalists Aleksandra Orescanin, Dimitrios Timagenis, Fabio Peduzzi, Melisa Civlez, Lisandro Nicoletti and Oguzhan Akilli were invited to the Netherlands to work alongside designers at Studio De Voogt, gaining first-hand experience of the Feadship design process while bringing their own perspectives to changing expectations of life on board. For HIVE, their discussions repeatedly returned to the idea of a central place where people could come together before moving naturally towards their own pursuits. From this emerged the hive as an organising principle: many different activities coexisting around a shared centre. The social character of the salons of 1930s Paris provided a second influence, inspiring spaces for conversation, culture, entertainment and exchange. At the heart of the project is a vast open space extending across four decks. On main deck it can become an expansive saloon, stage or auditorium, with terraces opening to port and starboard. Curved staircases connect balconies and more intimate spaces above, while service pantries, furniture storage and a green room allow the central space to accommodate anything from family life to performances, lectures and large gatherings.

The owner's deck features a 20-metre pool with Feadship's patented ContraWave technology, extending indoors as a suspended, glass-bottomed infinity pool.

An underwater lounge provides an expansive view below the surface, while the observation lounge above has a retractable glass roof for uninterrupted views of the night sky.



A new profile

At 115 metres, HIVE also introduces a new direction in Studio De Voogt's exterior design language. Her long, low profile develops ideas explored in previous concept designs Pure and C, where rethinking the conventional bridge arrangement opened new possibilities for the yacht's architecture. A virtual command centre allows the forward sections of the superstructure to be dedicated to the owner's accommodation and observation lounge. Cameras and sensors provide the information required for navigation, while retractable glass wing stations offer a direct view outside during close-quarters maneuvering. Expanses of glass, integrated terraces and the largely glazed superstructure bring the different levels together visually rather than expressing them as a conventional stack of decks.

Engineered to be possible

Technical feasibility is fundamental to every Feadship concept design. HIVE was developed with design, naval architecture and engineering working together from the outset, using technologies that already exist or are in active development.

A DC electrical architecture combines three 900 kW variable-speed permanent-magnet

generators running on HVO with fuel cells and a 5 MWh battery bank. For zero-emission operation, power can be supplied by seven 75 kW solid oxide fuel cells or nine 250 kW PEM fuel cells combined with a methanol reformer. Battery capacity is approximately five times that of Savannah's pioneering 1 MWh installation within a comparable battery-room footprint.

Voith Schneider Propellers provide highly precise omnidirectional thrust without conventional rudders. Already proven on ferries and research vessels, the technology offers exceptional maneuverability, is well suited to dynamic positioning and operates with exceptionally low noise levels.

Schaffers's statement

"HIVE is designed around the idea that experiences can change people," says Jan Schaffers. "We wanted to explore what becomes possible when you start not with what a yacht has always been, but with how people might want to live on board in the near future." During the Monaco Yacht Show, the designers from Studio De Voogt will be available by appointment at the House of Feadship for interviews and further discussion about HIVE and its development.



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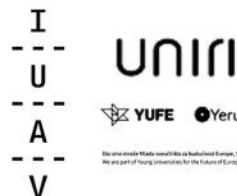
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YUFE **Yerun**

The only model made available as a full-fledged Europe, YUFE is not part of Young Universities for the Future of Europe.

German luxury sailing yacht builder YYachts has delivered its first Y6, a nearly 20-metre carbon sailing yacht that combines the comfort, quality and individuality of a superyacht with remarkably intuitive handling. As the most compact model in the YYachts range, alongside the Y7, Y8 and Y9, the Y6 has been created for owners who value freedom, privacy and the ability to sail their yacht themselves or with a small crew.

Design

Designed by renowned American naval architect Bill Tripp, the new Y6 represents a distinctive evolution of the YYachts philosophy: light-weight performance, clean design and effortless ownership. At 19.65 metres in hull length and with a displacement of just 25.9 tonnes, the Y6 is built using advanced carbon-epoxy sandwich construction. The combination of high stiffness and low weight is designed to deliver responsive sailing performance, particularly in light winds. The yacht's distinctive exterior combines YYachts' characteristic low-profile coach roof and clean deck layout with a pronounced chine, giving the new model an unmistakable character.

Features

Despite her size, the Y6 has been conceived for straightforward operation. All sheets and halyards are led aft to the twin helm stations, leaving the guest cockpit largely free from sailing hardware. A self-tacking jib, furling boom, electric winches and additional assistance systems further simplify handling, allowing the yacht to be sailed single-handed or by a couple. An efficient engine and integrated bow thruster are designed to make harbour maneuvering equally stress-free. Below deck, the Y6 offers an exceptional degree of flexibility for a yacht in the 60- to 65-foot segment. Owners can choose between a variety of layouts, generally incorporating three or four cabins, while additional options include a dedicated workspace, an additional lounge or a crew cabin forward.

Interiors

For the interiors, YYachts has once again col-

laborated with renowned Danish architect David Thulstrup, whose work previously helped shape the Y8 and the new Y7. Together with the YYachts Design Team, led by Francesca Modica, they developed four distinct interior concepts: Milano, Baltic, Sugi Ban and Glacier. Ranging from warm Mediterranean sophistication and Nordic clarity to dramatic contrasts and understated contemporary elegance, each creates a distinctive atmosphere while providing owners with a strong foundation for further personalisation.

Schmidt's statement

"The new Y6 is about giving owners the freedom to enjoy a true luxury sailing yacht without the complexity traditionally associated with a yacht of this size," Michael Schmidt, founder of YYachts, explains. "She combines intuitive handling with the space, comfort and individuality that define the YYachts experience." The first Y6 has left the shipyard already, her owner took her for her maiden voyage. She will celebrate her public premiere later this year.



Sviluppare sistemi per massimizzare le prestazioni delle energie rinnovabili di bordo e garantire la massima resilienza in condizioni di stress fisico estreme: ABB sta testando soluzioni di alimentazione CC avanzate, scalabili ben oltre il mare. ABB ha unito le forze con Ferrari Hypersail

ABB e Ferrari Hypersail alla scoperta dei limiti del possibile

Un sistema energetico progettato per la completa autosufficienza, alimentato da energie rinnovabili. Ferrari Hypersail è un innovativo yacht oceanico monoscafo full-foiling di 30 metri, progettato per spingere al limite le prestazioni marine sostenibili, combinando velocità da record, generazione di energia a bordo e gestione intelligente dell'energia.

L'imbarcazione deve rimanere autosufficiente per settimane intere negli ambienti oceanici più ostili del pianeta, con il sistema elettrico che garantisce l'equilibrio ideale tra efficienza e prestazioni.

Partnership strategica

ABB e Ferrari Hypersail hanno annunciato una partnership che unisce un leader globale nell'elettificazione alla sfida di navigazione offshore più ambiziosa al mondo. In qualità di Electrification Partner, ABB contribuisce con oltre 25 anni di leadership tecnologica e 700 brevetti nella tecnologia a corrente continua (CC), supportando lo sviluppo di sistemi di alimentazio-

ne avanzati a 800 V CC progettati per operare nelle condizioni più estreme del pianeta. Ferrari Hypersail fornisce ad ABB un ambiente ad alte prestazioni per dimostrare come l'elettificazione avanzata, le architetture CC e la gestione intelligente dell'energia possano migliorare la resilienza e l'efficienza in condizioni offshore estreme. Queste esigenze, bilanciare la generazione da fonti rinnovabili e lo stoccaggio, sono fondamentali per lo sviluppo delle microreti industriali di nuova generazione.

Il team di ABB supporterà Ferrari Hypersail con la propria esperienza nell'integrazione di sistemi CC, nella gestione dell'energia, nella distribuzione intelligente dell'energia e nei sistemi elettrici marini. Le conoscenze acquisite aiuteranno gli ingegneri di ABB a sviluppare sistemi di alimentazione resilienti ed efficienti, necessari in ogni settore industriale in cui operiamo, dal settore marittimo e navale ai data center e alle infrastrutture per le energie rinnovabili.

Corrente continua ad alte prestazioni

Ferrari Hypersail è alimentato da un sistema di alimentazione a corrente continua ad alte prestazioni, che funziona come una microrete autosufficiente con sistemi operanti a 48 e 800 VDC. L'architettura in corrente continua fornisce energia direttamente dove è necessaria, generando, immagazzinando e gestendo l'energia per la navigazione, il controllo delle ali, i sistemi di sicurezza e la propulsione.

Senza passaggi di conversione di potenza, i sistemi sono più resistenti e funzionano in modo più efficiente, anche in condizioni di freddo estremo, salsedine, pressione e movimento. I team di ABB, secondo la multinazionale, garantiranno che i sistemi in corrente continua a bordo soddisfino gli standard senza compromessi di Ferrari Hypersail.

Il sistema energetico

Da quel che apprendiamo, i progettisti di Maranello, integrando le varie professionalità ed esperienze anche di ABB hanno messo a punto un sistema energetico progettato per la completa autosufficienza, alimentato da fonti rinnovabili e dall'energia prodotta dall'equipaggio.

ABB





Ferrari Hypersail, il monoscafo volante di 100 piedi concepito per sfidare gli oceani, ha recentemente svelato il suo concept energetico di bordo. Il sistema è parte di un progetto che, basandosi sull'open innovation, ha trasferito il know-how del Cavallino Rampante oltre la pista e l'asfalto, aprendo la strada a soluzioni tecnologiche inedite nel mondo della vela d'altura. Sviluppato dal team tecnico di Hypersail a Maranello, il sistema di gestione dell'energia è stato concepito con il duplice obiettivo di garantire la massima efficienza e la totale integrazione delle diverse architetture di bordo. La scelta di una soluzione elettrica, nata dall'esigenza di assicurare l'autosufficienza energetica durante le lunghe navigazioni che l'imbarcazione affronterà, ha portato allo sviluppo di un sistema capace di captare energia nel modo più efficiente possibile dall'ambiente circostante, sfruttando anche l'energia solare ed eolica.

Manovre

Le manovre in coperta, come la regolazione delle vele, prevedono la trasformazione diretta della potenza generata dall'uomo grazie al sistema "Winch by Wire". Le operazioni sottocoperta, come la movimentazione delle appendici necessarie per il controllo attivo del volo, sono invece gestite tramite energia recuperata

da fonti rinnovabili, con batterie ad alta tensione installate per gestire la dinamica dei flussi energetici.

Dichiarazione di Ribigini

"Hypersail è il primo monoscafo foiling per regate oceaniche a raggiungere la completa autonomia energetica", ha affermato Marco Guglielmo Ribigini, Technical Team Leader di Ferrari Hypersail. "Grazie a un impianto elettrico che garantisce il perfetto equilibrio tra efficienza e prestazioni, affiancato da soluzioni innovative come il Winch-by-Wire, tutte le regolazioni di bordo sono alimentate interamente dall'energia prodotta durante la navigazione".

In Coperta

Hypersail reinventa i tradizionali sistemi di winch introducendo una soluzione innovativa: il Winch by Wire. Con questo sistema, la potenza generata dalla forza muscolare dell'equipaggio non aziona direttamente le tradizionali trasmissioni meccaniche e i circuiti idraulici, ma viene istantaneamente convertita in energia elettrica, centralizzata e ridistribuita dinamicamente alle varie funzioni del piano velico dell'imbarcazione. Per i grinder, il vantaggio principale è la possibilità di mantenere un ritmo di rotazione costante ed efficiente.

Nei sistemi convenzionali, infatti, all'aumentare della resistenza, i movimenti diventano inevitabilmente più lenti e faticosi.

La tecnologia sviluppata da Hypersail mitiga questa crescente richiesta di sforzo fisico, garantendo un'erogazione di potenza costante grazie al funzionamento nel punto di massima efficienza, sia elettromeccanica del sistema che metabolica dell'utilizzatore.

Il sistema consente a un singolo membro dell'equipaggio di gestire carichi eccezionali fino a 9 tonnellate, superando ampiamente i limiti intrinseci delle architetture meccaniche o idrauliche tradizionali.

L'energia elettrica generata tramite le colonnine di comando, che impiegano gli stessi motori elettrici presenti nei sistemi di sospensioni attive della Ferrari Purosangue e della F80, viene convogliata nella rete di bordo e distribuita in tempo reale.

Tale energia alimenta i winch che regolano le vele o aziona la pompa idraulica deputata alle regolazioni in coperta.

La soluzione Hypersail per i winch nasce dal medesimo approccio "by-wire" introdotto sulla nuova Ferrari 12 cilindri manuale: in questo sistema, la natura fisica dell'azione meccanica di cambiata viene convertita in un segnale elettronico, preservando tuttavia integralmente una sensazione autentica e analogica.

Sottocoperta

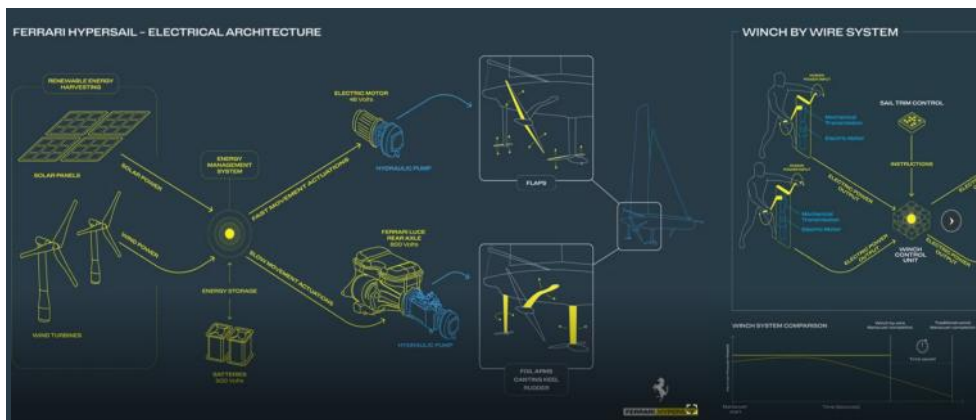
I sistemi installati costituiscono il cuore tecnologico dell'imbarcazione e sono deputati alla

gestione dell'elettronica, della stabilità e dell'assetto di volo sui foil.

L'affidabilità di questo ecosistema è garantita dall'adozione di procedure di test mutate dal settore automotive, avvalendosi di una piattaforma di centraline elettroniche (ECU) e sensori, nonché di quattro diversi livelli di tensione compresi tra 12V e 800V.

Per controllare e regolare le appendici, gli ingegneri Hypersail hanno sviluppato un sistema attivo di controllo del volo (Flight Control) che gestisce il flusso idraulico secondo due modalità operative: movimenti lenti e movimenti rapidi. I primi riguardano le macro-regolazioni dei bracci dei foil e della chiglia basculante (canting keel), alimentate dall'asse elettrico posteriore (e-axle) a 800V derivato dalla Ferrari Luce.

I secondi consistono nei movimenti rapidi e continui delle superfici di controllo, i flap, affdati a due pompe più piccole azionate da motori elettrici a 48V. Tale suddivisione assicura prestazioni eccellenti, massima efficienza energetica e i livelli di ridondanza richiesti in ambito nautico. I sistemi elettronici e idraulici sono alimentati esclusivamente da fonti rinnovabili, grazie all'implementazione di un innovativo sistema di captazione dell'energia solare ed eolica. Inoltre, anziché andare dispersa, l'energia in eccesso viene accumulata e gestita in due batterie identiche da 800 V, pronte a distribuire potenza in base alle esigenze dinamiche del monoscafo.





Il pannello solare

Questi elementi, calpestabili e dotati di una specifica superficie antiscivolo, sono integrati nel ponte e nelle fiancate, coprendo una superficie di 100 metri quadrati.

La loro applicazione è il frutto di complesse simulazioni che, mappando l'esposizione solare a diverse latitudini e lungo le possibili rotte, hanno orientato l'installazione esclusivamente verso le aree a maggior rendimento.

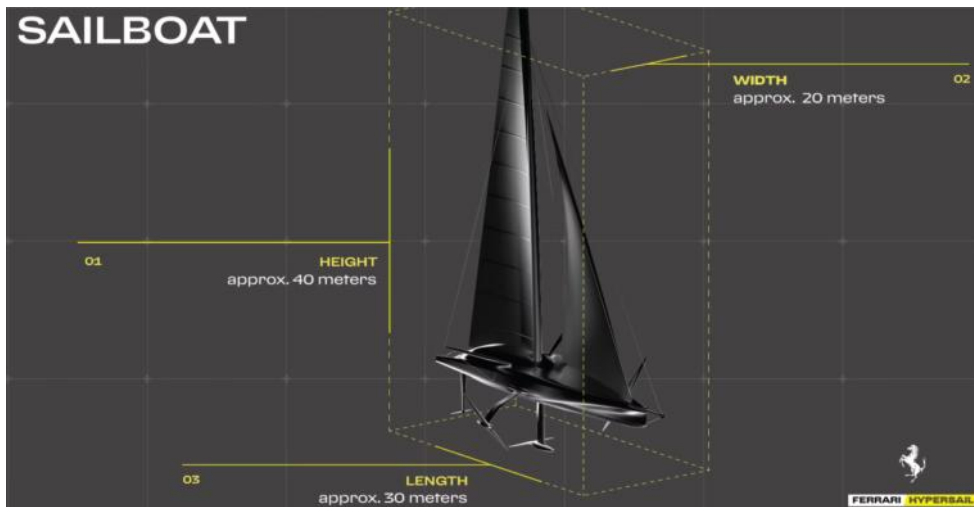
Ciò ha permesso di ridurre al minimo l'aggravio di peso per l'imbarcazione, eliminando ogni massa improduttiva a vantaggio di un rapporto

potenza-peso ottimale.

Energia eolica

L'integrazione dell'energia eolica è realizzata a poppa, dove sono alloggiare turbine eoliche configurabili e rimovibili in base alle esigenze di navigazione.

L'obiettivo ingegneristico è stato quello di studiare meticolosamente l'angolo di incidenza per individuare il giusto equilibrio tra la massima efficienza nella generazione di energia e la minima resistenza aerodinamica alle alte velocità, garantendo così prestazioni ottimali nei diversi scenari oceanici.



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 19 - 23 Ottobre 2026
 Croazia (Fiume - Moschiena)



All'interno di Blu Economy Alpe Adria Event
DATI E LOGHI RIPERITATI 06.06.2016

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