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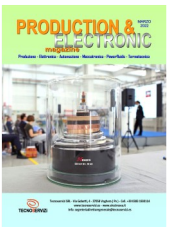

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La passeggiata che porta da Santa Margherita a Paraggi nei giorni d'inverno, a volte è un esempio di come la natura possa essere fonte di ispirazione, anche se maneggiata (e a volte mareggiata) dall'uomo e da architetti. Le belle ville che si affacciano su un tratto di mare tanto ora deserto (o quasi) quanto poi diverrà affollato all'inverosimile durante giugno, luglio e agosto, paiono tristi con una pioggia insistente che le bagna. Le onde che si infrangono sulla spiaggia, quel lembo ghiaioso che d'inverno rimane tra le rive rialzate e cementate a protezione di una strada che porta a Portofino, sono piene di miei ricordi, di passeggiate, di momenti belli, di barche alla fonda in quel golfo che ispirò lo yachting italiano nei primi anni del novecento. Lo spirito di vivere il mare, anche sotto il mare, d'inverno, lo abbiamo ritrovato a migliaia di chilometri più a nord, in quei padiglioni di Boot affollati di visitatori, dove si è svolta la prima fiera dell'anno 2026 dedicata alle barche, allo yachting, ma non solo. Il turismo nautico, la voglia di vivere il mare trovano in questa manifestazione che seguiamo ormai da diversi anni, con Elettrosea.it, un luogo dove esprimere concretamente le proprie passioni, le proprie aspirazioni. Durante una breve conversazione con il direttore generale del Salone Nautico di Genova, avvenuta nei viali di questi padiglioni qualche anno fa, ebbi modo di considerare come Düsseldorf si svolga in un periodo adatto, quando terminata la fase delle feste si cerchi di guardare più in la sognando nuove mete, nuove barche, nuovi viaggi. Le indicazioni provenienti da Seatrade, la manifestazione dedicata al mondo delle crociere svoltasi ad Amburgo, mostrano chiaramente, a chi voglia cogliere la tendenza di mercato, il trend evolutivo di questa forma di turismo nautico. Le cosiddette river cruise sono il futuro del turismo nautico secondo i dati forniti ad Amburgo, con dati molto significativi di crescita sia in volume di passeggeri che di richieste dei tour operator mondiali. In questo clima ho avuto l'opportunità nei mesi scorsi di partecipare ad una interessantissima conferenza organizzata a Vienna e dedicata al Danubio e alla sua navigazione turistica e commerciale. In Italia si tende a dare poco peso alla navigazione delle acque interne. Spesso questa rivista e il suo direttore, vengono criticati per il peso che viceversa danno a questo settore. Vorrei far notare a chi ci critica che più del 30% del fatturato della nautica proviene proprio dalle acque interne. Osservo che i grandi fiumi e i laghi europei sono spesso solcati da navi commerciali che movimentano quantità notevoli di merci, sia in termini di valore economico che di tonnellaggio e che, il più volte citato turismo nautico, trova nelle crociere fluviali un sempre maggiore interesse, vuoi per il numero contenuto di passeggeri a bordo di confortevoli navi dotate di ogni comfort, sia di visitare storiche città, ricche di architetture e di parchi di grande interesse. Prendendo a spunto una nota canzone “La luce che si intravede a est e un ramo calpestato”, mi riportano al mare d'inverno e a Boot, cui abbiamo dedicato in gran parte questo numero, descrivendo la grande quantità di novità e di barche che ci circondano, assieme a un numero di visitatori che supera abbondantemente le 200.000 unità (secondo i dati forniteci). Noi ci siamo , in questa fiera, così come stiamo preparando grandi novità per la 12th edizione di Yacht Design Forum e degli eventi ad esso collegati. Seguiteci anche nel prossimo numero di Elettrosea.it e nella conferenza stampa di presentazione che annunceremo a breve. Le novità saranno molte, ma ovviamente non posso scrivere di più, ora.

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FORT LAUDERDALE INTERNATIONAL BOAT SHOW

BOAT SHOW

OCTOBER 29 - NOVEMBER 02

FLIBS.COM

The world's largest in-water boat show draws more than 100,000 visitors and global exhibitors, showcasing the strength and innovation of the marine industry.

The 2025 Fort Lauderdale International Boat Show (FLIBS) concluded five extraordinary days across seven show locations, marking another strong year for attendance, sales, and international participation. Produced by Informa Markets and owned by the Marine Industries Association of South Florida (MIASF), the show once again underscored Fort Lauderdale's reputation as the Yachting Capital of the World.

U.S. Boat Shows President Statement

"This year's FLIBS demonstrated the strength and resilience of the marine industry, not just in South Florida but around the world," said Andrew Doole, President of U.S. Boat Shows at Informa Markets. "We welcomed more than 100,000 visitors, showcased an incredible variety of vessels, and saw outstanding results from our exhibitors. The energy throughout all seven show locations was unmatched."

66th edition

The 66th edition of FLIBS featured more than 1,300 vessels and 1,000 exhibitors representing over 50 countries. This year's show spanned nearly 90 acres of exhibit space and generated a $1.78 billion economic impact for the state of Florida.

From luxury yachts and sportfishing vessels to tenders, catamarans, and cutting-edge marine technology, the event celebrated every facet of the marine lifestyle. The overall experience of this year's show was elevated by the full reopening of Pier Sixty-Six. The marina was filled with FLIBS exhibits, while the resort's accommodations and dining offerings added an extra layer of luxury to the event. Additionally, guests enjoyed the debut of the new Windward Cabana Club and world-class culinary experiences from Chef Dave White (Chopped Grand Champion, Below Deck Mediterranean) and Chef Ryan O'Sullivan (Hell's Kitchen Season 22 Winner), who crafted fresh, creative dishes from scratch throughout the weekend. Educational seminars and expert-led panels at the Broward County Convention Center further highlighted innovation, sustainability, and the future of marine technology.

his year's showcase is led by Casino Royale (Amels 242'), the 74-meter queen of the show designed by Tim Heywood with interiors by Winch Design. She accommodates 12 guests across six suites and offers a spa, gym, Jacuzzi, and steam room, supported by a crew of 19 and a 5,000-nautical-mile range for extended global travel. Other standouts include Hemisphere (Pendennis 145'), the world's largest sailing catamaran, and the pairing of Gene Machine (Amels 180') with her support vessel Gene Chaser (Damen Yachting 182'), demonstrating the balance between family cruising and scientific exploration. Rounding out the collection are Ela (Heesen 164') and Hampshire (Feadship 217').

They appear alongside exciting new debuts: BGM75 (Bluegame 100'), a catamaran from Bluegame Yachts – a San Lorenzo brand – that blends the volume of a 100-footer with the efficiency of a 60-footer; the 130 Explorer (Cheoy Lee 130'), a steel-hulled expedition yacht built for range and bluewater adventure; and the AB 110 (AB Yachts 110'), a high-performance sport yacht capable of speeds over 40 knots with sleek Italian styling.

Pier Sixty-Six

This year's show also celebrates the reopening of Pier Sixty-Six, with both Superyacht Village at Pier South and the Pier Sixty-Six Marina serving as premier destinations within the seven-site footprint of FLIBS 2025. The Pier Sixty-Six Marina will be fully occupied by the show, providing a spectacular stage for extraordinary vessels. Originally a fuel dock in the 1950s, Pier Sixty-Six evolved into one of Fort Lauderdale's most recognized marinas, with the hotel and tower added in the 1960s. Its redevelopment brings new facilities and marks an important milestone as the Pier Sixty-Six Hotel & Marina reopens during the 66th anniversary of FLIBS.

President Informa Markets Statement

"FLIBS continues to set the standard as the world's premier in-water boat show," said Andrew Doole, President of U.S. Boat Shows, Informa Markets. "From the unveiling of the largest superyachts to the return of Pier Sixty-Six and the elevated Windward VIP experience, this year's show delivers something for everyone, from industry leaders and serious buyers to families and first-time visitors."

Superyacht Village will also host a series of seminars focused on charter opportunities, market developments, and new construction trends, connecting visitors with yacht designers, builders, and charter professionals. The reimagined Windward VIP Experience debuts with new enhancements for 2025. VIP guests will enjoy complimentary self-parking at Superyacht Village on a first-come, first-served basis before entering the exclusive Windward VIP Lounge, which features gourmet cuisine, a premium open bar, private restrooms, and unique sponsor activations. From there, guests can travel by water to Bahia Mar and continue on to the Windward VIP Cabana Club at Hall of Fame Marina, a chic waterfront retreat offering shaded lounge seating, light bites, and uninterrupted marina views.

MIASF CEO Statement

"From center consoles and sportfishing boats to the largest yachts in the world, FLIBS showcases the full spectrum of the boating lifestyle," said Phil Purcell, CEO and President of the Marine Industries Association of South Florida (MIASF). "This year is especially about experiences from stepping aboard extraordinary superyachts to enjoying world-class dining, hospitality, and waterfront settings.

At the same time, we are highlighting the strength of our marine community and the unique role it plays in making South Florida the yachting capital of the world." Complimentary shuttle buses, sponsored by West Marine, will also be available to connect guests between show sites. Guests also have the option to donate at checkout to the Marine Research Hub, a nonprofit advancing Florida's Blue Economy through solutions that protect reefs, waterways, beaches, and the Everglades while supporting local jobs and infrastructure.

FLIBS is owned by the Marine Industries Association of South Florida (MIASF) and produced by Informa Markets.

Awards

This year's Honours Awards took place in Fort Lauderdale for the first time, celebrating global contributions to the ocean and yachting stewardship. The honorees were Angela Abshier, founder of Sail to Shelter (USA); Francisca Cortés Solari, founder of Fundación MERI (Chile); and Rosie O'Donnell, project lead for Yachts for Science (UK).

Each received The Bowspirit Award for their leadership and efforts to connect yachting with global good. The 2025 Best of Show Awards recognized the year's most exceptional vessels for innovation, craftsmanship, and design.

The Valhalla 55 Sport Yacht (under 60 ft) and Bluegame BGM75 (over 60 ft) were named the winners, selected by a distinguished panel of judges: Bill Zito, General Manager of the Florida Panthers, Ricky Carmichael, motorsports legend and outdoor enthusiast, Jacob Ulman, Senior Vice President of Production, FOX Sports, Mitch Covington, Vice President of Sports Marketing, Monster Energy, Joshua Pascual, President, YachtCreators FOX Sports broadcast a special Best of Show segment on December 7 at 11:00 AM on FS1, featuring hosts Jamie Little, Will Christien, and Kristen Beat, offering an inside look at the ceremony and the winning yachts.

Statement

"FLIBS continues to be a cornerstone event that not only strengthens our industry but also serves as an economic engine for our community, one whose impact is felt year-round," said Phil Purcell, CEO and President of the Marine Industries Association of South Florida (MIASF). "The show fuels over 100,000 jobs and drives more than $800 million in marine product sales over the five days of the event. FLIBS is more than an event; it's a catalyst for economic growth, innovation, and global recognition of South Florida's leadership in the marine industry."

Rockport Marine reaches key milestone in build of contemporary classic superyacht designed by Langan Design Partners and Mark Whiteley Design. The 95-foot pilothouse sloop known as Project Ouzel reached a major milestone on a snowy day in Maine at the end of November 2023.

The hull emerged from the build shop at Rockport Marine with all structural bulkheads in place, was raised and carefully inverted in a Travelift, and then rolled back into the shop to begin work on the interior components. This event is a significant step towards the completion of the hull, designed by Langan Design Partners and built of cold-molded Douglas Fir, Western Red Cedar, and carbon fiber over a male building jig.

Yacht

The yacht's construction is to prepare the inside of the hull for the composite structural grid that will transmit the keel loads into the hull. Once that is complete, the shipyard will start the layout of the systems, install the main engine and associated machinery, and begin preparing for the interior components designed by Mark Whiteley Design, many of which are already under construction. The yacht's deck is being built in parallel and will be installed later in 2024 in an equally exciting outdoor operation: Due to the size of this yacht, the hull and deck will be joined outside and brought back into the building to complete the build. In the weeks leading to her launch, project Ouzel will emerge from the building for the last time to be attached to her keel and to receive her mast. The launch was scheduled for 2025.

Launch

Technical launch of world-cruising 95-foot sailing yacht highlights final stages of creative collaboration between clients, yacht design, and yacht-building firms from Rockport to Newport in the U.S. and Lymington, U.K.

The new custom superyacht Ouzel, a 95-foot sloop, floated on her lines smartly after her technical launch at Rockport Marine, the boatyard where the sleek, contemporary classic vessel took shape over the last three years.

With her launch, Ouzel begins mechanical and systems trials, putting to the test the intent of her owner to build a comfortable long-range cruising yacht that performs beautifully.

For her designers and builder, the launch also marks a return to the proud tradition of New England builders launching large yachts through collaborative effort across the region and globally.

Design

Designed by Langan Design Partners, of Newport, R.I., with interior design and exterior styling assistance by Mark Whiteley Design, of Lymington, UK, the 95-footer was built using Rockport Marine's wood-composite construction technique, which combines an engineered blend of cold-molded wood, carbon fiber, E-glass, and foam coring. Leading the project on behalf of Ouzel's owner has been another Rhode Island firm, MCM Newport, which has extensive international experience building and managing large yachts of all types and, in this case, represents a yachtsman who chose to buck the trend and build a superyacht on U.S. shores rather than European.

Statement

MCM's president, Peter Wilson, said, "There's a common perception that you can't build a yacht like this in the United States any longer. When the world finally gets to see what this team has created, they'll quickly realize that you can build a world class superyacht that stands shoulder to shoulder with European builds, if not even higher, right here at Rockport Marine in Rockport, Maine.

She's going to turn a few heads for sure." The design and build partners met weekly via video call through all phases of Ouzel's construction, problem solving and smoothing the process, always anticipating next steps.

They also met in Rockport periodically with Wilson and the owner to assess progress, review full-scale mock-ups, and provide consistent input to the Rockport team.

Rockport Marine statement

After the launch, Rockport Marine President Sam Temple said, "It's satisfying to bring a project of this quality from raw materials to this moment.

Of course, it has also been a challenge, but we have had a strong team in MWD, LDP, MCM, and wise clients.

The people have been as much a joy as seeing this yacht take shape. Looking at the longer term, I'm pleased but not surprised that we are seeing increased acceptance of wood-composite building, which requires as little maintenance as any other composite vessel, yet has all the technical and aesthetic advantages of wood.

Langan

Design

Tom Degremont of Langan Design Partners said, "We're seeing consistently brilliant work by the team at Rockport to blend ageless boatbuilding skills with modern techniques and materials to create such a strong and graceful yacht.

My partner Sam Howell and I are excited to see the whole package come together as Ouzel touches the water for the first time."

Mark Whiteley

Design

Mark Whiteley of Mark Whiteley Design said, "The quality of craftsmanship achieved by Sam Temple and his team here in Maine ranks right alongside the world's best, and Rockport's wood-composite build technique enhances the aesthetic, acoustic, and even aromatic ambiance of the interior. At this stage, we still have a few systems to test out, but we are very pleased to see the boat afloat in such fine shape."

AmperMarine is a company with a industrial tradition, founded in Turin in 1947 and specializing in the development of lighting devices and electronic control units for the marine industry.

Company structure

The Company covers a total area of 37,000 square meters, including 12,000 square meters of covered space for production and warehouses, as well as 1,500 square meters of office space. The organization is divided into specialized departments, each with specific skills to contribute to an efficient production cycle: design and engineering, testing and quality, production and logistics

Wuled system

One of AmperMarine most successful innovations is the wireless underwater lighting system called Wuwled, which has transformed the very concept of installing and maintaining onboard lighting devices. This system compared to traditional solutions offer a no drill solution. The Wuwled and miniwuwled underwater spotlights can be installed on non-metallic hulls without drilling holes, eliminating the risk of water infiltration.

No condensation

To ensure the highest quality in its underwater spotlights and prevent condensation, the company applies a special transparent resin between the external glass and its leds. The manufacturing process ensures complete insulation between the glass and the electrical circuit, thus ensuring the complete absence of condensation.

Potential

There are many damages that condensation can cause in spotlights. One is reduced visibility, cloud the lamp's glass, reducing the brightness emitted, corrosion of components. Water inside the casing can oxidize the electrical contacts and circuits, compromising the light's operation. There is also risk of short circuits, water can cause current leaks or short circuits, jeopardizing the safety of the system. Another potential damage of condensations is about the lamp. The electronic components of leds lamps or other devices can deteriorate rapidly in the presence of moisture.

Vantage

The absence of exposed metal parts eliminates the risk of galvanic currents generation, making Wuwled safe for hull integrity over the time.

Nano-coated lens

Nano technology applied to the crystal lens. When the yacht is moving, salt seposits are cleaned away automatically. Very easy dirt removal and great protection against scratches.

60Vdc resistant electronics

The use of automotive certified components allow to resist to battery voltage peaks. Suitable for 24Vdc systems but also for 230Vac ones by simply installing an additional power supply unit.

Deep light penetration

Wuwled powerful lights can reach the distance of 13 meters in average water quality with an impressive beam intensity and an opening angle of 45 degrees.

Overheating protection

Wuwled is designed to never overheat if used underwater. However it carries on a protection that turns the system off in case of overheating, preventing any damage to the device.
No oxidations on the external screws thanks to the use of Titanium.

3mm Glass thickness

Light is emitted through a window made of tempered glass 3mm thick, ensuring a robust solution.

EMC compliant (2014/30/EU)

The device has passed a lot of severe tests, including those related to EMC 2014/30/EU regulation, offer mind of installing a safe product with no impacts on your on-board systems.

Suzuki Marine USA, ha ricevuto l'"EPIC Award" nella categoria Sostenibilità da Soundings Trade Only.

Dal 2018, i premi Most Innovative Marine Company Awards celebrano negli USA, le aziende che si distinguono per tecnologie e prodotti innovativi.

A partire da quest'anno, il riconoscimento è stato rinominato EPIC Award, assegnato alle realtà più innovative del comparto nautico in sette categorie.

Sostenibilità

Suzuki è stata riconosciuta per il suo impegno di lunga data nella tutela dell'ambiente marino attraverso il progetto "Suzuki Clean Ocean Project" e la promozione di carburanti sostenibili. Si tratta del quinto anno consecutivo in cui la casa giapponese riceve un riconoscimento dalla rivista.

Dichiarazione

Shuichi Mishima, Managing Officer e Executive General Manager, Marine Operations ha dichiarato: "Dal lancio del nostro primo fuoribordo, il D55, nel 1965, Suzuki opera nel settore marino da 60 anni.

Siamo profondamente grati per l'ambiente marino, ricco e prezioso, che rappresenta il fondamento della nostra attività, e continueremo a promuovere il Suzuki Clean Ocean Project."

Suzuki Clean Ocean Project.

Il "Suzuki Clean Ocean Project" si articola in tre aree principali di intervento.

La prima è Clean-Up the World Campaign, una serie di campagne globali di pulizia dei litorali, che dal 2010 hanno coinvolto oltre 27.500 partecipanti in tutto il mondo.

La seconda è la riduzione degli riduzione degli imballaggi in plastica, con oltre 145 tonnellate di materiali da imballaggio per motori fuoribordo e componenti sostituiti, dal 2020, con materiali biodegradabili.

La terza è la raccolta di microplastiche marine, grazie all'installazione, dal 2022, di dispositivi di raccolta standard sui modelli di fuoribordo da 100hp, 115hp.

Tampa

Soundings Trade Only Group ha annunciato i vincitori della prima edizione degli EPIC Awards durante l'IBEX di Tampa, in Florida. Gli EPIC Awards (in precedenza Most Innovative Company Awards) premiano non solo l'innovazione, ma anche l'impatto sul settore, sulle comunità locali e sul mercato globale in generale.

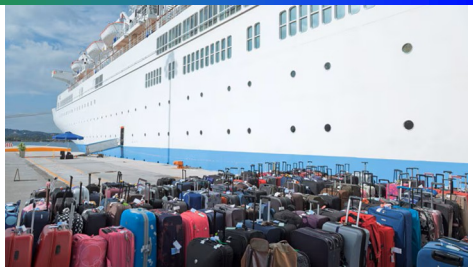
Quest'anno, Garmin e Dometic si sono aggiudicate il primo premio a pari merito, poiché entrambe le aziende hanno dimostrato straordinaria innovazione e leadership.

I vincitori in dettaglio

I vincitori delle singole categorie sono: per sviluppo e tecnologia Dometic e Scout Boats, per cultura del lavoro Garmin, per altruismo Correct Craft, per processo di produzione e catena di fornitura Tiara Yachts, per sostenibilità Suzuki Marine, per la formazione: AkzoNobel (menzione d'onore ABYC).

La giuria

La giuria era composta da Gary Reich, caporedattore di Soundings Trade Only; Glenn Sandridge, ex presidente di Firecrown Media Marine Group; Dave Connolly, ex socio senior di Thomas H. Connolly and Sons; e Paxson St. Clair, presidente di DuraTek Boat Lifts (ex presidente di Cobalt Boats).



Oltre ai sistemi di propulsione ecocompatibili, di cui abbiamo più volte trattato in questa rivista, con questo articolo dedichiamo attenzione alla cosiddetta logistica navale. Le compagnie di crociera offrono molti servizi a bordo di una nave e questi rappresentano una sfida logistica impegnativa. Durante una crociera, molte cose avvengono dietro le quinte, senza che i passeggeri se ne accorgano. L'equipaggio sposta con discrezione biancheria, cibo e rifiuti, la cucina stupisce per la sua organizzazione quasi invisibile. Robot a guida autonoma servono agli ospiti il loro cocktail e li accompagnano verso la loro cabina. I bagagli devono essere trasportati attraverso numerosi ponti fino alla porta della cabina giusta e ritirati di nuovo al momento del check-out. La pressione per eseguire queste attività rapidamente, ma con un grado di precisione estremamente elevato, è tangibile e rende il ruolo dei sistemi di logistica navale più importante che mai.

Gestione automatizzata

La gestione automatizzata dei bagagli funziona in modo efficiente, affidabile e sicuro solo con la giusta tecnologia di sensori. Prendiamo come esempio alcune soluzioni sviluppate da Sick. Con i veicoli a guida automatica (AGV), dotati di sensore LiDAR 2D TiM781S, i bagagli possono essere trasportati in modo efficiente e veloce. Questo facilita il lavoro del personale e automatizza le attività a bordo. Il sensore è collegato al veicolo bagagli senza conducente e rileva in modo sicuro i campi protetti nel raggio predefinito e in caso di pericolo, il veicolo si ferma immediatamente. I bracci di presa sul veicolo posizionano i bagagli direttamente davanti alla porta della cabina, a condizione che i bagagli possano essere chiaramente assegnati. Gli scanner di codici a barre e i sistemi track and trace identificano le etichette sui bagagli, indipendentemente dal punto in cui l'etichetta è attaccata al bagaglio. Un algoritmo di lettura rileva e decodifica anche i codici a barre danneggiati, mal stampati o semicoperti.

Lettura automatica dei tag dei bagagli

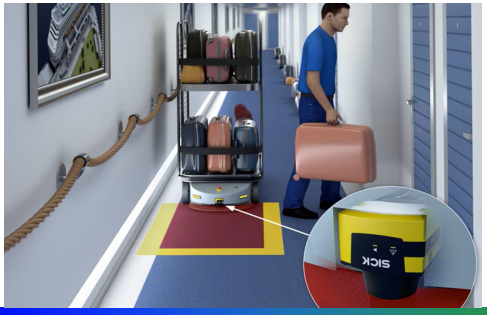
Quando le derrate alimentari o i materiali operativi vengono consegnati con un elicottero, (soluzione ormai assai utilizzata) è necessario mantenere la distanza necessaria dalle sovrastrutture delle navi. Per garantire la distanza, le navi devono mantenere la rotta; il materiale dovrà essere depositato delicatamente. I sensori d'inclinazione e i sensori 3D LiDAR trasmettono informazioni sulla correzione della rotta al sistema di controllo della nave. Se la merce viene trasportata con paranchi a fune, i dati di correzione confluiscono anche in un sistema di controllo intelligente dell'argano che mantiene in tensione la fune di trasporto.

Posizionamento elicotteri sulle navi

Gli stabilizzatori compensano notevolmente il mare mosso. Il sensore d'inclinazione TMS registra l'inclinazione della nave e fornisce dati che possono essere utilizzati per allineare in modo ottimale gli stabilizzatori. Ciò garantisce che la nave rimanga stabile nell'acqua il più possibile, con una posizione ottimale, adattata alla resistenza della nave, riducendo anche il consumo di carburante. Un altro vantaggio: meno passeggeri soffrono il mal di mare.

Equipaggiamento per una maggiore sicurezza

Uno dei momenti più pericolosi a bordo di una nave da crociera è costituito dalla fase di arrivo e dalla fase di partenza, rispetto alla fase di navigazione stessa.



Per questo motivo, gli standard di sicurezza a bordo debbono essere elevati. Statisticamente, le navi da crociera sono uno dei mezzi di trasporto più sicuri al mondo.
Queste navi sono soggette a elevati requisiti di sicurezza fin dall'inizio della loro costruzione e gli standard per il loro successivo funzionamento sono estremamente severi.
Molti armatori vanno oltre in termini di sicurezza a bordo e utilizzano anche sensori a tale scopo.
Tuttavia, può accadere che, nonostante tutte le misure di sicurezza, un passeggero cada in acqua. Le telecamere spesso monitorano le aree esterne della nave, ma non attivano alcun allarme.
Questo problema può essere facilmente risolto installando i sensori adatti (ad esempio come il sensore LiDAR 3D MRS6000). Il sensore scansiona un'area definita intorno alla nave. Se una persona cade nell'area di scansione multilivello dei sensori, l'equipaggio viene immediatamente avvisato tramite un allarme. Grazie alla registrazione video, i membri dell'equipaggio possono adottare rapidamente misure mirate. L'utilizzo di sensori intelligenti (ad esempio i sensori Sick MRS6000) eliminano le immagini dovute a spruzzi, onde e uccelli, prevenendo così allarmi errati.

Controllo accessi

Un altro ambito rilevante per la sicurezza è il controllo degli accessi. Affinché solo le persone autorizzate possano accedere alle aree corrispondenti, il sistema di sicurezza RAM di Sick legge i transponder delle persone e consente l'accesso solo a coloro che sono autorizzati.
Il sistema identifica automaticamente senza contatto tramite onde elettromagnetiche. Grazie all'ampio raggio di scansione del sistema RFID, le persone vengono rilevate in anticipo e le porte si aprono al momento giusto.
Questa protezione può essere utilizzata, ad esempio, anche sulle paratie delle sale macchine o all'ingresso del ponte.

Aree ad accesso limitato con RFID.

Una delle soluzioni tecnologiche più avanzate mira al controllo accessi senza contatto per aree ad accesso limitato con RFID. Il sensore LiDAR 2D TiM781S di sick può essere utilizzato per facilitare l'utilizzo di robot di servizio sui ponti delle navi.
Grazie alla combinazione di una funzione di valutazione del campo di protezione e di un affidabile streaming di dati di misurazione, il sensore consente il rilevamento di persone e oggetti senza contatto. Di conseguenza, i robot sono sempre disponibili, possono rispondere dinamicamente ai cambiamenti e adattare in modo flessibile il loro percorso in base all'ambiente circostante.
Ciò consente un servizio 24 ore su 24 per i passeggeri in bar, ristoranti o sul ponte piscina, ad esempio. Le bevande possono essere ordinate al bar tramite un'app e il robot le porta direttamente al cliente. Sono numerose le opzioni per supportare in modo intelligente le operazioni navali. Migliaia di possibili scenari applicativi su una nave da crociera sono possibili.

Navi da crociera

Le crociere si confermano un volano per la crescita economica: l'industria navale registra addirittura una crescita a due cifre in previsione di una maggiore presenza sul mercato cinese. Al contempo, nuovi standard qualitativi stanno rapidamente entrando in gioco per la riduzione dell'impatto sull'ambiente delle navi da crociera e la sicurezza delle persone e delle macchine a bordo.
Il numero di passeggeri che è in aumento e le nuove navi da crociera sono grandi, con capacità fino a 10.000 passeggeri e un equipaggio di circa 2.500 persone. Attualmente, sono circa 500 le navi da crociera che solcano gli oceani e il numero è in aumento.

Inoltre, le roccaforti industriali degli Stati Uniti e dell'Europa si trovano a dover affrontare una maggiore concorrenza, dato che la Cina continua ad aumentare la domanda di navi da crociera. Il motivo principale è l'agenda "Cina 2025", con la quale la Cina si è posta l'obiettivo di assumere il ruolo di leader mondiale nella costruzione e nella gestione delle navi da crociera. La strategia "Made in China", quindi, non comprende più solo la costruzione di navi portacontainer: con le navi da crociera oceaniche, la Cina continua a recuperare terreno nell'area più complessa e tecnicamente impegnativa della cantieristica speciale. Inoltre, la classe media ad alto reddito in Cina è in crescita e sempre più famiglie scelgono di trascorrere le vacanze in alto mare. Le destinazioni asiatiche sono diventate molto interessanti anche per i tour operator europei. Va poi osservato dai dati emersi al recente Seatrade 2025 di Amburgo, la crescita delle cosiddette river cruise, dove si opera con navi di dimensioni ridotte adatte per la navigazione in acque interne, e per navi da crociera di dimensioni volutamente ridotte, per fornire ad un numero ridotto di passeggeri servizi più accurati. Si va quindi verso navi dotate di tecnologie e servizi più raffinati.

Turismo

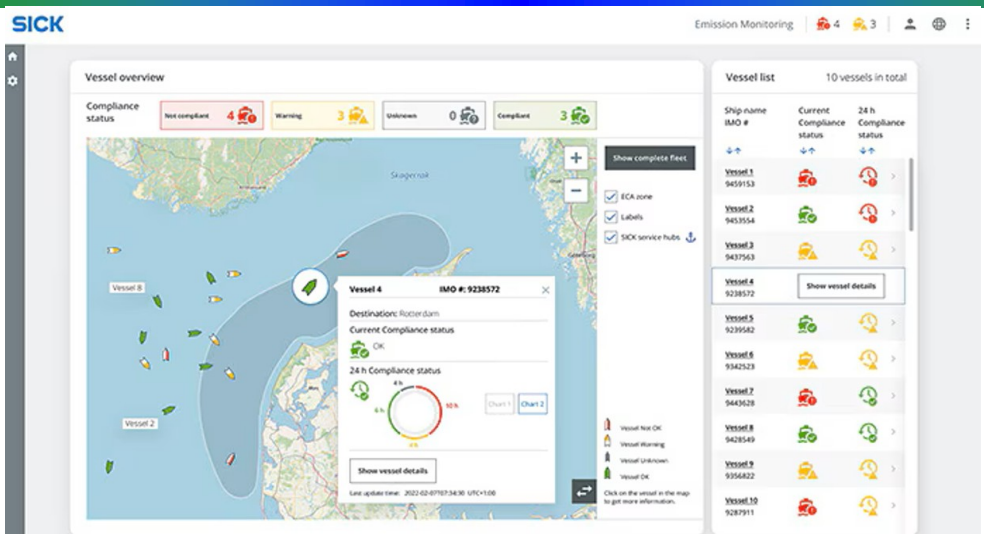
In crociera molti sogni si realizzano, ecco perché questa tipologia di vacanza rappresenta una delle offerte più interessanti per i turisti. Per mantenere questo aspetto e per mantenere le loro flotte competitive, i cantieri navali e gli armatori stanno perfezionando le loro navi da crociera e implementando continuamente nuove idee. La pressione ad agire lungo tutta la catena di fornitura dell'industria crocieristica sta aumentando vertiginosamente. Così come aumentano il comfort e le opzioni d'intrattenimento a bordo, aumentano anche le richieste di maggiore efficienza e sicurezza. Anche la logistica deve essere gestita in modo più flessibile e veloce.

Emissioni

Un problema molto serio, anche in riferimento alle nuove normative IMO, è rappresentato dalle emissioni, visto che le emissioni di gas inquinanti delle navi da crociera sono un problema da risolvere. Il monitoraggio del consumo di carburante dei sistemi di propulsione e la riduzione dell'impronta di CO_2 sono diventati parte integrante della protezione del clima. Il monitoraggio del consumo di carburante dei sistemi di propulsione e la riduzione dell'impronta di CO_2 sono diventati una parte integrante della protezione dell'ambiente e dei cambiamenti climatici.

Verso la sostenibilità

Non sono solo gli attivisti ambientali e i residenti nelle vicinanze dei porti a reagire attivamente alle sostanze inquinanti emesse con i gas di scarico delle navi. Anche i passeggeri vogliono viaggiare con la coscienza pulita e su navi ''pulite'' senza dover affrontare il problema etico dell'impatto ambientale delle navi da crociera. La transizione energetica sulle navi da crociera ha già fatto buoni progressi e gli armatori spesso anticipano le norme di legge quando introducono innovazioni. Praticamente, tutte le navi da crociera di nuova costruzione utilizzano il gas naturale liquido (GNL) per la propulsione, poiché il GNL è meno impattante rispetto al diesel marino o all'olio combustibile denso.



Le prime navi a emissioni zero utilizzanti altre soluzioni tecnologiche di cui Elettrosea.it ha già più volte trattato nelle sue pagine sono già in fase di progettazione e di realizzazione. Sulle navi più vecchie, le tecniche di abbattimento riducono gli inquinanti dei gas di scarico e l'utilizzo di soluzioni scrubber di cui ripeto abbiamo già fornito in vari numeri questa rivista ampi dettagli tecnici.

La misurazione delle emissioni delle navi.

Le certificazioni delle sette maggiori società di classificazione, che rappresentano oltre il 90% della flotta navale mondiale, rendono la tecnologia della soluzione MARSIC oggi di proprietà di Endress + Hauser (in precedenza un sistema prodotto da Sick) il dispositivo di misurazione delle emissioni più accettato sul mercato. Il dispositivo misura il biossido di zolfo e l'anidride carbonica all'uscita dei depuratori di gas e anche gli ossidi di azoto prima e dopo i convertitori catalitici (SCR). E lo fa in modo affidabile e con poca manutenzione, anche in caso di tempeste e mare grosso MARSIC è ecologico anche nella misurazione del metano quando i motori dual-fuel utilizzano il GNL come carburante. In futuro sono previsti limiti severi per le emissioni di fuliggine e polveri. E poiché le tecnologie corrispondenti sono già disponibili, è possibile fin da ora implementare soluzioni mirate. Ad esempio, i filtri antiparticolato nei sistemi di scarico riducono in modo evidente il particolato.

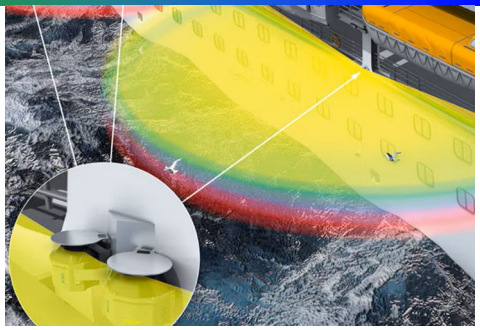
Il monitoraggio dei livelli di fuliggine è utile anche solo perché può essere utilizzato per controllare le prestazioni del motore e risparmiare carburante.

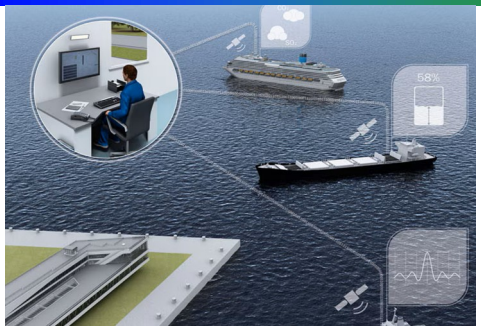
Il ruolo di IMO

Il 1° gennaio 2020 è entrata in vigore un'importante novità: la International Maritime Organization (IMO) che, in qualità di organizzazione ONU, si occupa della sicurezza e della compatibilità ambientale delle imbarcazioni, ha ridotto il valore limite ammesso di zolfo nel carburante utilizzato nelle acque internazionali.

Poiché la maggior parte delle imbarcazioni era alimentata con olio combustibile pesante che rilascia quindi grandi quantità di biossido di zolfo, per molti armatori questa modifica ha significato l'adozione di misure urgenti: in tutto il mondo circa 60.000 imbarcazioni sono state poste nelle condizioni di passare al carburante a basso tenore di zolfo, notevolmente più costoso, o se utilizzare degli impianti di depurazione dei gas di scarico.

A questi impianti, detti scrubber, che eliminano gli ossidi di zolfo dai gas di scarico, devono essere associati dei sistemi di misura delle emissioni.



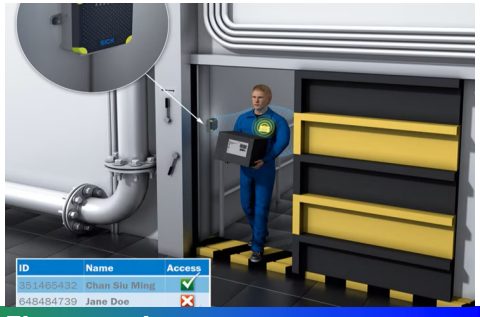


Un po' di storia

Lo sviluppo di MARSIC venne iniziato nel 2009. Inizialmente i progettisti adattarono un prodotto S normalmente utilizzato sulla terraferma in centrali elettriche e impianti di incenerimento, e che per la propria robustezza ed affidabilità era in grado di resistere alle forti vibrazioni e fluttuazioni della tensione di alimentazione, tipiche a bordo di una imbarcazione Gli ingegneri di applicazioni marittime hanno poi sviluppato nei siti Sick di Meersburg, oggi Überlingen, sul Lago di Costanza e di Amburgo, i sistemi MARSIC200 e MARSIC300, tra il 2013 e il 2015. Le interconnessioni con il settore marittimo, così come le associazioni ed organismi marittimi a livello nazionale, europeo ed internazionale, sono stati determinanti per sviluppare il prodotto.

Il potenziale di sviluppo

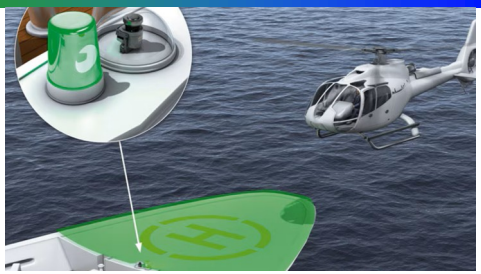
Oltre alla sua funzione effettiva, MARSIC offre un potenziale enorme: i dispositivi di misura forniscono dati in modo costante e quindi rappresentano la base per nuove applicazioni. Ciò è reso possibile dal fatto che, ormai anche in alto mare, è possibile avere una connessione Internet, quindi i dati sono sempre disponibili tramite soluzioni cloud, ed è possibile accedere a questi in modo costante per sviluppare diverse applicazioni marittime.



Tra queste, c'è il gemello digitale del dispositivo MARSIC nel cloud - nel gergo di Industry 4.0, un “asset virtualizzato”. Sono disponibili soluzioni industriali che offrono un servizio web basato su cloud, per riprodurre qualsiasi sensore e rappresentare i dati del dispositivo in tempo reale, visualizzando ciò che il dispositivo misura in mare, consentendo di tenere sotto controllo i dati. In caso di problemi, come ad esempio un filtro intasato, non solo l’equipaggio, ma anche l’armatore ricevono un messaggio in modo che possano adottare misure appropriate.

I dati creano trasparenza

Inoltre, è possibile collegare i dati delle emissioni di MARSIC ad altri dati. Così, in un secondo momento, i servizi digitali potranno correlare tali valori ai dati di posizione della nave e avvertire nel caso in cui ci si avvicini ad un’area di controllo delle emissioni, consentendo all’equipaggio di agire per tempo. Se infatti la nave attraversasse una tale zona con impianto di depurazione dei gas di scarico disattivato, sarebbe passibile di multe consistenti, nell’ordine di milioni con conseguenze disastrose per alcuni armatori. Ricordiamo che l’introduzione della normativa ETS sta cambiando profondamente la valutazione economica dei costi relativi alla navigazione. Gli utenti possono sfruttare le informazioni digitali per ottenere dati preziosi per l’ottimizzazione continua delle attività aziendali, come la catena di fornitura, la gestione della qualità o i processi produttivi.



Sono diverse le società che stanno attualmente lavorando intensamente per sviluppare nuovi tipi di servizi digitali personalizzati per l'industria marittima, collegando le sue competenze in questo settore con la sua esperienza nell'Industria 4.0 e nella digitalizzazione di processi automatizzati. Possiamo citare indubbiamente Sick e Endress+Hauser tra questo novero di grandi aziende.

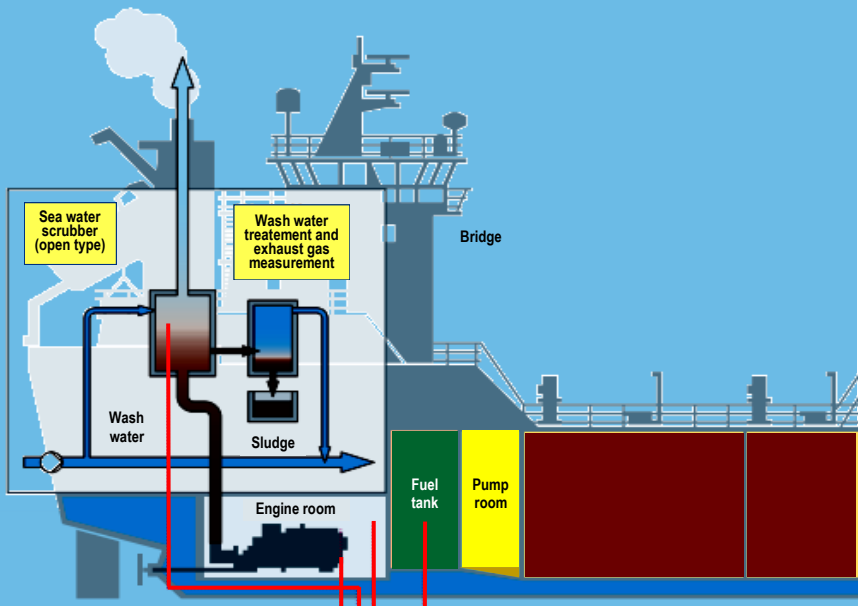
Green Shipping

In futuro, un servizio digitale basato sulle misura delle emissioni delle imbarcazioni effettuate con MARSIC potrebbe essere utilizzato, ad esempio, anche in collaborazione con i porti. Infatti, i requisiti di reportistica delle emissioni possono variare fortemente da un porto all'altro. Alcuni porti prevedono anche modelli di incentivi con imposte portuali ridotte per le imbarcazioni che emettono meno sostanze inquinanti.

La compilazione manuale di numerosi moduli ad oggi necessaria implica un enorme sforzo con potenziale di errore elevato. Un servizio digitale, che trasmetta i valori delle emissioni tramite cloud alle autorità portuali, può migliorare il processo e fornire un valore aggiunto in termini di semplificazione del lavoro e di certezza del rispetto di tutte le regolamentazioni. Si parla di decarbonizzazione o "Green Shipping. L'industria marittima è in una fase di evoluzione e, in considerazione del dibattito sui cambiamenti climatici, le viene richiesto di non utilizzare l'olio combustibile pesante e di puntare su concetti di propulsione alternativi. Ormai è normale progettare navi in grado di disporre di vari tipi di combustibile per i vari motori, e la disponibilità di nuovi motori alimentati ad ammoniaca o metanolo di cui abbiamo già ampiamente trattato nei numeri di questa rivista sono ormai una realtà.

Applicazioni digitali

Le applicazioni digitali rappresentano soprattutto una svolta per il futuro della navigazione. Finora non era stato possibile monitorare le emissioni delle navi in modo affidabile, ma adesso lo è, grazie a MARSIC e ai servizi basati su cloud. Con questi dispositivi di misura è possibile tracciare le emissioni e in un periodo in cui trasparenza, efficienza, tutela ambientale e sostenibilità diventano sempre più importanti disporre di un sistema e di un sensore, che forniscano tali dati offre innumerevoli possibilità.



Improve sustainable efficiency via meaningful KP Is

Operating the vessel smartly is a must for companies looking for new ways of sustainable efficiency improvement Endress+Hauser provides the digital platform for transferring physical events into valuable information.

Get transparency with bunker fuel metering solution

With last quantities of bunker fuel involved, the slightest inaccurate measurement during bunker operation will cause a shortage in the "cash register". Endress+Hauser's metering solutions ensure accurate supply and prevent incorrect billing and unwanted disputes.

Ensure complete control of fuel consumption and achieve environmental compliance

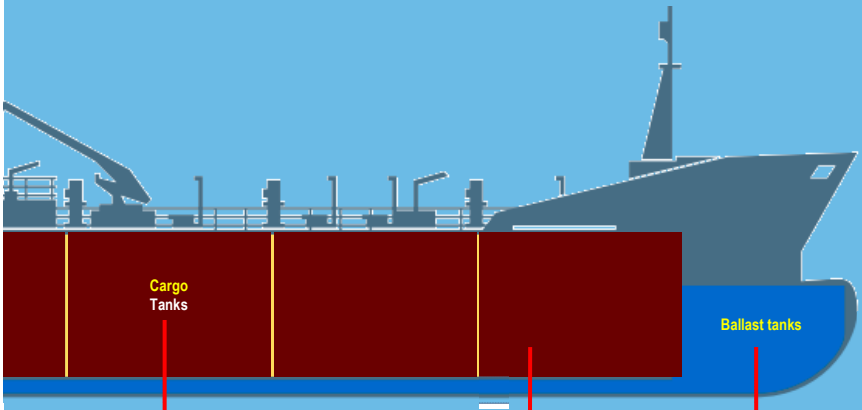
Endress+Hauser's metering solutions and fuel management system provide a safe, accurate and transparent way to acquire, process and share fuel consumption data. The system produces the requited MRV reports.

Make sure exhaust gas treatment is efficient

In order to comply with regulations for the prevention of air pollution, the use of different fuels and the cleaning of the exhaust gases are the most common solutions. Endress+Hauser's solutions control critical parameters, which optimizes the cleaning process in scrubbers, SCR, etc.

Maintain expertise
Rely on a knowledgeable partner to support you from conceptual design to commissioning services.

Gain more transparency over your fleet - tailored and in real time
With the digital solutions of the Maritime Suite, ship owners and ship managers gain full transparency over their fleet, increase availability and save operating costs.



Avoid any harm caused by cargo
Most substances contained by cargo tanks are dangerous for the environment and require a fail-safe overfill prevention system independent from other instrumentation.

Optimize ballast water treatment
Ballast water discharge transfers invasive species to new marine environments, making it mandatory to install ballast water treatment systems (BWTS) In concerned ships. Endress+Hauser's solutions control critical parameters to optimize efficiency in BWTS.

Increase stability with tank monitoring
Keeping the ship stable in all circumstances is of utmost importance. To address this challenge, Endress+Hauser has developed Ship Vision, This approved tank monitoring software provides all the information you need to operate your unit In a safe manner. You can also operate valves, pumps and actuators.

Reliably measure ballast water
From a chemistry standpoint, ballast water can be one of the most aggressive waters, Furthermore, the chemical composition may vary depending on the location where it was taken, which is why it is difficult to measure ballast tanks. Endress+Hauser has developed a dedicated sensor, absolutely ballast water resistant.

After its project reveal at this year's Cannes Yachting Festival, Greenline Yachts is announcing that the new 42-foot model will make its world debut at boot in January 2026. Already under construction at the Slovenian shipyard, the Greenline 42 combines higher performance, innovative solar technology, and unprecedented customization.

More power, more options

The optimised hull delivers a top speed of 25 knots. It can be equipped with Greenline's H-Drive 6G system for silent electric manoeuvring and better efficiency. Ten solar panels produce up to 4.3kW to power all onboard systems and recharge batteries faster. This is Greenline's most versatile model yet. The aft cockpit offers two layouts, including a drop-down transom and removable furniture, while the foredeck lounge provides a stylish, functional social space. Marco Casali's designs extend to two interior styles, balancing timeless aesthetics with modern luxury. Owners can now customise cabins, bathrooms, furniture, and appliances more than ever before.

Statement

"The Greenline 42 reflects everything we know about building enduring, high-quality yachts," says CEO Vladimir Zinchenko. "It's designed to provide decades of enjoyment, with options that make each yacht unique to its owner." The Greenline 42 promises to set a new benchmark for the brand, blending speed, sustainability, and smart design in a semi-customisable package ready for a 2026 launch and World debut at boot 2026 in January.

About Greenline

Greenline Yachts has developed a distinctive philosophy of responsible yachting. This is not simply a matter of hybrid propulsion and solar panels – the whole design ethos of Greenline Yachts is built around efficiency in the water. It starts with the "superdisplacement" hulls of each model, which have been rigorously developed and tested to provide the smoothest ride, stability and efficiency at both lower and higher speeds. Responsible yachting extends to the construction process as well. The high-tech

foam sandwich used to strengthen the hull comes from recycled PET plastic. Lay-up is through vacuum infusion, ensuring very precise material use. Currently using exclusively vinyl-ester resin allowing a 5-year warranty against osmosis. Furthermore the yard's technicians are experimenting with natural fibers and green resins in the lay-up of the yachts themselves. The shipyard is also reducing waste and power usage on the production lines. Any offcuts of wood from the interior fit-out are collected and pressed into heating pellets, while leftover foam is reused by a neighbouring company to produce home insulation. Production of single-use marketing materials has been almost eliminated and even then, it is clearly focused on recycled or sustainable materials.

Award

Greenline Yachts is also working on an annual Greenline Yachts award to recognise those owners who have made the biggest strides towards responsible yachting each year.

For example, the awards will celebrate the owner whose yacht has generated the greatest amount of solar power over that year, as well as the highest number of electric engine hours. This data can be tracked by the client via the Greenline app if the owners agree.

It is all part of the Greenline Yachts philosophy of empowering owners to put sustainability at the core of their yachting experience. That is why Greenline Yachts makes sure that every new yacht it delivers is equipped with biodegradable green yacht wash that does no harm to the ocean, and that all its owner's manuals are in digital form, not printed.

Azimut Benetti Group's R&D Department and marine-tech innovator WATCHIT have developed WATCHIT Eye, the first AI-based collision prevention system for yachting, detecting obstacles from floating objects to vessels and underwater hazards.

Azimut Benetti Group reveals WATCHIT Eye, the revolutionary AI-based collision prevention system designed specifically for recreational boating. This technology sets a new level for safety at sea, the technical development is by the marine-tech company Watchit, led by former naval commander and seasoned captain Tal Duvdevany.

First Yacht

The system is not simply an exercise in innovation. It is a journey of shared technological choices, testing, validation, and real-world applications, a promising technology that is already on board the Group's new models and available for installation across the fleet. The first yacht to boast this innovative technology is the Azimut Fly 82, which made her world debut at the 2025 Cannes Yachting Festival and was then displayed at the Genoa International Boat Show, along with the Seadeck 7 Hybrid, the yacht that embodies the cutting edge of the innovations developed by the Shipyard and the Group's R&D Department. Designed specifically for the recreational boating sector, where collisions and groundings are among the main critical issues, the system marks a paradigm shift in risk management at sea, focusing on alert timing - rather than the distance from an obstacle - and providing the right amount of advance warning to best support the captain. This approach gives the captain ample time to respond to obstacles such as vessels, tenders, ribs and also small objects like kayaks, marking buoys or floating obstacles, but also yacht grounding risks, enhancing safety and significantly reducing the risk of accidents.

No collision

Following the first generation of the system, the "Eye" version developed together with Azimu Benetti Group uses the AI engine to filter real and manageable risks, combining data from various onboard sensors together with a dedicated and custom developed 4D Imaging Radar and alerting the captain only when the detected obstacles pose a genuine risk of collision. The AI engine underlying this system operates on multiple levels. First, it is designed to emulate the decision-making process of an experienced captain, acting as a co-pilot who performs real-time risk assessments.

Furthermore, it enables continuous data collection in the cloud and immediate analysis, and recognizes different navigation modes, adapting the risk warning system to the context: port man oeuvres, open sea cruising, or navigating through congested waters. Thanks to this information integration, the system is able to identify threats from every direction and generate timely alerts that allow for high levels of concentration and rapid decision-making, simplifying navigation. In addition, the high frequency 4D imaging radar, compared to average marine radars and cameras, provides excellent short-range detection, precise tracking and target recognition not affected by fog, rain or darkness, with the best ratio of cost to performance.

Statements

«The development of Watchit Eye demonstrates how our R&D department is not only focused on the integration of the most advanced technologies in collaboration with our partners, but also on boosting the adoption of advanced solutions coming from other industries to enhance onboard devices and to create tools that yacht owners truly need.

The introduction of this system represents a real advancement in navigation safety, consistent with the group's mission to combine innovation and well-being on board» commented Alessandro Rossi, Chief Product Officer of Azimut Benetti Group. The system "brings proactive safety to the water, automating risk detection so captains can focus on what really matters: safe, confident navigation,» said Tal Duvdevany, CEO of Watchit.

With this new system Azimut Benetti Group and Watchit offer all owners a revolutionary solution that once again confirms the group's leading role in innovation and reinforces pioneering role as a new global benchmark in marine safety. Recognized for its positive impact in making navigation safer, the new system has been shortlisted for the 2025 Boat Builder Awards in the category collaborative solution between a builder and its supply chain partner.

Watchit

The company develops advanced collision prevention systems that make recreational boating safer and simpler. Its latest innovation, combines marine AI with proximity sensing to deliver real-time risk detection and clear, timely alerts.

By continuously monitoring hazards such as floating debris, semi-submerged obstacles, and boat-to-boat threats, Watchit eye empowers captains to navigate with greater confidence and peace of mind, setting a new benchmark for proactive safety at sea.

For the third consecutive year, Besenzoni awarded the Giovanni Besenzoni Scholarship to the project submitted by students of Industrial & Research Design at the LABA Academy of Fine Arts in Brescia, who were challenged to "rethink" the electric and manual gangway. The students were asked to reinterpret one of the company's most iconic products — the gangway. The award ceremony took place at the company's headquarters in Paratico.

Award

Established in 2023 to celebrate Besenzoni's 55th anniversary, in collaboration with LABA Academy and under the coordination of Professor and Architect Filippo Rossi, the scholarship aims to promote young designers and support artistic innovation by encouraging fresh ideas and projects that blend creativity with technological progress. "Innovation means looking to the future while holding hands with the past" - a phrase cherished by Giovanni Besenzoni, the company's founder and the inspiration behind the award.

Projects

The seven projects put the jury to the test with their originality and attention to detail, both in their presentations and 3D models. For most participants, this was their first approach to the nautical sector, making their proposals even more noteworthy for their creativity and freedom from pre-existing influences.

Filippo Rossi statement

"We are living in a time when artificial intelligence increasingly replaces human activities, yet there is something no technology will ever replicate: the genuine passion and enthusiasm these young people brought to their work. It is precisely this enthusiasm that we found in all the projects and that we must continue to nurture," emphasized Filippo Rossi.

Dune

The winning project, titled Dune and created by Arianna Agogeri, won over the jury for its innovative approach to materiality. The concept focuses on sensory experience, featuring a combination of recyclable materials that provide a soft underfoot feel - evoking the sensation of walking on sand.

Giorgio Besenzoni statement

"As architect Rossi reminded us, the common thread of this initiative is undoubtedly passion: the passion of the students, who impressed us with the quality and originality of their designs; that of the jury, who assessed their work with dedication and care; and that of our company, which continues the commitment started by my father to foster innovation and support new generations," said Giorgio Besenzoni.

Young talent

The Giovanni Besenzoni Scholarship once again highlights Besenzoni's dedication to young talent and to the culture of design, a commitment that continues to grow stronger year after year.

Jury

Giovanni Besenzoni Award Jury is composed by: Giorgio Besenzoni (CEO Besenzoni S.p.A.), Filippo Rossi (Architect and Professor of Nautical Design LABA) Patrizia Saccone (Councilor, Municipality of La Spezia -Miglio Blu project), Flaviana Scisci (Mediaset Journalist) Franco Michienzi (Editor-in-Chief, Barche Magazine), Nicola Pomi (Managing Director Volvo Penta Yacht and Superyacht), Andrea Pezzini (Co-founder Floating Life), Enrique Tintore (Design Manager Damen Yachting), Weel Bernd (Yacht Designer), Andrea Rovetta (Professor of Modeling LAB).

Innovative power catamaran builder VISIONF Yachts has launched its largest-ever aluminium power catamaran, the VISIONF 101, marking an exciting new milestone for the shipyard.

Following an intensive construction period at the company's advanced production facility, the modern, high-performance yacht now takes to the water as the first 30.7-metre aluminium catamaran built to RINA Commercial Class Standards.

Vision of future

Described as 'a vision of the future', the VISIONF 101 has a striking and contemporary appearance on the water, defined by its plumb bows, an abundance of curved glass and low, aerodynamic superstructure.

Stepping inside, the refined and modern interiors harness a sophisticated palette of neutral tones in brown, white and grey to create a calm atmosphere throughout, enhanced by the soft flow of natural light.

The owner's suite spans a total of 29.5 square metres and comprises half of the starboard hull. It encompasses a beautifully-appointed 18-square-metre main bedroom, a 6.5-metre dressing room and a five-square-metre ensuite. The three additional ensuite guest staterooms are also generous in size and continue the clever interplay between neutral tones and modern design which is found in the owner's suite.

Interiors

Spaciousness is a defining feature of the accommodation on board the yacht, all of which is located on the lower deck and has been designed to deliver the highest levels of comfort and privacy.

The model is designed to meet every need through its expansive spaces. It features four guest cabins, 13-square-metre galley, a 103-square-metre spacious saloon and an impressive 132-square-metre flybridge.

In addition, the superyacht is equipped to accommodate up to five crew members with ease, thanks to its three well-appointed crew cabins.

These stylish and thoughtfully laid out spaces ensure that the crew can also benefit from a high level of functionality and comfort on board. Another advantage of the catamaran is its 76-square-metre foredeck which boasts an impressive cinema entertainment system.

Roof and others

The catamaran has a roof composed of glass fibre reinforced polyester in order to improve its speed on the water.

The yacht is a thoroughly impressive yacht where performance is concerned. Benefitting from lean, efficient catamaran hulls, it can set pulses racing on the water with speeds up to 17 knots.

The high-end, high-power drivetrain draws on four Volvo Penta IPS 1350s to generate 4,000 hp. The design philosophy of the boat is to bring together comfort, luxury and refined aesthetics to offer a truly unique living experience at sea.

With its elegant lines and expansive living spaces, this exceptional catamaran is like a floating mansion, delivering outstanding manoeuvrability not only on the open sea but also in shallow waters and near shore areas.

Antonini Navi presents Project Light63M, a 63-metre superyacht designed by Nauta Yachts, the Milan-based studio founded in 1986 by Massimo Gino and Mario Pedol and now an international benchmark in yacht design. For the naval architecture and engineering, the yard collaborated with Arrabito Naval Architects, with Giovanni Arrabito personally overseeing the project.

Nauta

The yard has selected Nauta for its experience in megayacht industry and its renowned capacity to create superyachts of refined aesthetic balance and timeless beauty. Nauta has designed a total of 625m LOA and 27,000 GT of built superyachts up to date, including famous masterpieces as the Lürssen Azzam (180m) and Dragonfly (142m), and the Feadhsip Zen (88m). Nauta has now a total of 300m LOA and 5,900 GT of superyacht projects which are currently under construction. Nauta Yachts recognized the huge potential of Antonini Navi, based on its strategic location, the professionalism of its team, and the shipyard's practical approach right from the outset.

Design vision

The combination of design vision and solid industrial base has resulted in Light63M, a project that expresses the two brands' shared values of balance, efficiency and a construction approach that focuses on quality and customisation. The yacht delivers design solutions that combine practicality and comfort, with a special focus on the fluid relationship between indoor and outdoor areas and the optimisation of space on board.

Exteriors

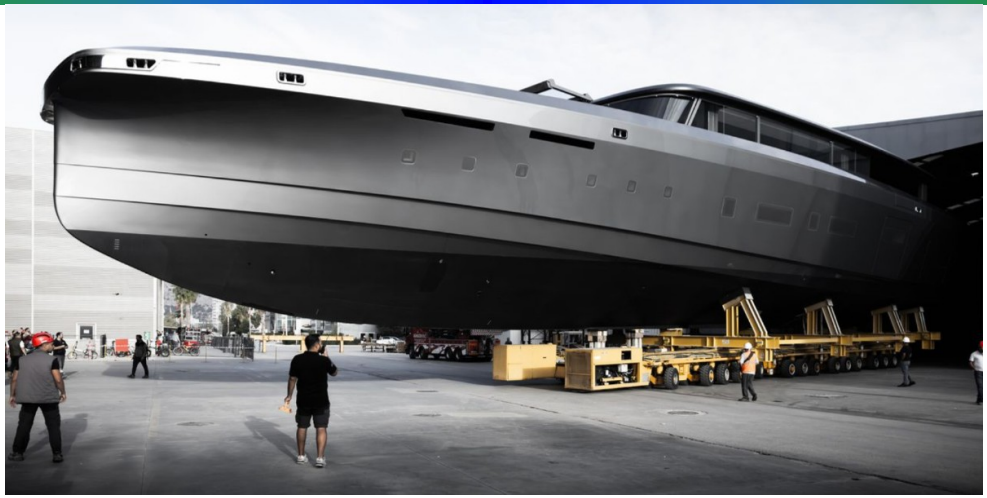
The exteriors are defined by continuous architectural lines and balanced proportions, conveying a sense of lightness and openness. The alternation between glazed and opaque surfaces creates a clean and recognisable profile, one that will remain elegant and stylish over time.

Onboard

The onboard layout has been designed to prioritise the efficiency and discretion of guest and crew flows. The crew have direct access to the guest cabins on the lower deck, with large service areas on all decks to reduce traffic in the communal spaces. The beach club with spa has two dedicated entrances and can be opened up on three sides, maintaining continuity with the sea while ensuring functionality and privacy. The sun deck is designed as a private observatory, a tranquil retreat that looks out towards the horizon. The interiors take inspiration from a contemporary Mediterranean aesthetic, where natural materials, warm tones and light-coloured surfaces interact to create coordinated and welcoming settings.

Under costruction

Antonini Navi has two yachts currently under construction and nearing their launch date, Seamore 34, the first model in a semi-custom steel and aluminium series, and EVO 31, a full-custom motor yacht, both commissioned by experienced owners. They are joined by the SUY 135, the first model in the new Sports Utility Yachts (SUY) line, also under construction on spec at the shipyard.



Alia Yachts has launched its latest creation, the 50-metre ALY501, a striking all-custom superyacht that pushes the boundaries of technology and design.

Alia Yachts

Founded in 2008 in Antalya, Turkey, Alia Yachts is a world-class shipyard dedicated to the full-custom construction of luxury yachts. Established by Gökhan Çelik and Ömer Koray, the yard has built a global reputation for combining cutting-edge technology with meticulous craftsmanship.

Operating from a state-of-the-art 30,000 m² facility in Antalya's free zone, Alia performs an exceptional level of in-house production - from aluminium, steel, and composite hulls to full interior joinery, upholstery, and teak decking. This vertical integration ensures complete control over quality, timelines, and customization. Alia's portfolio includes acclaimed yachts such as SAN, Al Waab, Phi Phantom, Limerence, and Atlantico - each one reflecting the yard's drive to redefine what's possible in custom yacht building. With a team of over 700 specialists, Alia continues to set new standards in design, performance, and innovation - creating one-of-a-kind masterpieces that bring each owner's vision to life

The Yacht

Built in high-strength alustar aluminium with a full carbon superstructure, the yacht combines extreme lightness with remarkable rigidity and efficiency. Her three water-jet propulsion units promise exceptional agility and exhilarating top speeds - all wrapped in a sleek, futuristic profile defined by her distinctive aircraft-carrier bow.

Statement

"ALY501 represents everything Alia stands for - innovation, precision, and emotion," says Gökhan Çelik, President of Alia Yachts. "She's engineered to be light, fast, complex and fearless - proof that performance and luxury can coexist beautifully."

With an 11-metre beam and 498 GT of internal volume, ALY501 offers generous, sophisticated accommodation for her owners and guests. She will now undergo final commissioning and sea trials ahead of delivery in early 2026.

Nel contesto della New Space Economy, la precisione e la tracciabilità non sono più caratteristiche opzionali, ma requisiti strutturali per garantire qualità e sicurezza nei processi produttivi. Kolver, azienda italiana specializzata in sistemi di serraggio elettrici e gestione dati di processo, propone un approccio integrato al controllo della coppia e alla digitalizzazione della produzione.

Dal controllo alla connessione dei processi

Negli ultimi anni, la gestione del serraggio industriale ha subito un'evoluzione profonda: da attività meccanica isolata a elemento connesso di un sistema produttivo intelligente. L'analisi del dato - coppia, angolo, posizione - diventa parte del controllo qualità e della tracciabilità dei componenti, un aspetto cruciale nei settori ad alta affidabilità come aerospace, difesa e medicale. In questo scenario le aziende portano l'esperienza dell'automazione industriale verso modelli più interoperabili, in cui l'utensile è anche una sorgente di informazione certificata. La transizione digitale non riguarda solo la produzione, ma anche la validazione, la manutenzione predittiva e la sostenibilità operativa.

L'avvitatura come fonte di dati

Il passaggio dagli utensili meccanici ai sistemi di avvitatura con trasduttore integrato ha reso possibile la misurazione diretta della coppia e dell'angolo, trasformando ogni fase di assemblaggio in un evento tracciabile. Le moderne unità di controllo, (prendiamo come riferimento concreto quelle impiegate nei sistemi K-DUCER), gestiscono in tempo reale centinaia di programmi, monitorano le curve di serraggio e dialogano con ambienti MES e PLC. Il dato non serve solo per garantire la corretta esecuzione dell'operazione, ma per documentare la qualità del processo e alimentare l'analisi continua delle prestazioni di linea. È un'evoluzione coerente con i principi dell'Industry 5.0, dove tecnologia e competenze umane collaborano per migliorare sicurezza, efficienza e sostenibilità.

Tracciabilità come infrastruttura

Il tema della tracciabilità digitale non riguarda più solo il settore automotive. Nelle filiere spaziali e nei sistemi di produzione ad alta precisione, la disponibilità del dato di serraggio consente di costruire una catena documentale che accompagna ogni componente dal montaggio al collaudo. Soluzioni come K-NET, sviluppata da Kolver in collaborazione con PICO, introducono un modello di gestione dati indipendente dal brand e scalabile, pensato per ambienti produttivi complessi. L'obiettivo non è solo archiviare, ma rendere i dati accessibili e confrontabili, riducendo errori, rilavorazioni e tempi di fermo macchina.

Sostenibilità e progettazione consapevole

Il percorso di evoluzione delle aziende, si inserisce in una più ampia visione di industria sostenibile. La nuova sede produttiva della società che abbiamo citato in questo articolo è a Thiene (VI), e viene definita a emissioni zero, un esempio di come l'innovazione tecnologica possa convivere con obiettivi ambientali e sociali.

Dalla Terra allo Spazio

Gli utensili e i sistemi citati in questo articolo sono utilizzati da aziende leader a livello mondiale, tra cui SpaceX, Apple, Thule, Ferrari e Luxottica Group. Le tecnologie della società sono state impiegate anche in progetti scientifici internazionali, come il nuovo telescopio in Cile, dove precisione e affidabilità sono fondamentali.

Verso la nuova economia dello spazio

Le competenze sviluppate nella gestione del serraggio di precisione trovano oggi applicazione in progetti legati alla New Space Economy, dove tracciabilità, affidabilità e leggerezza dei sistemi sono elementi determinanti.

Quick Group, manufacturers and suppliers of marine equipment for boats, yachts and superyachts, has unveiled its line-up for Metstrade – marine equipment show – taking place 18-20 November 2025 at the RAI Amsterdam. The exhibition is the platform for Quick Group not only to display its extensive portfolio of marine equipment but also to reveal further significant technical upgrades to its Quick Gyro stabilizer range, as part of an ongoing program aimed at the continuous improvement of its stabilization systems. In addition, the Quick Group team will be on hand to talk about the continued evolution of the groundbreaking SeaCentric System, which goes beyond stabilization functions integrating gyros, fins, attitude correction devices, and other control systems developed by XENTA.

Stable developments

Taking center stage at Metstrade will be the entire Quick Gyro stabilizer product line-up, showcasing not only Quick Group's advanced stabilization solutions but also the latest refinements made focusing on mechanical, electronic, and dynamic control aspects.

Statement

"The development of the Quick Gyro stabilizer range is something we have really committed to," states Lorenzo Mongiardo, Chief Innovation Officer at Quick Group. "Although the updated units may appear aesthetically the same, we have fine-tuned every aspect of the internal engineering and design covering the mechanical, electrical and control aspects, with the goal of achieving greater system efficiency and delivering an overall improvement to a product that is already well established on the market. We used a range of simulations that allowed us to identify the source of mechanical noise, and that has allowed us to develop and introduce components that optimise damping and reduce vibration transmission. By optimising the flywheel mass, we achieved the best in class spool up time on the market. We have worked on the electrical parameters, implementing updated power management algorithms that have led to reduced current peaks and a more stable and predictable absorption curve, improving compatibility with onboard electrical networks and overall system efficiency."

System efficiency

The primary goal has been to further enhance overall system efficiency, concentrating research and development efforts toward five key areas. Noise reduction and weight optimization are on-going improvement processes that began with previous versions and continue to be refined, while new developments focus on optimizing electrical absorption parameters, reducing start-up times, and developing advanced control algorithms.

The overall result is a significant improvement in the Quick Gyro's global performance, with benefits in terms of efficiency, versatility, operational readiness, and control precision.

From optimised flywheel mass to improved efficiency and evolved control algorithms, the updated Quick Gyro range boasts increased stabilization capability, reduced power draw, increased electrical efficiency, and optimized spool-up time – achieving more than 30 percent reduction in the time required for the stabilizer to be ready from power-on in the case of the X13, X16 and X19 unit.

Second Statement

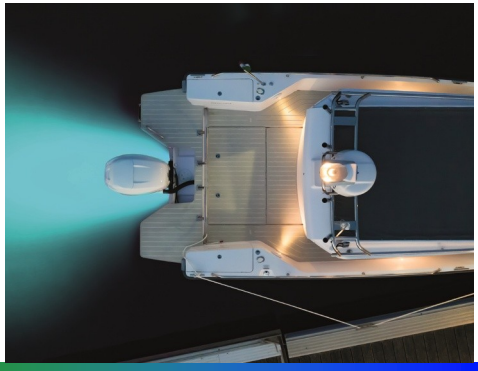
"An updated ECO function further supports energy optimisation, and we have developed new algorithms for the flywheel acceleration control logic and torque control calibration leading to the fastest spool-up time on the market," he continues.

"Finally, we have added new control algorithms based on advanced dynamic models and adaptive compensation techniques, with particular attention to multigyro applications designed for multihull vessels or boats with limited installation space."

SeaCentric superpower

Alongside the Quick Gyro updates, the Quick Group team will be available to discuss the evolution of the SeaCentric System.

The SeaCentric platform brings together multiple components and adds smart control algorithms – for example, incorporating Quick Gyros, Intercepta IN and X series and Viator fins using SeaCentric delivers the ultimate stabilization and ride control by combining the best aspects of each system at rest and underway. But SeaCentric also extends to incorporating other



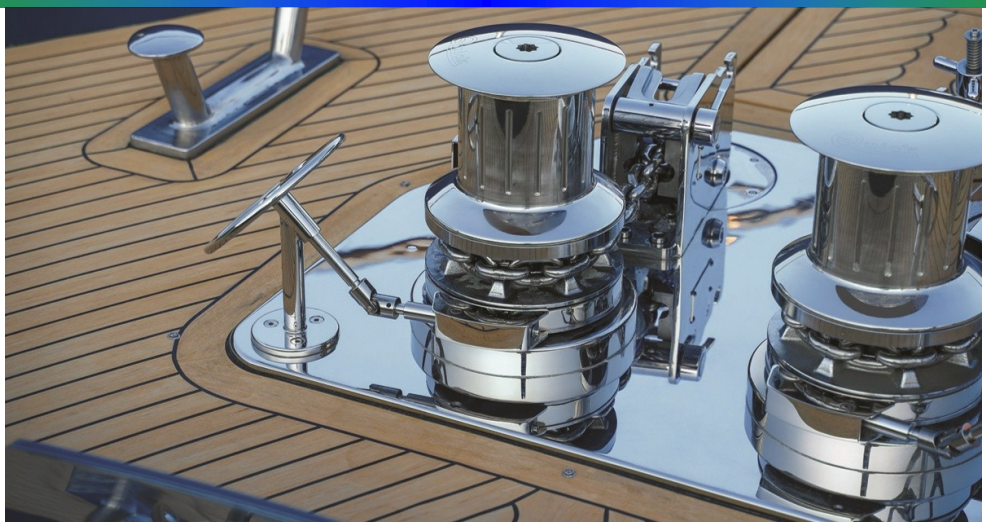
Quick Group products such as Xenta's propulsion, steering, and maneuvering controls, and Quick Nautical Equipment thrusters into a coordinated platform.

Third statement

"This approach is really the future, and we see every day that the market is going in this direction," says Mongiardo. "The key is to give the operator the interoperability of all the boat's control systems, managed via the onboard Multi-Functional Display (MFD) incorporating stabilization, propulsion solutions, maneuver, thrusters, and attitude controls. Through these innovations and our ongoing development process, Quick Group reinforces its role as a reference not only in advanced stabilization technology but also in providing solutions that combine engineering, design, and reliability, meeting the needs of increasingly complex, modern, and integrated marine applications."

A Quick Group Dive into Metstrade

In the Superyacht Hall, Hall 8 booth 550 played host to the Quick Group brands Sanguineti, XENTA and Nemo. A superyacht sector stalwart, Sanguineti designs and crafts a wide selection of hydraulic and electric motion systems including gangways, ladders and platforms. XENTA, meanwhile, is a leader in the development of sophisticated software that enhances the intelligence and connectivity of onboard control systems, optimising boat manoeuvres and navigation.



Nemo specialises in tailor-made solutions for powerboats, offering an extensive range of products including doors, portlights, hatches, non-hinged and flybridge hatches, and many other customised components.

Products

In Hall 1 visitors find a comprehensive display representing the entire Quick Group. This area will not only feature the brands mentioned above but will also showcase the complete range of Quick Nautical Equipment essential products from anchors, windlasses, battery chargers and inverters, to water heaters, and electronic controls, with particular focus on the QSY brushless series QNE thrusters now featuring the CAN BUS protocol through the new PDC series of controls and fully integrating with both the Mercury Marine Joystick Piloting system and the Volvo Penta Assisted Docking system. Alongside this, Quick Marine Lighting will present its collection of premium lighting fixtures, offering high-quality and cutting-edge lighting solutions designed specifically for marine environments. The entire MC² range of onboard stabilization systems was also be on display, completing Quick Group's extensive and integrated offering at Metstrade 2025.

Moreover, the Hall 1 area include a Lounge space where visitors meet the Group and engage with our experts to learn more about the company's products, innovations, and future developments. The entire Quick Group team was on site to provide detailed and professional answers to any questions, with representatives from the Italian headquarters as well as from Quick's USA and UK subsidiaries, together with the experts from XENTA, Sanguineti, and Nemo, ensuring a complete and personalized experience for every visitor.

Con oltre 6.800 visitatori professionali, il 55% dei quali provenienti dall'estero e quasi 200 espositori, per il 30% stranieri, si è chiusa lo scorso settembre a Fiera Milano l'edizione 2025 di Vitrum, la manifestazione promossa da GIMAV e dedicata a macchine, impianti e tecnologie per la lavorazione del vetro. Grazie al coinvolgimento delle principali realtà della filiera e alla presenza di produttori attivi a livello globale, l'evento ha confermato la sua centralità nel suo comparto e il suo respiro internazionale. Un punto di ripartenza importante per il posizionamento di Vitrum nell'ambito dell'offerta fieristica di settore, in vista del prossimo appuntamento che si terrà a Fiera Milano dal 16 al 19 novembre 2027. A dimostrazione della volontà di offrire un evento capace di coniugare la proposta tecnologica con una visione più ampia e informata sul comparto, Vitrum 2025 si è sviluppato intorno a quattro focus tematici – innovazione, internazionalizzazione, sostenibilità e formazione – che hanno ispirato anche il ricco programma formativo. Sono stati 42 gli eventi che hanno avuto luogo durante i quattro giorni di manifestazione, un'opportunità importante e apprezzata dai professionisti, che ha permesso di scambiare conoscenze e analizzare nuovi trend, coinvolgendo anche i giovani nella scoperta delle prospettive di impiego in un comparto dinamico e ricco di opportunità.

I vari attori

Fondamentale in questa edizione, che ha fatto del confronto il suo valore aggiunto, è stata la collaborazione con le più rappresentative associazioni di settore (GIMAV, Assovetro, ATIV-Associazione Tecnici Italiani del Vetro, Confindustria, Federmacchine Stazione Sperimentale del Vetro, NGA-National Glass Association), realtà istituzionali (Agenzia ICE, Ministero degli Affari Esteri, SACE e Simest) e importanti atenei e istituti di ricerca (Fondazione Bruno Kessler, IUAV e Ca' Foscari di Venezia, MADE Competence Center 4.0, Politecnico di Torino, Università degli Studi di Modena e Reggio Emilia, Università degli Studi di Padova, Università di Trento).

Vitrum 2025 si è distinto inoltre per il suo maggiore respiro internazionale. Oltre a una importante presenza di espositori esteri (30% del totale) e di visitatori stranieri (55% del totale), Vitrum, grazie al supporto di Agenzia ICE, ha ospitato 40 top buyer internazionali provenienti da 20 Paesi, offrendo loro l'opportunità di scoprire non solo la forza innovativa del settore, ma anche l'eccellenza produttiva del Made in Italy.

Export

Da Vitrum 2025 sono partite importanti riflessioni a supporto dell'export del Made in Italy, individuando prospettive strategiche di sviluppo che GIMAV approfondirà nei prossimi mesi. È stata infatti l'occasione per analizzare le dinamiche commerciali con gli USA che, malgrado l'incertezza determinata dai dazi, restano la prima destinazione per l'export italiano del vetro, ma anche per valutare le opportunità di mercati emergenti, come l'Arabia Saudita, dove lo sviluppo edilizio richiede ingenti quantitativi di vetro, e il Marocco, che si contraddistingue per importanti lavorazioni in ambito automotive.

Sguardo al futuro

A poco più di un mese dalla chiusura dell'edizione 2025, forte del supporto dell'intera filiera, GIMAV è dunque già al lavoro per gettare le basi della prossima edizione, consolidando le collaborazioni che hanno dimostrato la loro efficacia quest'anno e puntando a nuove sinergie, in un'ottica di integrazione sempre più concreta del settore del vetro con mercati ad alto potenziale. L'appuntamento con Vitrum è a Fiera Milano dal 16 al 19 novembre 2027.

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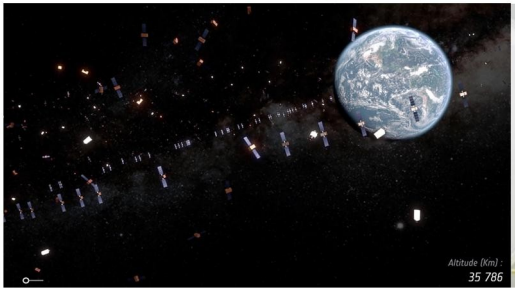

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Walking in some halls of Messe Dusseldorf, Boot 2026, i see some new important solutions and products. This article is about these solutions and these products.

Flexiteek International is excited to announce the launch of Xtrude, an advanced and sustainable fendering range from its renowned Wilks product range. Developed under Wilks, a Flexiteek product, Xtrude represents a step forward in marine fendering technology, delivering the same trusted durability and performance that professionals expect, with a firm commitment to sustainability at every stage of production. Through recent advances in materials technology, the Flexiteek team has engineered Xtrude incorporating 50% recycled Flexiteek 3 production surplus. This innovation significantly reduces the use of virgin raw materials and closed the loop on production surplus while maintaining the quality, weather resistance, and longevity synonymous with Wilks products. Made in part from bio-attributed PVC derived from renewable tall oil, which is a by-product of sustainably managed forests. Xtrude delivers the same exceptional durability and performance as traditional fossil -based PVC while significantly reducing environmental impact. Incorporating surplus material from Flexiteek's own production processes, Xtrude also helps close the loop on manufacturing waste, contributing to a circular, low-carbon approach to product design. By choosing Xtrude, marine professionals can help lower greenhouse gas emissions and support a more sustainable marine industry.

Statement

"At Flexiteek, sustainability is at the heart of our innovation strategy. The launch of Xtrude within the Wilks product range demonstrates how performance and environmental responsibility can work hand in hand. This development marks another important step in our commitment to a greener marine industry," said Adam Ramsden, Flexiteek Group CEO.

Grow

The study published by La Repubblica – Affari & Finanza recognizes Absolute Yachts among the 600 Italian companies with the strongest growth from 2021 to 2024.

This achievement confirms Absolute Yachts Growth 2026 as a milestone of vision, resilience, and the ability to innovate over time.

Absolute Yachts growth 2026

Absolute Yachts has been included among the "Growth Champions 2026", the ranking compiled by the German Institute for Quality and Finance (ITQF) in collaboration with La Repubblica – Affari & Finanza. Now in its seventh edition, the study identifies the 600 Italian companies with the highest average annual growth during 2021–2024, selected from thousands of businesses nationwide.

A path of growth and vision

With an average annual growth rate of 13.29% and an overall revenue increase of 45.4%, the company confirms the solidity of its industrial model and its ability to evolve in a competitive global market. A leader in the design and construction of luxury made-in-Italy yachts, Absolute Yachts successfully combines technological innovation, design, and sustainability in every stage of its production process.

People and investments

The Absolute Yachts growth 2026 achievement results from a long-term strategy focused on product innovation, production capacity investments, and a global network of partners and dealers who share the company's values and commitment to excellence.

Over recent years, Absolute Yachts has consistently expanded its team, fostering skills and talent across every area — from design to production, logistics to international sales.

Victron Energy

In the early 70s, our founder, Reinout Vader, took apart a dodgy, borrowed inverter and asked himself how he could improve it. His solution started Victron, now one of the world's foremost developers of power products for marine, RV, off-grid, industrial, and specialty vehicle use. Victron Energy is run like a family of engineers, because it is one.

Job titles and corporate structures take a backseat to our mindset: be practical, stay curious, don't be afraid of mistakes, and keep close to our customers. Today the Victron CEO is Mattias Vader the daughter of the founder. The company is present with a very important solutions at the Boot 2026. Many solutions in Marine applications are Victron Energy's engineering solutions. We can write about two examples.

Refit Catamaran

Frits Boonen and his wife Liza will soon embark on a circumnavigation of the world.

For the next years, they will live aboard their Fountaine Pajot Helia 44 – a catamaran they have refitted for their journey. One of these modifications involved removing the propane stove – partly because of the dangers associated with gas, and partly because finding replacement gas cylinders in remote locations around the world can be very difficult. The galley is now fully electric with an induction cooktop, an electric oven, an electric grill, and a washing machine. To support all these new amenities, the electrical system had to be re-

thought. Frits and Liza plan to be able to stay at anchor for up to two months at a time without having to recharge the batteries ashore.

Power

The heart of their power supply system consists of two 3 kW Quattro inverters/chargers that supply household appliances with 230 V AC power from the boat's 12 VDC battery storage.

They have a charging capacity of 120 A, which simplifies charging the impressive 900 Ah battery bank via the generator. There are many charging options on board the catamaran.

The first is a 1 kWp solar array with multiple MPPT solar charge controllers to maximize energy yield, the second two engine-driven, intelligent, high-performance generators are equipped with two buck-boost DC-DC converters that can handle a wide range of generator output voltages to convert them into a stable battery charging voltage of 12 or 24 V. The third is also an AC generator that can be manually operated.

Propane removed

For the next ten years, they will live aboard their Fountaine Pajot Helia 44 – a catamaran they have refitted for their voyage. One of these modifications involved removing the propane stove, partly because of the dangers associated with gas, and partly because finding replacement gas cylinders in remote locations around the world can be very difficult. The galley is now fully electric with an induction cooktop, an electric oven, an electric grill, and a washing machine. To support all these new amenities, the electrical system had to be rethought

Application example

Battery charging (and discharging) is controlled by a VE Bus BMS battery management system.

Once the battery bank is recharged to 90% state of charge, the generator is automatically switched off. The ship's battery bank can also be charged via the shore power supply.

An isolation transformer ensures the safety of the crew and ship from ground faults and galvanic corrosion; it also automatically switches between 115 and 230 VAC depending on the local supply.

The Quattros can easily be programmed with a current limit that corresponds to the limit of the pontoon ship's electrical system. If the power demand exceeds this threshold, thanks to the Quattro's Power Assist function, no shore power fuse is tripped, as the excess power is immediately supplemented by power from the battery bank. If the power demand falls below the set threshold, the Quattro makes maximum use of the shore power by using the excess power – up to the threshold – to charge the batteries.

Other refit

Tiger Brisius and his partner Julia did in preparation for their planned world voyage was to remove the diesel engine from their nearly 10-meter-long Olle Enderlein yacht and replace it with an electric motor.

The motor is a GreenStar Marine E20 with a maximum output of over 10 kW – which, according to GreenStar, is equivalent to a 20 hp marine engine.

The advantage of electric motor on board a sailing yacht is, of course, that the motor becomes a generator while sailing. At a sailing speed of just over 7 knots (the maximum hull speed of a classic Scandinavian long-keel yacht), they expect the drive unit, operating as a hydrogenerator, to deliver an enviable 1000 W/1400 W from the three-bladed 15 x 9 propeller. The owner are installing the motor themselves.

Ocean voyages require independence – therefore, it is important to know every aspect of your ship's equipment.

The Lynx Smart Battery Management

system controls the charging of Victron Energy lithium batteries and protects them from misuse. The Smart Battery Protect automatically ensures that the house and starter batteries cannot be accidentally discharged by DC loads. The Smart Shunt monitors the current input and output of the main battery bank and reports its state of charge. It can also monitor the voltage of a secondary battery bank, a medium voltage, or a temperature sensor.

The galvanic isolator ensures that your underwater equipment is not damaged by stray current corrosion while connected to shore power. Julia and Tiger invite you to follow them on their Instagram page, "Alternative Power Supply," which they regularly update with news and pictures of their preparations. They welcome any questions about their facilities and plans and once they are underway, they will share their first-hand experiences with the sea

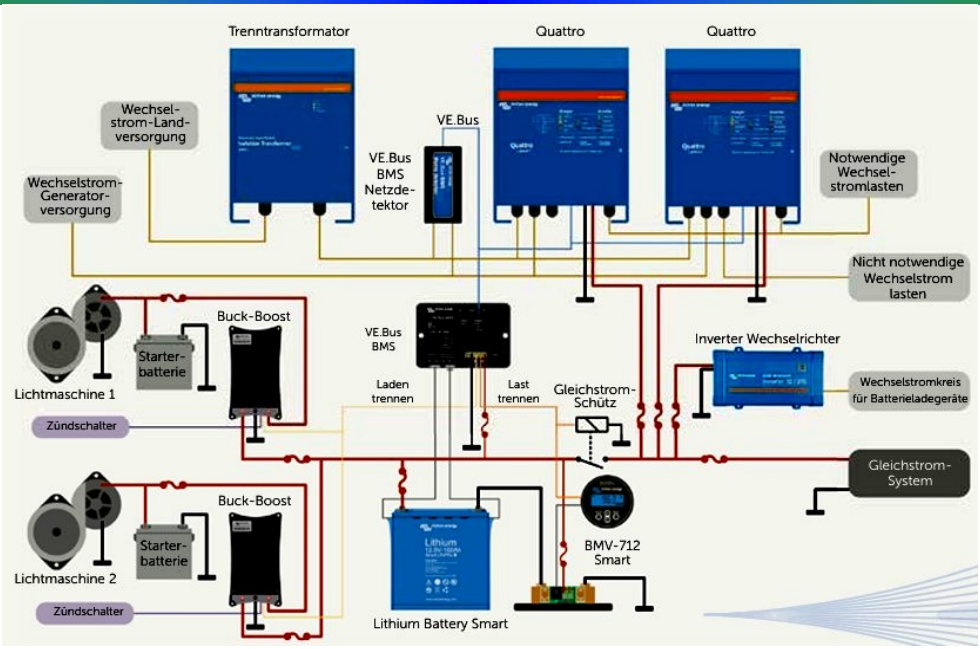
Coltri compressor

From the Ecofilter to the Megafilter, a dedicated system for every Coltri compressor line.

Coltri Compressors offers a complete range of high-pressure filtration systems, designed to ensure superior breathing air quality, compliant with DIN EN 12021:2014 standards and international CGA GRADE E and D certifications. Developed to ensure maximum purity under all conditions of use, they adapt perfectly to the various configurations of the Portable, Efficient, Prime, and Heavy Duty lines, standing out for their efficiency, safety, and durability, thanks to Coltri's experience in designing high-performance pump units. The Italian company was presented at Boot 2026.

Cabrio

Siner"g" is a company founded in 2002 by experienced nautical industry professionals. It primarily produces luxury tenders at its headquarters in northern Italy. Thanks to numerous patents, in addition to traditional tenders, Siner"g" produces the extensive AERMARINE range, featuring a folding transom, the winning alternative to jet-powered models. The company technicians, focused on developing new products and technologies, have gained experience in Design and production of plastomer, polyurethane, and CSM (hypalon-neoprene) tubes. The company also develop design of fiberglass, composite, and aluminum hulls, and design and outfitting of inflatable boats for professional and military use. The company produce outboard, inboard, diesel, or gasoline-powered boats with propeller or jet propulsion.



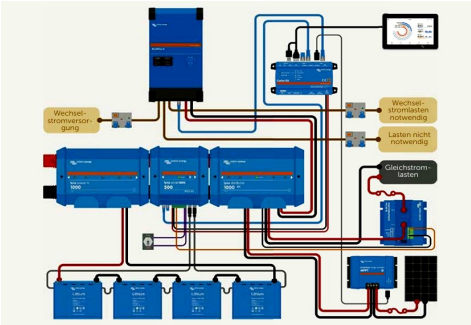
Over 80,000 inflatable tenders have been built and sold from this company. A few years ago, Siner"g introduced an innovative, patented solution that was immediately appreciated by the trade press and many boat owners, its name is Cabrio. Cabrio is the first convertible tender, large underway, compact on board. Today, this system has been further improved and is currently used by numerous prestigious shipyards.

Part of the transom can be tilted inward to reduce the tender's overall height and length when equipped with an outboard motor. This offers obvious advantages for storage, transport, or storage in the garage or on the bridge of boats. In many cases, it is no longer necessary to remove the outboard motor from the tender to place it inside the garage. Furthermore, the propeller remains in a protected area, making the boat more livable and safe.

Foiling has been thrilling the water sports scene for several years. Not only is it fun and fast - it is also super eco-friendly.

Aerofoils and Audi

After years of developing, started in the basement at home, the time has finally come. The first series of the Audi e-tron foil is ready and impresses with breathtaking performance data. “It’s the world’s safest e-foil and convinces with unparalleled driving dynamics, efficiency and quiet, relaxed gliding.” – Franz Hofmann. This is just the beginning. With Aerofoils and Audi, this promise is more than words. Together, the companies (Davide and Golia together, we can write) created the Audi e-tron Foil, the most advanced eFoil on the market. Blending cutting-edge technology with premium design, it delivers effortless, safe, and high-performance flights.

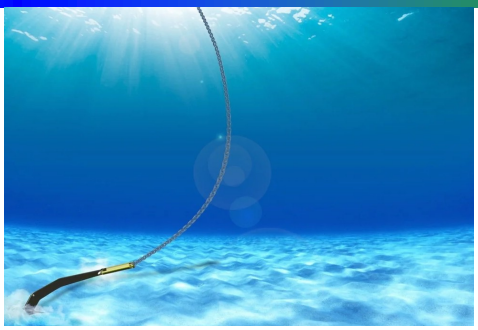


Whether you're a seasoned pro or a first-time rider, the Audi e-tron Foil or inflatable alternatives transforms every ride into an unforgettable adventure. At Boot 2026 was presented.

Hydrofoil

Hydrofoil or airplane wing, the lift comes from the turning of the flow downwards as the wing introduces curvature of the flow around it, high and low pressure areas, develop which leads to higher average velocity of the fluid on the top side of the wing due to Bernoulli´s principle according to research hydrofoils are the most efficient when the angle of attack is three to four degrees with a lift to drag ratio of about 20-25 to one. If the angle of attack is higher than 15 degrees stall can occur depending in the wing design. Overall compared to airplane wings, hydrofoils use a smaller angle of attack due to the waters increased density and viscosity.

Most would describe a hydrofoil as an airplane underwater. A foil in water basically follows the same laws as a sail in the wind. Because water has a higher density than air, even much smaller profiles create tremendous forces. Every wing has a leading edge (point A) and a trailing edge (point B). On the upper surface of the wing, the distance between the point A and the point B is longer than on the bottom side of the wing. Because there is a larger distance across the upper surface, in order for fluid to reach the trailing edge at the same time for both the top and bottom parts of the wing, fluid traveling along the upper surface has to travel faster than fluid traveling along the bottom side of the wing.



In the 18th century Daniel Bernoulli discovered that if fluid speed increases, its pressure decreases (Bernoulli-Principle). Since the fluid travels faster on the top side of the hydrofoil, following Bernoulli, it would result in low pressure at the top of the wing and high pressure at the bottom of the wing, which would result in lift force. Unfortunately, this theory does not explain, why airplanes can fly upside down or why a flat wing generates lift. Another theory that explains lift, is based on Newton´s third law, which states that for every action there is an equal and opposite reaction.

This particle kinetics theory states that incoming molecules are deflected downwards by the fluid and consequently the foil feels a force upward.

Although, this theory does not match reality, as it fails to account that for the interaction of molecules, with each other and fails to explain pressure differences on both sides of the wing The third theory relies on the so-called Venturi effect, which states, constrict the fluids flow it will move faster. Based on Bernoulli´s principle, we know that if fluid travels faster, it produces low pressure and due to the pressure difference between the top and the bottom it produces lift.

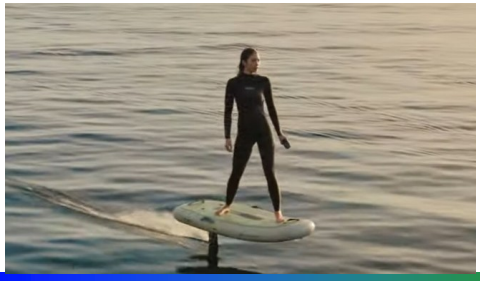
As the theory, this theory does not explain how planes can fly upside down or how a flat wing can generate lift. Nevertheless, most scientists agree on the following explanation. Lift is a reaction force experienced by the wing due to it turning the flow downwards. Any object, such as the hydrofoil, must have some force pushing the fluid out of the way, f.e. momentum or engines If more of the fluid is pushed downwards than upwards by that object such as the hydrofoil then the difference is called lift.

AIVeNautics

It is a deep tech company to provide markets with maritime digitalization and digital transformation technologies**.** AIVeNautics aims to be recognized as the most capable "tech foundry" in maritime AI and IT domain. As a "tech foundry", rather than manufacturing end -products, the company is developing technologies for end-product manufacturers. This may be the way to innovate marine navigation in terms of safer navigation and greener shipping, supporting open-innovation in maritime sectors by providing its technologies to business partners and working collaboratively with them as well. The company provides three groups of technologies: AI-based marine object detection, classification, identification, and display technologies, maritime digital information service technologies, and connectivity technologies in maritime applications.

International standardization activities

AIVeNautics is actively participating in and contributing on standardization of maritime digital information service technologies and maritime connectivity technologies.The company is a member of IALA, CIRM, RTCIM.



Concept of MCP

Maritime Connectivity Platform (MCP) is a decentralized platform that facilitates secure and reliable information exchange within the maritime domain and beyond. Beyond – because the maritime world isn't isolated, but need to exchange information with other domain – for instance with other transport domains. The information exchanged can be almost of any nature, ranging from private confidential information between a vessel and the shore office of the ship-owner, to public information provided by authorities, such as the provision of navigational warnings. As a decentralized platform, there is no single entity operating this. Several organizations are MCP service providers, and collectively they form "the Maritime Connectivity Platform".

Maritime Autonomous Navigation Assistant System

MANAS, including sensor pack, edge server and AR visualization device, is an AR-based navigation assistant system to provide navigators with digital understandings on world of the ship's surrounding environments. For safety and reliability of real-world application, seamless connection (ship to ship and ship to shore) and information sharing can be achieved by combining an onboard MANAS and e-Navigation technologies.

AIVeNautics

The Korean companies exposed at boot Manas and MCP. AIVeNautics is contributing on international standardization of MCP by leading technical working groups of, i.e. ID/Sec +General WG and MMS WG at MCC, providing the MCC and the MCP community with reference implementation of MIR and MMS in open source, and promoting MCP in many international events, e. g., IALA committee meetings and CIRM meetings. The company is opening Lean MCP service, a cloud-based service of MCP, for various categories of users as industry, R&D sectors, and government authorities.

Nanni's Distributor

Allpa was present at Boot 2026, with an important new. Allpa and Nanni (Italian engine manufacture) have signed an agreement making Allpa the exclusive distributor of Nanni's complete product range in Germany.

Allpa take over this responsibility from Scandiesel and BUKH Bremen. Scandiesel, of course, remain closely involved, and will continue to collaborate to further expand business in the field of commercial shipping and professional applications.

Master Data and Digitization

Behind the scenes, Allpa team has been working hard to set up master data and digitize website of the company.

Service and Onboard Support

Service and warranty are key pillars for excellent support. Therefore, we have established a dedicated team responsible for sales, service, and technical support. We also collaborate with several companies that have completed specific technical training to ensure Nanni's quality and service standards. Our network is being expanded throughout Germany to ensure good coverage.

Anchoring risk

Anchoring is one of the most dangerous conditions for a ship because improper anchoring can lead to anchor drag, poor holding, and unexpected vessel movement, increasing the risk of grounding, collisions, and loss of control. Factors like strong currents, high winds, weak seabeds, and improper anchor setting can cause the anchor to fail, leaving the ship vulnerable. Additionally, lack of real-time monitoring delays response to anchor dragging, worsening potential dangers.

Underwater view of ocean floor with an anchor and chain. Sunlight beams down from the surface above.

Solution to anchoring risk

A R G U S AnchorTag present at Boot 2026 a anchoring solutions. This product provides real-time monitoring of anchor roll, pitch, and speed, ensuring early drag detection and preventing vessel drift. Its wireless and acoustic technology delivers instant alerts, enhancing safety and control. By eliminating guesswork, this system protects both ships and marine ecosystems, making anchoring smarter and more secure.

A Recognition of Innovation and Design

The SAY 52 is nominated for the European Powerboat of the Year Award 2026 in the category “Up to 18 metres.”

Each year, the European Powerboat of the Year Award honours the most outstanding motor yachts on the market, recognising excellence in design, performance, craftsmanship and innovation. It is regarded as one of the most prestigious accolades in the international yachting industry. The jury consists of editors-in-chief and test riders from Europe’s leading boating magazines, including BOOTE (Germany), Boatmag.it (Italy), Båtmagasinet (Norway), Marina.ch (Switzerland), Náutica y Yates (Spain), Neptune (France) and Yachtrevue (Austria).

Together, these publications reach more than one million monthly readers across Europe and beyond, representing a significant voice in the global boating community. Since its inception in 2005, the European Powerboat of the Year Award has set the benchmark for innovation and excellence in yacht building. Each year, nominated yachts are evaluated based on key criteria such as workmanship, design, safety, driving behaviour, use of space and price performance ratio.

Progressive Yacht Building Redefined

With its ultra-light carbon construction, efficiency-focused engineering and distinctive design language, the SAY 52 embodies the philosophy of progressive yacht building and reflects SAY’s commitment to innovation and sustainability. The Flagship Night on 17 January 2026 at boot Düsseldorf, one of the most significant events on the international yachting calendar definited the winner.

The rooms on the first level of the historic Fortezza del Girifalco, a Renaissance symbol of the city of Cortona, have recently undergone an important architectural enhancement project. For this project, Listone Giordano Medoc, designed by Michele De Lucchi, was chosen in its innovative Magnetico version, a parquet that blends aesthetic refinement with cutting-edge technology.

Magnetic system

The magnetic system developed, made it possible to protect the original terracotta flooring of the Fortezza without invasive interventions, ensuring the possibility of future technical integrations and providing great design freedom. The project also took into account the spatial characteristics of the structure, marked by dark, static rooms.

Listone Giordano Magnetico

Magnetico, is the collection that introduces a patented magnetic installation technology destined to transform the way spaces are conceived. Designed for high-end commercial, museum, exhibition and residential environments, combines elegance, technical performance and sustainability. Made of French oak with a birch plywood core, the system is based on magnetic boards that anchor to metallic surfaces without the use of adhesives, making the flooring inspectable, removable and reinstallable. The heart is the Pro-lock system, which combines magnetic force with a mechanical interlock to ensure maximum stability and precision during installation. One mm isotropic magnetic sheet guarantees adhesion (pull strength ≥57 g/cm^2), the trapezoidal profile allows quick replacement of boards and easy access to the systems beneath.

Pro-lock Increased stability and easy to use.

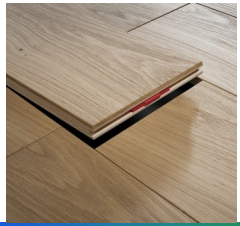
The trapezoidal profile, combined with the Pro-lock system, simplifies the installation and removal of each individual plank. This design allows for quick and easy access to underfloor utilities. The ease of installation and removal of the planks offers the opportunity to quickly and flexibly redesign the layout of rooms. This feature is particularly advantageous in spaces that require frequent reconfigurations. Furthermore, during the construction phase, the bare raised floor can be used as a work platform until all heavy work is completed. Once this phase is complete, Listone Giordano Magnetico can be installed. The system adds a mechanical interlocking system to the magnetic force for maximum floor stability. The innovative flexible material insert, combined with the special milling, ensures high plank stability and quick installation and removal.

Design, sustainability and well-being

Magnetico also stands out for the aesthetic richness of its three versions – elegant, charme and esprit – which enhance the natural beauty of the wood grain through artisanal craftsmanship and refined finishes. As with all the collections of the Umbrian brand, respect for the environment and human health is at the core of its research. The Oleonature finish with Crystalcare technology, (collaboration with ICRO),offers certified antibacterial protection (ISO 22196:2007), making magnetico for public, healthcare or high-traffic spaces. The sustainable commitment also extends to the product's life cycle: at the end of its use, the magnetic component can be fully recycled, while the wood is destined for the production of regenerated eco-panels.

Balance between innovation and preservation

The intervention at Fortezza del Girifalco demonstrates how Listone Giordano's technology can dialogue with historic architecture, respecting its identity while introducing a contemporary language. This project reaffirms the brand's dedication to the research of intelligent, sustainable and reversible solutions, where design is not only an aesthetic expression but also a tool for the conservation and enhancement of Italian cultural heritage.



Información, Tarifas y Patrocinios

Cancun International Boat Show & Marine Expo

PRESENTADO EN LA ISLA CANCUN

BOATING MEETS LUXURY

CIBSME.com

5, 6 y 7 de diciembre, 2025

The Space Economy is entering a new phase: a rapidly transforming ecosystem, driven by new European regulations, cutting-edge technologies, unprecedented private investment, and an increasingly urgent global debate on security, sustainability, resilience, and governance. This is the backdrop for the NSE 2025 International Scientific Conference, a major new feature of the seventh edition of the New Space Economy Expoforum, an event organized by Fiera Roma in collaboration with the Italian Space Agency (ASI) and with the participation of the Lazio Region and the Rome Chamber of Commerce.

New European Space Agenda

The conference program—18 thematic sessions and over 100 speakers—is curated by ASI and the Scientific Committee chaired by Professor Elda Turco Bulgherini, Vice President of ASI. The Lazio aerospace system has consistently demonstrated its national and international excellence, thanks to advanced technologies and highly specialized companies that played a leading role at the European Defense, Space, and Cybersecurity Conferences in Frascati, and the Italian Space Economy Conferences in Rome and Milan.

The Program

The conference opens with one of the most anticipated sessions: "Powering Synergies for the Growth of the Space Industry," a roundtable discussion bringing together key leaders in the Italian space industry—from large aerospace companies to the most dynamic medium-sized companies—to discuss the synergies needed to strengthen Italy's role in the European and global arena. On the first day too was ESA Ministerial meeting at the center of the Strategic Debate. This is followed by a crucial focus: "Results of ESA CM2025 / Next EU MFF (2028–34)," a session analyzing the decisions of the ESA Ministerial Meeting in Bremen, an event that determines the economic contribution and positioning of member countries for the coming years. This is a particularly significant event for Italy, the third largest contributor to the previous Ministerial conference in Paris and now the country assigned the presidency of the 2025 Ministerial conference. This recognition strengthens our political clout within the European Space Agency and paves the way for the next Ministerial conference in Italy.

Afternoon

An afternoon of the first day was dedicated to innovation, research, and the frontiers of exploration. The afternoon session opens with "Evolution of Next Generation Satcom Systems: Future Challenges and Market Opportunities," a panel exploring the radical transformation of satellite communications, from the GEO era to the new LEO and MEO constellations, including technological challenges, industrial opportunities, and implications for defense, services, and civil society. This is followed by "The Role of Research for Space Economy and Security," a session dedicated to the crucial contribution of universities and research centers to the sector's competitiveness, from technological innovation to security, and the emerging applications that are reshaping the entire space ecosystem. The first day ended with a look towards the near future: “What Will the Next Space Exploration Bring to the Space Community”, a discussion on the new frontiers of exploration - from the presence of Space exploration on the Moon and Mars, deep-space economies—and the opportunities this new era will open for research, industry, and international cooperation.

Second Day

The new architecture of European Space was the started of the second day.

"The New Italian Space Law and the EU Space Act" opens the discussion on the role of the new Italian Space Law (89/2025) and the definition of the future European regulatory framework, marking a decisive step toward a truly integrated space market. Followed by, "Italian Space Law: Contractual and Extra-Contractual Aspects" delves into liability, insurance, and risk management, crucial issues for public and private operators engaged in increasingly complex space activities. With "Space Thematic Account to Assess Space Economy," Istat, ESA, ASI, and Confindustria present the progress of the first national satellite account for the Space Economy, a strategic step to accurately measure the sector's economic impact.

Access to Space, Security, and Cutting-Edge Technologies

The international perspective expands with "Access to Space: New Trends and Evolution," dedicated to new launch models, reusable systems, and the global competition that is redefining the new space race. Among the key themes is "Space Human Capital: Forging the New Professionals," which explores the urgent need to develop new skills—from engineers to data scientists, from cybersecurity experts to policy strategists—to support an exponentially growing industry. In the afternoon, the session "Space & Blue Economy: Synergies and New Opportunities" explored the intersection of space and the sea, two domains increasingly interconnected thanks to satellite observation, communications, and technologies for the sustainable management of marine ecosystems.

This was followed by "New Space Technologies in the AI–Quantum Era," an in-depth look at the transformative applications of artificial intelligence and quantum technologies-from autonomous navigation to new analytical capabilities-and "The Increasing Role of Security in the Space Domain," which addresses defense, cybersecurity, and the protection of critical infrastructure in an increasingly crowded and competitive orbital environment.

Investment

The frontier changing the Space Economy, the path to a mature Space Economy, the role of industrial associations was analyzed in the panel "Industrial Associations' Role for the Growth of the Space Economy," which highlights the strategic contribution of representative bodies in strengthening collaboration, competitiveness, and innovation. The day was concluded with "PPP Opportunities in the Space Economy Landscape," dedicated to the new prominence of public-private partnerships as a key lever for attracting investment, accelerating the development of advanced space services, and supporting the international competitiveness of the European system. The participation of Geraldine Naja (ESA) will provide an up-to-date view of European prospects and the challenges facing the industrial ecosystem.

Last Day

The third day of NSE 2025 opened with a visionary look at humanity's future in space. Among the most anticipated panels is "Living and Surviving in Space: Health, Sustainability and Biosystems Beyond Earth," dedicated to the challenges of life on the Moon and, ultimately, on Mars: space medicine, orbital greenhouses, autonomous ecosystems, and technologies for survival in extreme environments. Alongside this in-depth analysis, the day will focus on the evolution of the space industrial ecosystem with "The Emerging Role of the Private Sector in the Space Economy," which highlights the strategic role of SMEs, access to more affordable technologies, and the emergence of new collaboration models between large players and highly specialized companies.

The Italian builder Santasevera was be premiering its latest model, the Santasevera 42, at boot Düsseldorf 2026 (17–25 January). As the newest addition to the Santasevera range, the 42-foot model continues the same design language as her larger sister and comes from the drawing board of Francesco Guida, designer and founder of the Italian brand. Alongside hull#1, which will be on display at boot, two additional units are currently in build.

Features

The Santasevera 42 features a sleek yet functional superstructure that provides excellent protection for most of the cockpit. This design choice significantly enhances onboard comfort and usability in all weather conditions. The forward helm station ensures outstanding visibility and allows for an exceptionally spacious cockpit, which represents the heart of life on board.

Standout areas on this customizable yacht include a generous C-shaped sofa and galley cabinet in the living area, a relaxation zone with two chaise longues, and a beach club with a sunpad and a large swim platform. Below deck, maximum flexibility is maintained, with the forward cabin adaptable to the owner's specific needs and featuring a day head. The layout can thus be optimized to suit the lifestyle and requirements of those on board. Powered by twin Volvo Penta D4 320 hp engines, the Santasevera 42 can reach a top speed of 30 knots and cruises comfortably at 26 knots, while the deep-V hull delivers exceptional seakeeping. Three propulsion options are available - outboard, sterndrive, and IPS - each offered with multiple horsepower configurations. The unit on display at boot Düsseldorf features sterndrive propulsion. Standing next to the new model, the Santasevera 52 - hull #4 - also be showcased in Düsseldorf. First launched at boot 2025, the Santasevera 52 has received glowing acclaim from the industry, with unit five and six already sold and under construction.

Statement

Francesco Guida, designer and founder of the brand, says: "We are so excited to present our newest model to the industry, which perfectly encapsulates our fresh take on the modern open cruiser.

Our Santasevera yachts are not only beautiful and functional, but embody our vision for yachting as something enjoyable above all.

At the heart of our company, we are focused on people, and on sharing the joy of the sea."

With around 1,500 exhibitors from over 60 countries, boot Düsseldorf is one of world's leading trade fair for boats, yachts, watersports and maritime lifestyle.

Hall 17 is the heart of surf, foil and trend sports, attracting thousands of visitors every year – with even more action, interaction and community spirit planned for 2026.

The XXL indoor pool will host world-class contests, and visitors can hop on a board themselves – and wind down the day with music, drinks and good vibes.

Those travelling from farther away can spend the night in their own camper at the Surf Festival Camp on P1 directly at the exhibition grounds, together with other surf enthusiasts.

World-Class Contests at boot Düsseldorf

In January, top athletes from the surf world will meet on the 62-metre Action Pool. Three official World Cupsl deliver spectacular action in Hall 17. The "GWA Indoor Wingfoil World Cup – boot Düsseldorf 2026" was a major highlight, thrilling spectators in the hall.

Pump foilers have their own stop on the "SFT Surf Foil World Tour – boot Düsseldorf 2026", where they appear to fly across the flat water of the Action Pool.

At the "EuroTour SUP Indoor World Cup – boot Düsseldorf 2026" the stars of the racing scene once again fight for every tenth of a second needed to win their duel on the pool.

The windsurfing stars also demonstrate why their sport belongs in front of a large audience. Jumps that are normally only visible from the beach through binoculars showcased up close at the "FPT Freestyle Pro Tour – boot Düsseldorf."

Statements

"The support from the crowd here is incredible. These are exactly the kinds of events that help make the sport bigger and more well-known!" said 2024 Freestyle World Champion Lennart Neubauer after his win at boot 2025. "What is showcased on this pool is simply mind-blowing. I'm glad that we at boot Düsseldorf have the opportunity – and actively use it – to provide a stage for these impressive sports. Our pool with 1.3 million litres of water right in the middle of an exhibition hall is unique and brings surfing directly to those we want to inspire and motivate," says boot Director Petros Michelidakis.

Pooltastic Wakeboard Masters

The "Pooltastic Wakeboard Masters – boot Düsseldorf 2026" amazes visitors with breathtaking jumps and tricks, accompanied by energetic music from top DJs – and they guarantee plenty of spray for the spectators in the front rows.

Not on the big pool, but with just as many fans and stars, the "European Skimboard Masters – boot Düsseldorf 2026" will also take off. Many activities was done, getting started with windsurfing, powered by 82 wind machines, after an introduction on the surf simulator in collaboration with VDWS e.V..

The next was kitesurfing on the simulator – including jumps "up to the ceiling hall". With the support of professional coaches, visitors learn to handle the windsurf rig, receive tips from experienced surfers and can try out new sports in a safe environment.

Party, Camping and Community

Even after the exhibition closes, Hall 17 keeps the vibes going at the Soft Closing, exhibitors, riders and visitors meet for DJ sets, after-work drinks and conversation.

Anyone wanting to fully embrace the exhibition experience can find a temporary home right on the grounds. The Surf Festival Camp offers discounted camping spots for visitors plus morning yoga to start the day right and DJ sets in the evening tent.

Boot is a very big fair, about the sea, not only the yacht. There are many Halls about Sea Tourism, water, dive, green, and many others things.

Kuda laut boutique dive resort

The Kuda laut boutique dive resort is located on Siladen Island in Bunaken National Park and is approximately 40 minutes from Manado Airport.

The resort is situated directly on the house reef with wonderful views of Bunaken and the North Sulawesi coast. The complex consists of twelve bungalows and four superior rooms. The main building has a beautifully designed lounge area and is flanked by the swimming pool, which is located next to the beach bar and the beach and is also suitable for dive courses.

The breathtaking views of the main island and the islands of Bunaken and Manado Tua, coupled with colorful sunsets, complete the package, making it a true paradise for relaxation. Whether with a traditional massage in the in-house spa, reading a book in a hammock, or sunbathing on the private beach with fantastic sea views – relaxation comes easily in this paradisiacal oasis.

Mermaid & mares horizon

Snorkelers will find themselves within a few meters of the private beach in the stunning, aquarium-quality house reef, surrounded by numerous fish and other marine life frolicking in the healthy coral.

Want to glide through the water like a mermaid with fish and turtles, with the SSI Mermaid course Whether muck diving in the dark sand or exploring schools of fish along steep walls, the biodiversity makes every dive exciting. And if you want to dive in relaxed silence, then we recommend our SCR Diving course with the Mares Horizon, and soon you'll be gliding more easily, quietly, and weightlessly through the water for even more intimate encounters with the underwater world.

ARC Marine and 727 Sailbags

The company announced that the French brand 727 Sailbags has been added to our collection at ARC Marine. Known for its unique designs made from 100% recycled sails, 727 Sailbags offers a wide range of products, including bags, accessories, clothing, and home decor.

Sustainable bag from 727 Sailbags, made from 100% recycled sail, with a nautical design.Since its founding in 2005, 727 Sailbags has been collecting and recycling used sails, each with its own story.

These sails are transformed into sustainable and stylish items, giving them a second life while reducing their environmental impact.

We are currently expanding our dealer network in the Netherlands to make these special products more widely available.

A beautiful selection of 727 Sailbags is already on display at Visser Watersport in Bruinisse. With the addition of 727 Sailbags to our collection, ARC Marine continues to promote sustainability and innovation in the maritime sector. Not only ARC marine is also at Boot 2026, with some products for Marine life on bord and outboard everywhere in the typical Halls.

Aldebaran and EU ocean agenda

How Catherine Chabaud and the German Ocean Foundation are helping shape Europe's ocean agenda.

The appointment of Catherine Chabaud as France's Minister for the Sea brings things full circle: few people embody the combination of adventure, responsibility, and political foresight as impressively as Catherine does.

As the first woman to sail solo in the legendary Vendée Globe, she recognized early on that the ocean is more than just a venue for sporting achievements – it is the backbone of our planet. Years before she joined the European Parliament and now the French government, Catherine Chabaud was one of the German Ocean Foundation's closest European allies. As an advisor to the foundation, she shaped its European orientation from the outset and played a decisive role in various areas in putting the ocean on Europe's political agenda. Without her and 30 other marine experts, the European Ocean Pact would not exist today.

Foresight and vision: the founding of the Ocean & Climate Platform

With great foresight, Catherine Chabaud initiated the Ocean & Climate Platform in 2015 as an international alliance, now one of the most influential networks for marine conservation.

It brings together more than 100 partner organizations from science, politics, NGOs, and business—and pursues the goal of raising awareness of the ocean as a central factor in the climate system. The idea arose from a simple but powerful realization: the ocean regulates the climate, stores CO_2, produces oxygen, and feeds billions of people – and yet it has long been missing in the United Nations climate negotiations. Chabaud wanted to change that.

With the support and cooperation of the German Ocean Foundation, a Blue Voice was successfully introduced into international climate debates – a success that became apparent at the 2015 Paris Climate Conference (COP 21), where the Ocean & Climate Platform was first recognized as an official partner.

European alliances for the ocean

The collaboration between Catherine Chabaud and the German Ocean Foundation was characterized by a European spirit from the very beginning. Both share the conviction that marine conservation does not end at national borders, but is a common, overarching task for Europe.

Together, they are committed to ensuring that the ocean is more firmly anchored in European climate and sustainability strategies – for example, as part of the EU mission "Restore Our Ocean and Waters," in which the German Ocean Foundation has been actively involved since 2024.

Their collaboration brought science, politics, and society closer together: as a sailor, she is particularly passionate about our projects such as love your ocean, the Research at Sea competition, and the expeditions of the research and media vessel ALDEBARAN.

The shared vision has always been clear: the ocean needs a voice – and Europe must be that voice, particularly in view of the fact that Europe has the largest economic zone in the ocean, covering 24.5 million km².

Chabaud and the German Ocean Foundation are united by the conviction that effective marine conservation can only succeed when knowledge, emotion, and responsibility come together.

The Ocean & Climate Platform has created a movement that does just that: it brings researchers, activists, entrepreneurs, and decision-makers together around one table. Today, it is considered a blueprint for successful multi-stakeholder cooperation in the marine and climate sectors.

Catherine Chabaud has thus laid the foundation for European "blue diplomacy" – a maritime foreign policy that combines ecological necessity with social engagement. The German Ocean Foundation is carrying this idea forward – as a bridge between science and society, between the North Sea and the Baltic Sea and the global ocean.

Shared legacy

With Catherine Chabaud's appointment as French Minister for the Sea, European ocean policy gains a voice with experience, empathy, and courage. Her connection to the German Ocean Foundation remains a symbol of European cooperation in action—beyond bureaucracy and driven by people who not only understand the sea but love it. "With Catherine Chabaud and the European Ocean Pact, we have successfully fought to bring the ocean to the heart of Europe. It is after all foundation of our life on this planet," says Frank Schweikert, founder of the German Ocean Foundation.

Born from a vision to redefine life on the water, our passion lies in creating houseboats that blend freedom, style, and comfort. DESIDUS stands for exceptional quality, craftsmanship, and inspiring design - handcrafted to perfection, tailored to your needs, and shaped by innovation for a truly individual living experience.

Recently, there's been a new kind of luxurious lifestyle on the rise: living on a houseboat. What was once seen as a luxury only affordable by a select few is now becoming more popular.

People from all walks of life, from entrepreneurs to digital nomads, are discovering the charm and freedom of living on the water, surrounded by comfort and luxury. One of the best things about living on a houseboat is the freedom it gives its residents.

People who choose this lifestyle can discover new places to visit while still enjoying the comfort of their own private, luxurious home on the water.

It's like your world becomes your neighbourhood, and the Desidus team took the chance to show off their top-notch houseboats to a big, interested crowd.

Desidus also exposed the transportable garage at Boot 2025. This innovative product caused quite a stir, particularly in the boating industry. Sea Ray Berlin, renowned for its high-quality boats and yachts, presented this revolutionary product from DESIDUS, which offers a completely new way of not only storing but also transporting boats.

The transportable Boot 2025 garage combines comfort, flexibility, and practical functionality. It is a mobile solution that allows boats to be stored safely and transported easily.

Thanks to its ingenious design, the garage can be easily adapted to different types of boats, enabling boat owners to store their boats on land and launch them quickly and effortlessly.

With this innovative concept, DESIDUS is setting a new standard in the boating industry and could significantly change the way boats are transported and stored in the future. Another important solution is Brandenburg's got a great vibe, especially around the area between the Elbe and Oder rivers, the Baltic Sea and the Spreewald.

Looking back, it's obvious that the trade fair was a big moment for Desidus, not just because they got to show off their houseboats, but also because they got real offers and chances to do business.

A lot of the people who were interested in the trade fair have already made enquiries and asked for offers since then.

New unit of Zeelander's largest model to date (80ft, 24m) will be launched in early 2026.A bespoke flagship bound for the Mediterranean. The first ever Zeelander yacht with hull and deck finished in white pearlescent, glossy teak flooring, and a suite of dedicated dive equipment and water toys distinguish the latest build renowned for its whisper-quiet operation, the Zeelander 8 produces less than 65 dBA even at full speed. Zeelander Yachts is putting the finishing touches on the next Zeelander 8, the Dutch shipyard's 24-meter (80-foot) flagship. Delivery is scheduled for February 2026. This new Zeelander 8 represents a significant evolution of the model, showcasing an entirely bespoke layout, materials, and detailing. Destined for the South of France, the yacht has been designed for an experienced owner who will operate it personally without a crew, while maintaining the option to hire a captain when desired.

Distinctive design and layout

The yacht's hull and deck are finished in white pearlescent - a first in Zeelander's history - accented by gold and black boot stripes that create a striking, elegant presence on the water. These details and varnished teak flooring enrich the model's warm and luxurious atmosphere. A completely new deck layout has been developed, tailored to the owner's lifestyle. Inside, a breakfast bar complements the main salon, while the galley has been repositioned for improved flow and social interaction. The aft deck now features an expanded L-shaped seating area and a larger sunbed, perfect for entertaining or relaxing at anchor. Below deck, the yacht offers five cabins, all finished to the same meticulous standard, including those typically designated for crew, underscoring Zeelander's commitment to uncompromising quality throughout.

Power, range, and performance

Powered by triple Volvo IPS 1350 engines, the next Zeelander 8 is capable of reaching a top speed of 30 knots (or up to 40 knots with the optional quadruple IPS 1350 configuration), while maintaining what is widely regarded as the quietest ride in its - just 65 dBA even at full speed.

This limousine-like level of noise reduction ensures exceptional calm and comfort on board, no matter the pace.

At cruising speed, the Zeelander 8 delivers a range of approximately 600 nautical miles, and up to 3,000 nautical miles at 7 knots, offering both high performance and long-range capability. Owner operation is made simple through the Volvo IPS system, which enables intuitive control and easy docking. The yacht is equipped with a Williams Jet Tender 395, two Porsche Design Seabobs, and six diving gear sets, all housed within a dedicated tender garage for effortless access to water activities. In its size segment, the Zeelander 8 is among the few yachts capable of combining this level of speed with genuinely comfortable overnight accommodations. Built in the Netherlands, a country long recognized for its strong shipbuilding tradition, the model reflects a high standard of craftsmanship, serenity, and refined performance. For owners seeking a fast, exceptionally quiet, and carefully built yacht suited for both cruising and extended stays on board, the Zeelander 8 offers a balanced blend of capability and comfort.

The art of luxury

As the largest model in the Zeelander range, the Zeelander 8 embodies the brand's design philosophy — timeless aesthetics, exceptional comfort, and serene performance. Its smooth exterior lines flow into an interior defined by soft forms, noble materials, and a seamless sense of space. The main deck offers generous lounging and dining areas, while the midship master stateroom on the lower deck features 360-degree panoramic, unobstructed view and more than 2.1 meters of headroom. A targa sunroof and retractable aft windows enable effortless transitions between indoor and outdoor living. Each Zeelander yacht is entirely bespoke, shaped around the personality and lifestyle of its owner. With this next Zeelander 8 nearing completion, the shipyard continues to push the boundaries of craftsmanship, customization, and comfort in the 24-meter (80-foot) class.

A bridge between past and future, powered by hybrid technology. This project embodies what Transfluid stands for preserving heritage while embracing innovation as a hybrid conversion If you're considering upgrading your vessel, Transfluid is concrete partner. The company work with tailor-made design: every conversion is engineered to suit the vessel's structure, mission, and operating profile. Fast and flexible integration: modular hybrid systems minimize installation time and preserve existing components. Enhanced onboard experience: quieter operation, reduced vibration, and electric mode for harbor maneuvers or restricted zones.

Value

This solution added value to existing vessels, they becomes a sustainable, forward-looking asset - a perfect blend of tradition and innovation.

From Tradition to Innovation, with hybrid concept you give Your boat a Second Life. This article write about Transfluid Hybrid Systems This solution for existing boat is not the only one solution, but brought back to life — quieter, more efficient, ready to sail into the future with a sustainable heart. Thanks to Transfluid's hybrid system, this vision can become a reality, even for vessels that have been navigating for decades.

Switch to hybrid propulsion

In a world increasingly focused on sustainability, efficiency, and emission reduction, the marine industry is evolving fast. Environmental regulations are tightening, and owners are seeking propulsion systems that balance performance with responsibility. That's where hybrid refitting comes in — a smart way to give existing vessels a "second life," increasing their value while making them cleaner and more efficient.

How it works

Transfluid's hybrid platform has been engineered to simplify hybrid conversions, making it easy to transform conventional boats into hybrid ones. Here's what makes it stand out as versatile hybrid transmission-the system can be configured in multiple layouts, adapting to your vessel's existing architecture while minimizing downtime and installation costs.

Seamless synergy between diesel and electric power, so hybrid mode allows the electric motor to work alongside the combustion engine, optimizing consumption, reducing emissions, and improving onboard comfort.

High-value refitting, about converting an existing boat means avoiding costly replacements while upgrading to a modern, future-proof system.

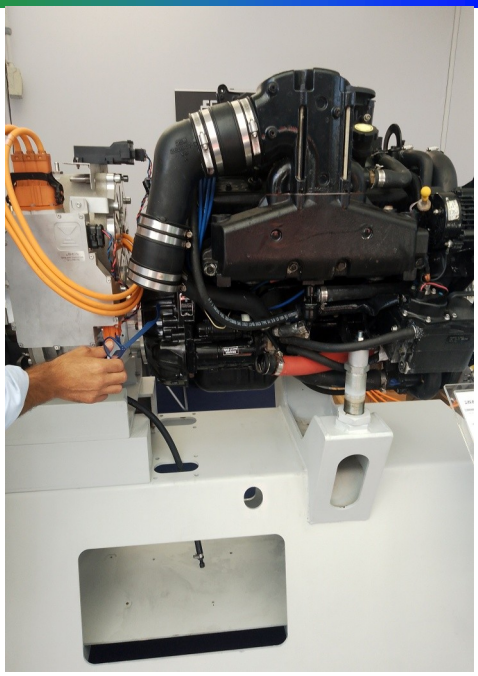
The power of after

Think about your current boat - a beautiful, well-built vessel, but maybe with an aging engine, high fuel consumption, and demanding maintenance.

With hybrid refitting solution, the hybrid transmission package (electric motor, batteries, control system) can be integrated without structural overhaul, space is optimized thanks to compact, modular components, sailing becomes smoother and quieter, with an electric-only mode for sensitive or protected areas, and the vessel's market value increases - a timeless design with modern sustainability appeal.

An example, the Western Flyer

Let's take a look at a legendary project that combines history, technology, and sustainability. The Western Flyer is a 77-foot (23.5 m) wooden research vessel built in 1937 by the Western Boat Building Company in Tacoma, Washington. In 1940, it was chartered by John Steinbeck and marine biologist Ed Ricketts for a scientific expedition to the Gulf of California - the journey later immortalized in The Log from the Sea of Cortez. After decades of service, neglect, and even sinking, the Western Flyer has been fully restored and repowered with a hybrid propulsion system combining a John Deere diesel engine and electric drive.



Abbiamo già dedicato un articolo precedente, in questo numero e anche nei precedenti, ai diversi staff di ricerca di varie aziende e Università che stanno lavorando sul riutilizzo di motori endotermici esistenti per renderli ibridi e dare loro nova vita operativa.

La soluzione che Efesto ha proposto ai tecnici e agli ingegneri presenti (e non distratti dagli altri stand, che offrivano... caramelle agli amici conosciuti e non) nella zona power del Salone nautico di Genova, era quasi introvabile, quasi nascosta in un piccolo stand della zona verso le varie banchine della area esterna.

Il mio povero nonno Andrea, buon uomo, diceva sommessamente (edulcorando il suo pensiero) che vale di più, dal punto di vista del marketing, una gonna (oggi microgonna) e un bel presente accanto a due occhi magnetici, di tanti discorsi tecnici.

Oggi che ho una certa esperienza tecnica, anche delle indicazioni non tecniche, osservo che c'è voluto tutto lo spirito di ricerca delle vere novità a prescindere dal resto di un quasi settantenne per scovare lo stand dove l'ing. Luca Morfino, Ceo di Efesto S.a.r.l. era presente accanto alla sua opera. Nei 30 minuti che ho potuto dedicargli (sinceramente avrei passato li l'intera giornata a prendere appunti mentre mi descriveva le caratteristiche di questo motore ibrido fortemente innovativo, ma sia il caldo che gli altri appuntamenti non mi concedevano di più) ho ammirato una vera e propria novità di settore, che al di là di awards e premi, potrebbe rappresentare una di quelle novità di mercato che rompono gli equilibri e che consentono quello strappo che porta a mutamenti consistenti. Come esempio prederei l'introduzione del motore common rail nel campo dei motori endotermici diesel, e non è un esempio che cito a caso.

Il concetto

Il principio base di questa soluzione, direi quasi un concetto filosofico che anche io ho ereditato dalla mia famiglia, da quei tecnici, ingegneri, imprenditori (veri) di quegli anni 50 e 60 in cui si realizzò una crescita del 6% annuo in Italia, per molti anni basata sulle loro menti e braccia, è in realtà assai semplice.

Si tratta di non sprecare nulla, soprattutto l'energia, di non rottamare nulla e di studiare e realizzare soluzioni, a volte geniali, che semplifichino la progettazione e consentano di riutilizzare al massimo l'esistente, introducendo soluzioni tecniche, magari scoperte in Europa e in Italia in particolare di tipo elettronico e meccanico, che consentano applicazioni concrete e reali.

In questo caso, con questo nuovo tipologia di motore si possono riutilizzare motori datati di tipo marino, adattandoli con un blocco di alluminio pressofuso inserito nel core del blocco motore a divenire motori ibridi, senza dover sostituire il motore e con un minimo di adattamento dell'impianto che alimenta il motore.
Ora passerò a descrivervi le caratteristiche di questa soluzione, che concettualmente non è nuova, esistono alcune società che già la praticavano e la praticano, ma con dimensioni fisiche di conversione molto superiori. Questa soluzione è di dimensioni assai ridotte, come potete vedere dalle foto.

Il motore

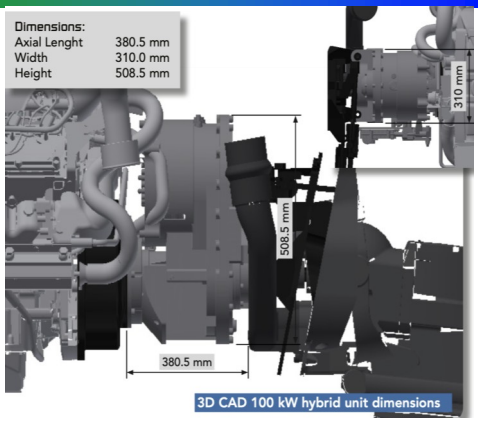
Le unità di potenza ibrida per ora disponibili vanno da 150 a 50 kW nelle 3 versioni 150, 100 e 50 kW. Efesto, in collaborazione con il Cantiere Motonautico Chia, ha sviluppato tre versioni di unità di potenza ibrida, la prima da 150 kW di potenza continua e 500 Nm di coppia continua del motore, la seconda da 100 kW di potenza continua e 250 Nm di coppia continua del motore, e la terza da 50 kW di potenza continua e 125 Nm di coppia continua del motore. L'unità di potenza ibrida può essere installata su qualsiasi tipo di trasmissione: piede poppiero, linea d'asse, trasmissioni Surface Piercing, trasmissioni IPS. L'unità di potenza ibrida può essere installata su qualsiasi motore a benzina e diesel con potenza fino a 400 kW.

L'architettura

L'architettura a doppio albero consente di utilizzare il motore elettrico sempre alla sua velocità ottimale, indipendentemente dal regime massimo del motore a combustione interna.Il sistema è dotato di due frizioni, una per l'aggancio/sgancio dell'albero principale e una per l'aggancio/sgancio del motore elettrico: questo consente di scollegare meccanicamente il motore elettrico quando non è necessario. Questa nuova tipologia di motore ibrido consente di utilizzare l'imbarcazione in diverse modalità di funzionamento del tipo modalità standard, modalità puramente elettrica, modalità boost, modalità di generazione, modalità stazionaria

Navigazione

Durante la navigazione in porti a velocità ridotta, in laghi o riserve naturali, la propulsione completamente elettrica significa rispetto per l'ambiente. All'ancora, l'utilizzo dell'energia immagazzinata nelle batterie durante la navigazione consente di evitare l'utilizzo del generatore ausiliario, contribuendo notevolmente alla salvaguardia dell'ambiente marino. In caso di avaria del motore a combustione interna (ICE), il motore elettrico funge da sistema di propulsione di riserva.



Risparmio significativo nel consumo di carburante navigando in modalità puramente elettrica.

Possibilità di ridurre le dimensioni del motore a combustione interna (ICE) poiché la spinta extra è fornita dal motore elettrico.

Eliminare le distanze

Una delle caratteristiche innovative, legate alle dimensioni ridotte della parte di conversione, è la riduzione delle distanze tra il motore e le eliche. Non sono più necessari lunghi alberi di trasmissione per portare l'energia dal motore alle eliche, il motore grazie alle sue dimensioni e alla sua architettura può essere posizionato in prossimità delle eliche.

Ovviamente andrà valutato da parte dei progettisti la disposizione dei pesi a bordo, ma questa è una altra problematica su cui lavorare nel progetto.

Chia, oltre 50 anni di cantieristica veneziana

Sul fronte sud dell'isola della Giudecca nell'area ex Lucchese - oltre 7000 mq tra capannone del cantiere (1800 mq), spazio scoperto e acqueo - da qualche tempo c'è la nuova sede del Cantiere Nautico Chia. Un'azienda familiare che affonda le sue radici nel 1956 quando Giancarlo Chia, dopo un'esperienza nel leggendario Cantiere Celli, si mette in proprio aprendo un cantiere a San Pietro di Castello. Da allora ad oggi una infinità di barche veneziane, soprattutto tanti tradizionali taxi, sono nate, o sottoposte a refit, dalle esperte mani della famiglia Chia.

Il padre Giancarlo ha infatti saputo trasmettere l'amore per questo nobile mestiere d'alto valore artigianale ai quattro figli: Valter, Massimo, Debora, Denis.

La società è specializzata nella costruzione e riparazione di imbarcazioni professionali e di rappresentanza in legno e VTR tender per grandi yacht.

Con i nuovi spazi del cantiere (usufruendo di una gru fissa da 6 tonnellate ed una semovente da 20 tonnellate) la società ora può rispondere meglio anche alle richieste dei privati diportisti

Consorzio

Nella area è nato il Consorzio Venezia Sviluppo, che fa rivivere i tempi della Giudecca industriale del secolo scorso, insieme a Chia vi sono altre aziende: Pitteri impianti, Ammiana studio ingegneristico, Maschio falegnameria, Alilaguna.

Il Consorzio è una bella sinergia tra imprenditori veneziani per far crescere quest'area.

Il Cantiere Chia è anche un bell'esempio di come le conoscenze proprie dei maestri d'ascia passino di generazione in generazione, oggi dalla famiglia Chia, già alla terza generazione con il nipote Kevin, ad alcuni giovani veneziani.

Nello scrivere queste informazioni mi sono rivisto, giovane guardiamarina delle armi navali, di stanza nello ufficio tecnico della MM militare all'Arsenale. Beh devo dire che è stata una giornata importante quella che ho trascorso a Genova, piena di ricordi e di belle indicazioni.

Conclusioni

Il caldo del pomeriggio si stava facendo veramente intenso, in quei giorni della seconda metà di settembre a Genova. Ho avuto il tempo di una breve fotografia con il Ceo della società e poi mi sono rituffato nel Padiglione Blu per una altra intervista collettiva al Presidente di Confindustria Nautica di cui troverete traccia nella rubrica controcorrente che usualmente mettiamo nelle ultime pagine della rivista. Buon vento a tutti, qui a terra ne avremmo avuto bisogno, soprattutto per sopportare meglio il caldo insolito di queste giornate tardo settembrine.

A sailing trip along the Dalmatian coast in autumn is always an inspiring experience. Less hustle and bustle than in high summer, more pleasant temperatures and the beauty of the Croatian islands make this trip an unforgettable highlight

Sail from Trogir to Solta.

Head straight to Marina Trogir to pick up the yacht. The first leg of our journey takes us to the island of Šolta. Small bays surround the island – perfect for a swim in the clear water. In evening, it's worth going ashore in Maslinica or Stomorska, find bars and restaurants in the narrow streets.

Vis

The trip to Vis is challenging but rewards us with a wealth of culture.

The Franciscan monastery of Sv. Jerolima on a small peninsula offers a peaceful contrast to the hustle and bustle along the promenade. There you will find cafés, restaurants and souvenir shops.

The contrast between the two parts of the town is fascinating: the western part with its harbour and excavations of the ancient city of Issa, and the eastern part, romantic and steeped in history.

Hvar

In Stari Grad on Hvar, sailors can immerse

themselves in history – Croatia's oldest town is a UNESCO World Heritage Site. Those with enough energy can climb up to Španjola Fortress. The steps are steep, but the view over the town and the sea is worth every drop of sweat. Next sail leisurely to the island of Brac. The famous Zlatni Rat beach is a natural wonder: a 500-metre-long spit of land that constantly changes shape due to wind and currents. The light colored pebble beach is popular, but never too crowded due to its vastness. The main town of Supetar is more relaxed: narrow streets, small shops and restaurants around the harbour basin allow us to enjoy a pleasant evening.

Split & Čiovo

A stop in Split takes us right into the heart of ancient heritage. The imposing Diocletian's

Palace, the bustling Marmontova ulica and the Riva waterfront promenade invite us to stroll around. Particularly impressive is the Cathedral of Saint Domnius, one of the oldest Catholic cathedrals in the world. On the penultimate day, the island of Čiovo beckons with its green slopes, fertile soil and over 2,600 hours of sunshine a year. Ideal for swimming and snorkeling. A highlight is the remote pilgrimage church of Prizidnica, which was built directly into the rocks by priests in the 16th century.

Return to Trogir

After a week full of experiences, the yacht returns to Trogir. The old town with its medieval streets is perfect for a final stroll and a relaxed dinner. Don't plan too many nautical miles on the last day, as the crowds at fuel pumps or harbour entrances are often underestimated.

REPMUS - Robotic Experimentation and Prototyping using Maritime Uncrewed Systems - exercise took place one more year in Lisbon's southern coastal area during September 2025, hosted by the Portuguese Navy. With the participation of multiple NATO countries, this experimental setup allows different market stakeholders to test their technologies in several realistic scenarios. For the fourth year in a row, IQUA Robotics participated in REPMUS25 at the invitation of the Spanish Navy. The company deployed its SPARUS II UUV in two key exercises: mine countermeasures (MCM) and critical underwater infrastructure (CUI). Besides, the team collaborated with the Spanish Navy, the US Navy and Thales Group to test interoperability capabilities in the framework of STANAG 4817.

IQUA

IQUA Robotics produces and commercializes hovering Autonomous Underwater Vehicles (AUVs) and related technologies for comprehensive underwater exploration, precise mapping, and detailed inspection of the seabed The company was founded in 2016 as a spin-off company of the University of Girona, where the research group had worked for more than 15 years in projects related to AUVs, including not only the mechanical and electrical parts, but also all required sensing, perception and control to create autonomous robots able to solve complex tasks. A strong background in engineering, electronics, robotics and computer science is the key to the success for the team that designs, manufactures and supports all vehicles to satisfy the needs of the customers This year, IQUA participated in REPMUS with SPARUS II equipped with a forward-looking sonar (FLS) from Blueprint Subsea, a multibeam echosounder (MBES) from Norbit, and a vision system developed by IQUA Robotics in the payload area. The vehicle used had the following advanced capabilities: automatic target detection on low-frequency FLS images, real-time planning of reacquisition trajectories upon a detection, multimodal contact mapping, acoustic imaging with high-frequency FLS, 3D profiles with the multibeam sonar, and optical imaging of inspected contacts, onboard generation of optical maps of inspections for rapid review at the end of a mission, STANAG 4817 for interoperability, semi-automatic APP-11 report generation, MCM scenario as detection, reacquisition and identification.

Motivation

Mine Countermeasure (MCM) operations are critical for ensuring the safety and freedom of navigation in both military and civilian maritime domains. Advanced MCM capabilities enable the detection, classification, and neutralization of these threats, reducing operational risk and protecting human lives and assets.

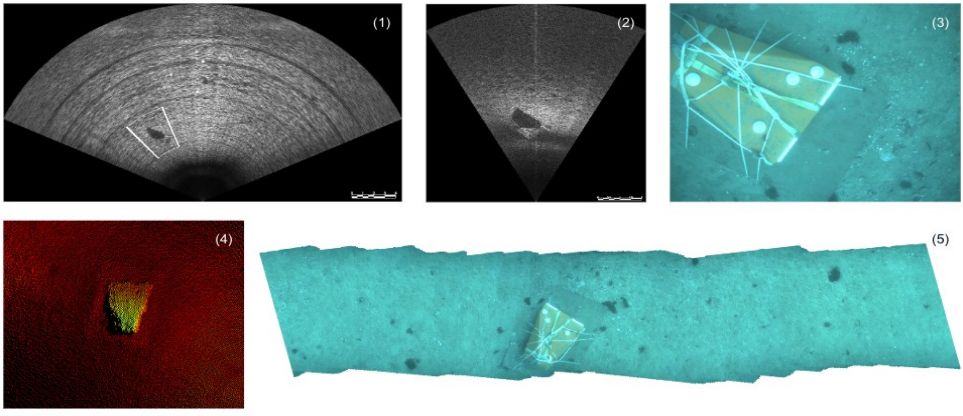
With the increasing complexity of mine designs and the expanding use of unmanned systems, there is a growing need for innovative technologies that combine efficient area coverage, accurate target identification, and rapid decision-making. Autonomous vehicles equipped with multimodal sensors and intelligent algorithms offer a transformative approach to MCM, enabling faster and more effective detection and classification of underwater threats.

Approach

IQUA Robotics' SPARUS II vehicle tested its approach for mine detection and identification, by conducting multiple surveys in the designated naval mine warfare areas of REPMUS25 exercise. The MCM approach is designed to combine detection and reacquisition in a single mission.

For each task, a predefined survey trajectory was programmed to cover the area while scanning with the FLS at low frequency.

An automatic detector was responsible for identifying potential contacts in the incoming FLS images, pausing the predefined trajectory, and replanning in real time a reacquisition maneuver to collect close-range data on the potential contact, including optical camera images, high-frequency FLS images, and multibeam profiles.



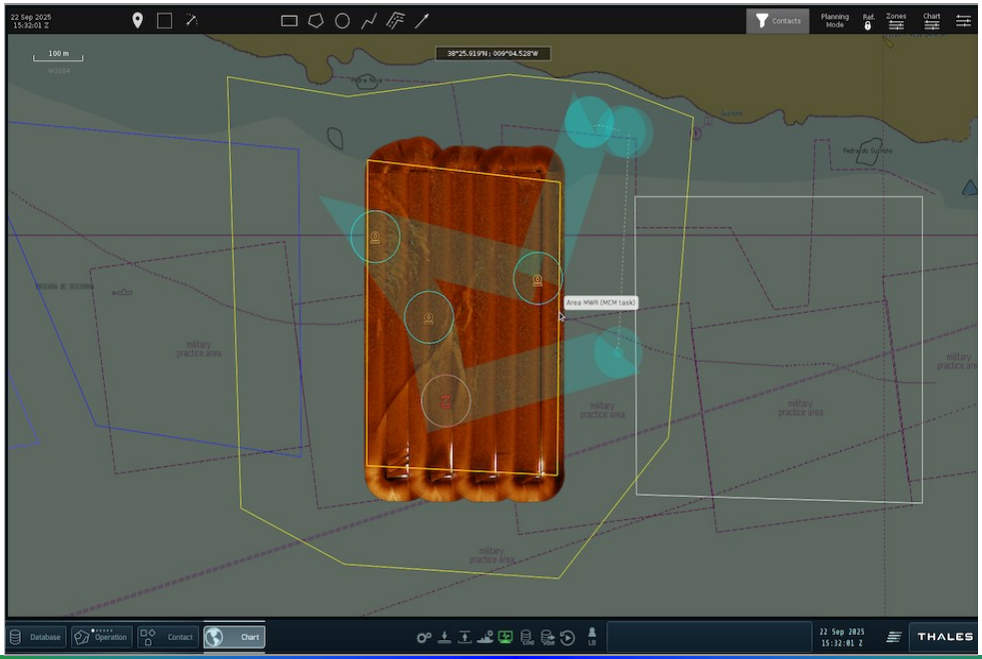
After each reacquisition, the vehicle resumed the predefined path and continued scanning for additional potential contacts until the trajectory was completed. With this approach, by the end of the mission, the vehicle has collected all the necessary information to perform identification of the detected objects. The onboard capability to generate optical maps of the inspections proved to be particularly useful. This allowed the reacquired areas to be quickly reviewed as soon as the vehicle surfaced, enabling the confirmation of potential contacts at a glance without the need to download all the inspection images and identify the ones that passed over the target in question.

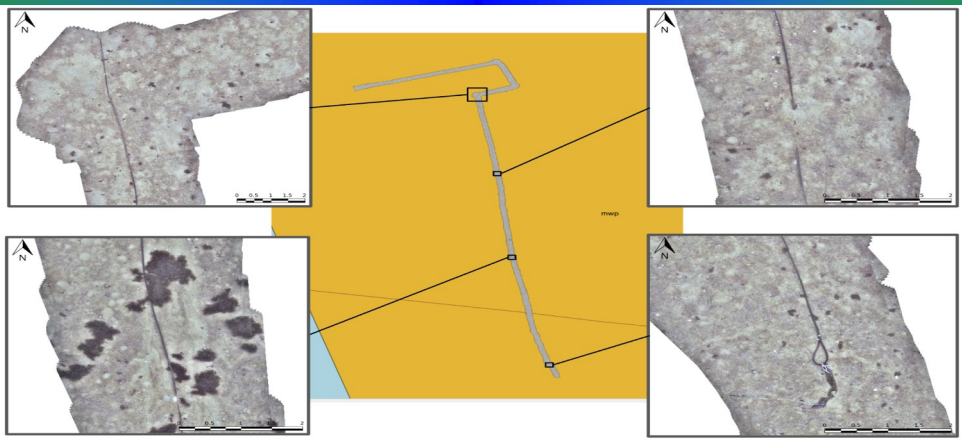
Motivation

Monitoring underwater critical infrastructure is essential for national security and economic stability. Subsea cables, pipelines, and energy systems form the backbone of global communications, finance, and energy supply, making them prime targets for sabotage or disruption. Their remote and often complicated locations, combined with the technical complexity and high costs of reaching underwater areas, make them difficult to protect and, as a consequence, highly vulnerable. Advanced technical monitoring—using sensors, autonomous underwater vehicles, sonar, and real-time data analytics—enables early detection of tampering, natural hazards, or system failures. These capabilities allow for rapid response to minimize damage and maintain operational capacities. As undersea technologies evolve, safeguarding these assets through technical innovation also becomes a critical element of geopolitical competition, ensuring nations can protect vital networks, deter threats, and preserve trust in the systems that underpin modern society.

Approach

IQUA Robotics' SPARUS II vehicle tested its approach for cable detection and tracking in the designated shallow CUI area during the REPMUS25 exercise. In this edition, unlike previous years where sonar-based detectors were used, a new optical detector and tracker was evaluated for the localization and mapping of a cable within the designated area using camera images.





An initial low-density "lawn-mower" survey was programmed to cover the area, with the goal of crossing and locating the cable. At a certain point during this mission, the vehicle detected the cable in the incoming images, and tracking was automatically activated without human intervention. The vehicle then followed the cable in one direction until reaching its end, adjusting along slight bendings to maintain it in sight. Subsequently the mission was repeated with the tracking behavior in the opposite direction, achieving a complete mapping of the cable. After the mission, all collected data was used to generate a map where all the cable can be seen. A total length of 280m was automatically tracked and mapped.

STANAG 4817

The primary motivation for STANAG 4817 is to enable multi-domain control of unmanned systems across NATO by establishing a common, interoperable framework for command and control (C2) of unmanned aerial, surface, and underwater vehicles (UxV). This standard facilitates the coordinated operation of diverse unmanned platforms by a single operator or a distributed network of operators, which is crucial for complex, multinational operations in compromised environments and for improving mission effectiveness, data sharing, and interoperability.

Approach

In this year's REPMUS, the SPARUS II UUV was upgraded to use the latest available STANAG 4817 protocol specification, enabling not only status reporting but also allowing it to be tasked by third-party assets. STANAG 4817 interoperability was successfully validated through two separate tests with the United States Navy and the THALES Group, in which SPARUS II acted as the vehicle for target reacquisition and identification. In the first case, the US MK18 REMUS vehicle was used to scan two areas with potential targets. During the operation, an identification task in the first area was issued via the 4817 protocol. Upon reception at IQUA's control station, a mission was automatically generated for SPARUS II to reacquire the designated contacts. A key aspect of this collaboration was the rapid response time and task parallelization: in less than 20 minutes from task reception, SPARUS II had reacquired the two contacts and captured optical images confirming their nature, while the detection vehicle continued scanning the remaining assigned areas.

Thales

Similarly, a collaboration was carried out with THALES. Using their M-Cube Mission Management system, SPARUS II was tasked with reacquiring four contacts in a specific area. The task was received while the vehicle was in transit, and IQUA's system automatically planned a reacquisition trajectory to cover all contacts.

Against the backdrop of the trend where the yacht economy is transforming into a cross-domain integrated industry, the China (Shanghai) International Boat Show has emerged as a key link for Jiangsu's yacht industry to connect with domestic and international markets.

In line with the provincial support policies for the yacht industry, local Jiangsu yacht enterprises including Wuxi Global Network Boats, Suzhou SealMarine, Blue Star Sea Yacht, and Wuxi Ouma Power will participate in the exhibition.

Visitors will then have the chance to get up close to advanced equipment and cutting-edge technologies such as new energy power systems brought by these enterprises. The 2026 China (Shanghai) International Boat Show is set to kick off, where top-tier yachts and equipment from home and abroad will gather for a grand showcase.

Not only will it feature various types of vessels such as luxury cruising yachts, but it will also cover cutting-edge items including professional marine equipment – visiting the show in person allows you to unlock this visual feast of marine equipment in one stop.

Guangdong Province

Guangdong Province, which ranks first in GDP in China, issued official documents last year. Going forward, it will further join hands with Hong Kong to jointly boost the yacht economy. In addition to the Guangdong-Hong Kong-Macao yacht free travel scheme, it will also undertake a large number of yacht maintenance, servicing and refitting projects for Hong Kong. On November 20, the General Office of the People's Government of Jiangsu Province of China officially issued the Several Measures on Promoting the Development of the Yacht Industry.

The 21 initiatives cover five areas: innovating government services for the development of the yacht industry, stimulating yacht consumption, improving the comprehensive service capacity of the yacht sector, enhancing the R&D and manufacturing capabilities of yachts, and creating a sound environment for the development of the yacht industry.

Now we write about core highlights of Jiangsu's 21 New Policies

Optimization of Government Services

Simplify the materials required for the inspection of imported yachts, exempt on-site inspection for yacht registration transfer within the province, complete the registration of coastal and inland river yachts within 5 working days, and realize "one-click reporting" for navigation filing, greatly improving the efficiency of handling affairs.

Activation of Consumer Market

Explore the launch of yacht leasing services, support pilot programs for the leasing of yachts with a capacity of 12 people or less, develop popular tourism products such as ecological sightseeing, and expand the industrial influence through holding competitions and participating in international exhibitions.

Infrastructure and Industrial Upgrading

Demarcate the first batch of yacht navigable areas by the end of 2025, and build or renovate supporting facilities; focus on the R&D of new energy and intelligent yachts, promote the mass production of small and medium-sized yachts, and build characteristic industrial clusters relying on regions such as Nanjing, Suzhou-Wuxi-Changzhou.

Financial Policy Support

Yacht-related loans and financial leases can enjoy interest subsidies under the "Transport Loan" and "Transport Lease" programs.

Insurance institutions are encouraged to explore yacht-related insurance businesses, and optimize insurance products and services to meet the protection needs of different groups.

Industrial Trend:

Yacht Economy Transforms into a Cross-field Comprehensive Industry. With the continuous investment from Guangdong and Jiangsu, two major economic provinces, the yacht economy is transforming from a single leisure industry to a cross-field comprehensive industry.

Its development path will provide an important reference for the high-quality development of the national yacht industry.

Recently, yachts manufactured in Dongtai, Yancheng, with the coordination of government and enterprises, overcame obstacles in power lines during land transportation, and were successfully exported to the United States after multiple transfers via land transportation, inland waterway shipping and maritime transportation, opening up key links for Jiangsu's yachts to "go global".

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For nearly 70 years, Grand Banks Yachts has set the standard for luxury long-range cruising. Each yacht blends timeless craftsmanship with advanced innovation, led by the company's proprietary V-Warp Technology, delivering fuel efficiency, performance, and stability at sea. From the original Grand Banks 36 that defined the trawler-yacht category to the celebrated Eastbay series that pioneered the Downeast-inspired cruiser, Grand Banks has continually evolved while honoring its heritage.

Today's Cruiser

Grand Banks will presented a custom-built Grand Banks 54 European Edition at boot Düsseldorf 2026, offering visitors an opportunity to experience one of the most admired yachts in the long-range cruising category. Developed jointly by the shipyard and the GB EU Team, this model is designed specifically for Mediterranean and Northern European waters. The showcase comes as Grand Banks prepares to celebrate its 70th anniversary in 2026, marking seven decades of craftsmanship, innovation, and iconic design.

Shaped by the Journeys

Every Grand Banks is built on its owner's vision and reflects the brand's approach to creating yachts that are as beautiful as they are capable. The GB54 on display features a contemporary European interior, with bright teak-lined spaces, expansive windows, and natural light that creates a refined atmosphere. The main deck saloon includes a lounge, dining area, and interior helm station seamlessly connected to a fully equipped EU-style galley. Electrical blinds, full air conditioning, and central heating ensure optimal living conditions throughout the year. Below deck, the yacht offers a refined three-cabin layout, including a full-beam master stateroom with en-suite bathroom, a forward VIP cabin, and a twin guest cabin with a second head. The layout emphasizes comfort during extended cruising, allowing owners to enjoy weeks, or entire seasons, on board.

Outdoor

Outdoor livability is equally central to the design. The cockpit features a backfacing sofa ideal for relaxation, while double transom doors provide effortless access to the expanded bathing platform. Mediterranean cruising is further enhanced by the inclusion of a passerelle and cockpit capstans, simplifying stern-to mooring.

Cruising faster

The GB54 combines elegance with efficiency. Its blue steel–painted V-Warp hull delivers exceptional speed, stability, and up to 60% lower fuel consumption than comparable yachts. Twin Volvo D13 900 hp engines on shafts, supported by bow and stern thrusters, allow comfortable cruising at 20 knots, while Humphree stabilizers, interceptors, watermaker, and solar panels provide autonomy and reliability for long-range passages - from Mediterranean waters to northern seas.

Crafted and eye for detail

Renowned Grand Banks joinery remains a hallmark. Hand-selected teak, precision-fit interiors, and flawless glasswork reflect decades of yacht building expertise. Carbon-fiber structural components enhance rigidity while reducing weight, and exterior faux teak finishes on the transom and toe rail provide timeless elegance with low maintenance, ideal for frequent cruising.

Statement

"As we approach Grand Banks' 70th anniversary, we're proud to showcase a yacht that reflects everything our owners value — beauty, comfort, efficiency, and the freedom to travel farther with confidence," said Mark Richards, CEO of Grand Banks Yachts. "The GB54 is a testament to the meticulous craftsmanship and thoughtful design that define Grand Banks, and we're thrilled to share this special European Edition with visitors in Düsseldorf."

This article is dedicated at the new premieres showed in Düsseldorf, about motorboat and tender.

3D Marine for Suzuki

French RIB and tender specialists 3D Marine are taking their long-standing cooperation with Suzuki to a new level.

Their TR Series comprises five RIBs and one aluminium and one carbon tender with matching Suzuki outboard motors.

The RIB range extends from just under 3 meters for the Sail Tender 280 to 6.35 meters for the Odyssey 635.

Each model is tailored to its respective area of application, from the inflatable dinghy for the stern garage to the seaworthy universal boats TR54, TR6 and Odyssey.

Hulls with a low center of gravity and made of aluminium make the RIBs as stable as they are robust.

The wide stern of the TR6 provides stability at anchor, perfect for anglers and divers.

The Suzuki DF70 or DF100 are intended for these models.

The two rigid hull models, Reef Carbon and Reef Alu, are as small as they are clever. The carbon version weighs just 28 kg. The aluminium version can easily withstand 5 years of rough use, promises the shipyard.

The cooperation between 3D Marine and Suzuki is bearing a wide variety of fruits, all of which are equally smart.

Amare AMY 330e

The Italian Amare Group has a clear answer to this question: AMY, a series of electric tenders that combines the most innovative components.

Carbon elements, low-voltage batteries and wireless control, together with the oval flatfish design, create a dinghy class unlike any other.

The smallest model, the AMY 330e, is powered by a Mitek electric motor, making it silent and emission-free, and can be easily docked to the mother ship thanks to its wraparound gangway.

In marinas and especially in nature reserves, the AMY 330e moves as discreetly as possible.

High technology for the protection of nature. With a non-slip deck, enclosed storage spaces in the bow and stern and under the benches, and a padded steering seat, five people plus luggage can be transported comfortably.

The Mitek Revolve 20 propels the 3.30-metre-long boat, which weighs only 290 kg, to a maximum speed of 21 knots.

The engine and boat builders worked closely together on the AMY 330e to achieve maximum efficiency. Sustainability in the luxury yacht segment starts with the tender with the AMY 330e.

Evene Tenders Origin 57 + Origin 71

These boats was presented as world premiere at the fair. Space for more than 9 passengers, a top speed of 42 mph, carbon and eco-cork as materials – you would expect a lavish yacht behind this.

But Evene Tenders uses these characteristics

for a much smaller category: dinghies. However, their two dinghies, the Origin 57 and Origin 71, are also intended as companions for superyachts from 30 meters in length. Both models are powered by Yanmar outboard motors, the smaller one with 195 hp and the larger one with 250 hp.

From the technology to the décor, the shipyard takes individual customer requests as its command. Whether it's special navigation instruments, an exclusive color scheme or the embroidered yacht name, everything is tailor-made.

Evene Tenders was only founded in 2024 by the Williams Marine Group. Evene Tenders is a prime example of how consistent specialization leads to success.

Interboat Intender 750

Tenders are a widespread type of boat in the Netherlands. Anyone who wants to establish themselves in this field must have something to offer.

The Dutch shipyard Interboat has a convincing argument on its side. Its Intender 750 offers far more space than usual.

This is made possible by the clever placement of the engine below deck, which does not take up any space in the passenger area of the open 7.50-metre boat. The raised center helm does not obstruct the passage from the bow with its deep seating rows to the stern with its wide sun lounger. From behind, the tender looks like a large yacht. From the widely projecting bathing platform, you can step onto the deck on the left or swing yourself onto the sun lounger in the middle.

Those planning longer trips can choose a version with a toilet cabin in the bow.

The boat, which weighs just under two tons, reaches 40 km/h with a 110 hp engine. In addition to the diesel engine, a hybrid and an electric version are also available.

The wooden wheel and the rubbing strake are reminiscent of the long tradition of this type of boat. The Interboat Intender 750 shows just how alive this tradition is.

Lowlander 851 Speedster

This world premiere was showed by the young Dutch shipyard Lowlander, it is giving tenders a boost. Its 851 Speedster is an open 8.50-metre boat with a raised, central helm, side benches and a beefy layout, in keeping with the characteristics of a tender. But when it comes to performance, the 851 Speedster is a force to be reckoned with. With its special stepped hull and a 430 hp Volvo Penta engine, it can reach an incredible top speed of 53 knots. Voilà, a race tender! The large octagonal three-spoke steering wheel with its eccentric design makes a clear statement: this is all about drama and thrills. Others build staid utility tenders. A freshwater shower on the bathing platform and a powerful sound system set the tone for a day of fun. But with a refrigerator, freshwater tank and a double cabin with separate toilet, this day boat also has all the qualities of a weekend boat. The tender category hasn't looked like this young in a long time with the Lowlander 851 Speedster.

Nordkapp Enduro 830

The Norwegian shipyard Nordkapp has already produced two models in the 8.30-meter class, the Coupé and the Noblesse. With the Enduro, it combines the advantages of both variants:

an open center console boat with a T-top and a slip cabin. According to shipyard designer Espen Thorup, the Enduro is characterized by its 'edge and guts'.

But relaxation and enjoyment are not neglected either. The seating and reclining areas in the bow and stern make full use of the space. In the cockpit, you can choose between a galley or a two-seater seating area. The cabin receives plenty of light through the large windows in the hull. From the raised helm, the boat can reach speeds of over 50 knots with its 500 hp engine. The graceful tubular frame on which the T-top sits and the curved edge of the boat with the counter-running window element give the Nordkapp Enduro 830 a visually inviting lightness and dynamism. The shipyard promises an Enduro with an SUV feel – a balancing act that it has impressively succeeded in achieving.

Ranieri Cayman 50.0 Hard Top

This boat was presented as German premiere. The family-owned company Ranieri has been building boats at its site in Soverato, Calabria, since the 1960s. In 2014, they launched their RIB line.

This Cayman line now comprises 15 RIBs, ranging from a 3.65-metre tender to a 14.90-metre luxury RIB. This Cayman 50.0 Hard Top appears light, airy and uncomplicated, but is equipped with a multitude of elaborate details.

Sixteen people can spread out across the two seating and reclining areas in the bow and stern. An extendable bathing ladder, shower and hydraulically retractable table transform the cockpit into a bathing platform. Imitation teak flooring and imitation leather railings are a treat for the feet and hands.

Below deck, the bow cabin with side and top windows and the stern cabin are complemented by a bathroom with shower and a kitchen with refrigerator and hot water boiler. The double bed in the bow cabin can be converted into a saloon with a table. The 10-tonne RIB is powered by a quartet of outboard motors with 2,000 hp. This makes the helm one of the most popular places on board.

Roto Nautica Hydra 460

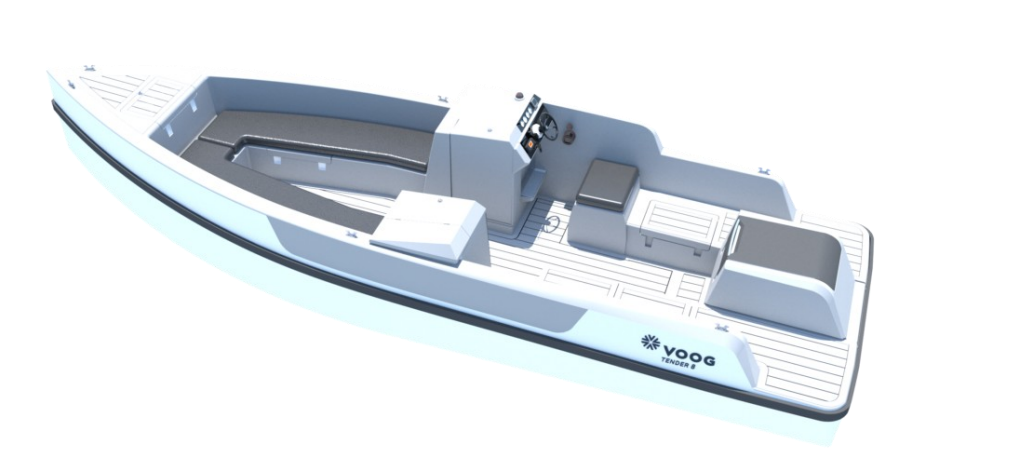
This Boat was presented as world premiere. The Slovenian shipyard Roto Nautica has an undeniable unique selling point. Its boats are manufactured from polyethylene using a rotational molding process. Not only is the material robust and easy to maintain, but the hull also requires no gelcoat or antifouling. The Hydra 460 is positioned between the Hydra 450 and the Hydra 530. It takes the asymmetrical arrangement of the steering console on the right -hand side from the smaller model. From the larger model, it borrows the seating layout in the bow and stern, which gives it a very mature look. The lines of the hull have been straightened. But more important than the obvious innovations are the small improvements in detail. The driver's seat has been redesigned and the fittings made more generous. The fuel tank and battery are positioned further apart, which improves safety and balance for the boat. The storage compartments are easier to close. The rotational molding process may be unusual in the boat sector, but Roto Nautica has over 50 years of experience with this technology in other areas. Applying it to boats was long overdue, given the Hydra models.

SACS Tecnorib Pirelli 47

This RIB was presented as German premiere. This Luxury RIB is a product between a leading tire manufacturer and a RIB specialist. This RIB that is as far removed from the concept of an inflatable boat as you can imagine. The Maxi-RIB Pirelli 47 marks the 20th anniversary of the partnership between Pirelli and SACS Tecnorib. The second-largest Pirelli RIB stretches sleekly over 14.75 meters. The streamlined tubes are located above the waterline. This means they do not have to displace water, but stabilize the boat when cornering and in rough seas. Three outboard motors with a total output of 1,275 hp are mounted on the bathing platform. The three-seater helm and the variable seating area in the cockpit are covered by a hardtop with a steeply raked windscreen. In the closed version, window elements close the sides flush between the windscreen and the T-beam. Four different layouts are pre-planned for the cockpit, from sun loungers to dining tables. A bathroom with standing room is enclosed in the cabin of the Pirelli 47. Pirelli and SACS Tecnorib could not have given themselves a more beautiful gift for their 20th anniversary than this RIB. 2

SeaStorm 13S

What are the arguments against polyethylene hulls from the rotational molding press? For small boats, there are none. They are stable, durable, easy to maintain and environmentally friendly. And attractive, if you look at the models from the Norwegian shipyard SeaStorm. The four-meter-long SeaStorm 13S is the shipyard's fourth model. The boat exudes the same colorful and vibrant pop art aesthetic as its siblings. The wide range of colors, from red to yellow to green, speaks volumes. The SeaStorm 13S is practical and fun. The dynamic hull lines are incorporated aggressively into the design. The flat and lightweight stepped hull enables higher speeds with lower motorization and lower fuel consumption. Mercury outboard motors from 20 hp to 60 hp are available. Polyethylene boats are 100 per cent recyclable. But with a lifespan of around 50 years and extreme robustness, this should only be a minor consideration when deciding on the cheerful SeaStorm 13S day boat.



Voog Tender 8

Tenders are the boats of choice in the Netherlands. The Voog shipyard takes a fresh look at this type of boat from far away in Estonia. The distance provides clarity: a powerful tender with minimal fuel consumption is needed. Particular attention was therefore paid to the flat yet stable hull with a draught of only 50 centimeters. In addition to the 140 hp outboard version, a hybrid engine is also available. The outboard motor disappears under a cover that allows easy access and dampens engine noise.

The 7.80-metre-long tender accelerates to 32 knots. The large V-shaped sunbed in the bow can be covered with an extendable extension of the T-top. The starboard helm position allows for convenient, central access to the bow section.

The lines are particularly clean and minimalist. Efficiency and comfort come together in the Voog Tender 8 to create a new aesthetic that brings fresh momentum to the tender category.

Wellcraft 28 T-Top / Explorer

This world premiere Wellcraft showed at DUsseldorf has developed a hull for power cruising at speeds of over 50 knots. Such an asset should be exploited to the fullest.

The Wellcraft 28 comes in three body variants: Speedster, T-Top or closed Explorer. For each variant, you can choose between four different cockpit layouts. Sun lounger, fishing platform or lounge, the cockpit meets the various requirements of an 8.50-metre all-rounder. The deck and interior, on the other hand, are consistently designed for safety at high speeds. High railings, grab rails and fixed seats facing the direction of travel guarantee unadulterated enjoyment of sporty sailing. The open versions offer two berths, the Explorer version even four. The exceptional handling characteristics of the Wellcraft 28 were made possible through collaboration with Navia, the Finnish specialist in stepped hulls.

The boats accelerate more quickly, are more stable at sea and keep their decks dry. All three versions of the Wellcraft 28 are Miami Vice speedsters that families can enjoy.

Zodiac X9CC

This RIB was a trade fair premiere. Zodiac is an authority in the RIB segment, from tenders to the large XXC line.

The successful 10-metre X10CC version is now followed by the more compact X9CC alternative. Up to 15 people can enjoy the advantages of a RIB with a solid hull and rubber tubes on a length of 8.60 meters: fast, maneuverable, safe and stable. The covered center console is protected at the front by a windscreen with windscreen wipers. The helm with two seats is located on the right, while on the left there is a double cabin with upper windows and a separate bathroom. The sunbathing areas in the bow and stern can be converted from a seating area with table to a sunbathing area. A hand shower is installed in the stern and an electric anchor winch in the bow. The entry step and handrail make moving around on deck safe and easy. The two 250 hp outboard motors are supplied with sufficient fuel for long day trips from a 620-litre tank. Various paint finishes are available, from white to military grey. Whichever style you choose, with the X9CC you always get the proverbial Zodiac quality.

Family motor yachts

Apreamare Gozzo 48 Cabin was showed as German premiere. Evolution can be so much more impressive than revolution. The Italian shipyard Apreamare builds boats that are so imbued with traditional elegance that they seem to have been inherited like a gold watch. The form, materials and motorization are in perfect balance. Apreamare's second-largest model, the Gozzo 48 Cabin, continues the design line with its dark hull and contrasting decorative stripes. The wraparound deck with high railings combines classic looks with safety.

The deckhouse adds a modern touch with its curved window strip. This is matched by the helm station with joystick control and dual display. The saloon with galley and the three cabins with two bathrooms follow a style that prioritizes serious quality above all else. With two IPS 700 engines from Volvo Penta, the Gozzo 48 Cabin reaches a top speed of 31 knots and a cruising speed of 25 knots.

The deep V-hull ensures stability and safe handling. Apreamare is committed to Mediterranean yacht culture. They don't need to emphasize this.

Axopar 38 XC Cross Cabin

This boat was presented as world premiere. When it comes to adventure boating, no one can beat the Finns at Axopar. Their Axopar 37 has become a perennial favorite. However, its successor is not only to be modernized in terms of details but is also to herald a new line at Axopar. The Axopar 38 XC Cross Cabin focuses on two key areas: performance and modular construction. The two-stage 'Sharp Entry' hull ensures that the 12-metre boat stays on course even in the most adverse conditions. Under optimal conditions, it can reach a top speed of 45 knots with two 350 hp outboard motors. To ensure comfort, customers can put together their own modular model. Will the Axopar 38 XC Cross Cabin be used as a day boat, a weekender including overnight stays, or an adventure yacht? The options package ranges from electric rear windows to a separate shower and a saloon bar to enhanced sound insulation. Whatever you choose, all versions feature a wider passage to the bow, a more spacious wheelhouse and cabins with more headroom than the predecessor Axopar 37.

The Axopar 38 XC Cross Cabin will be followed by the Sun Top, Cross Top and CCX models. By then at the latest, the modular options should have multiplied to such an extent that everyone will be able to put together their dream model.

Greenline 42

The Slovenian shipyard Greenline is committed to a consistent design language but different types of propulsion. Its models, ranging from the smallest 39 to the 58 Fly, vary the classic motorboat line with a high foredeck, stepped sideline and deep, covered stern. As recognizable as they are in design, they are just as flexible in terms of motorization.

Most of their models are available with hybrid, diesel or electric motors. The new Greenline 42 is the third smallest in the nine-model range – and the most decisive.

With this 14-metre yacht, Greenline has consistently honed the qualities of its sister ships. Ten solar panels on the roof provide 4.3 kW of power, enough to supply all the electricity-consuming devices on board. No engine needs to run at anchor.

The cockpit furniture can be completely removed and the stern side wall folded down, transforming the dining area into a bathing platform. The lounge on the foredeck has been taken from its big sister, the Greenline 58. This sense of grandeur can be felt throughout the ship.

Elling E4

These E Series was showed as world premiere.
The E series from the Dutch shipyard Elling impresses with its classic design. Now at the E6, the E3 and E4 remain highly popular.
After 25 years, the E4 has undergone a subtle but effective facelift. The main focus was on the wheelhouse. Based on the E6, the bracket for the radar dish has been redesigned.
It swings elegantly out of the roof of the wheelhouse. The folding mechanism of the bracket is located outside the wheelhouse. This means that the rear window can be wider and the cockpit more spacious than on the old models.
When the radar bracket is folded down, the clearance height of the Elling 4 is significantly reduced. Details like this show how much importance the shipyard attaches to the unlimited versatility of its vessels. The CE-certified hull is not made of GRP, but of Kevlar, making it as robust as a lifeboat.
With an engine range from 180 hp to 600 hp, the E4 is just as suitable for inland waters as it is for the open sea.
And when you fold down the radar arch, there is no bridge between the IJsselmeer and the Mediterranean that can stand in your way.

Nord Star 49+

This boat was showed as world premiere.
In the north, you don't need bling, you need solidity.
The Finnish shipyard Nord Star is an authority in this field. Its fleet relies on what has proven itself for generations: an all-around walkable deck with high railings, a pilothouse with a negative window front, three doors, two on the sides at the front and one at the stern.
This means that the protective wheelhouse can be reached from any position on deck at any time in just a few steps.
The 15.5-metre-long Nord Star 49+ offers various lounge areas, from the flybridge with L-shaped sofa and kitchenette to the sunbathing and dining areas on the fore and aft decks and the three cabins below deck.
The central owner's cabin and the bow cabin have separate bathrooms.
The owner's cabin covers a stately 12 square metres. With Volvo Penta's maximum engine power of 1,200 hp, the yacht reaches 37 knots with the patented Nord Star chimes on the hull.
The Nord Star 49+ shows that luxury and robustness can go hand in hand, even in offshore use.

Saxdor Yachts Saxdor 460 GTC

This boat was showed as world premiere.Saxdor is entering the premium league with its largest model. The 460 GTC takes up the aggressive, characteristic design of the 400 series.

A bold, sleek front with a high rail and extended roof edge above a sloping windscreen opens up to a very airy stern area. The floor-to-ceiling glazing of the saloon behind the helm, the skylights and the fold-downside rails create a spacious summer house atmosphere. The glass wall in front of the outboard platform reinforces this impression. The seating area in the bow is protected by high side walls. Generously sized skylights allow daylight to flood into the lower deck. 1,200 hp from a trio of outboard motors give this premium yacht owerful thrust. Saxdor Yachts is entering the premium market for the first time with its new flagship. It's a risk they are taking head-on.

ESEA F800

ESEA wants to revolutionize the field of electric boats from the connoisseur's perspective. Their F800 is an elegant cruiser for a distinguished appearance. The eight-meter boat evokes classic Riviera flair. It glides rather than races. It really comes into its own at a cruising speed of 6 knots. At this speed, an incredible 120 nautical miles can be covered in one go. Fancy a night trip from Croatia to Italy? The 20-kW pod drive from ePropulsion allows a top speed of 14 knots. The ESEA F800 is not a speeding commuter boat, but a leisure boat.

This is evident in the details: a step-free deck, retractable cleats, two bimini tops, and a bow area that can be converted from a lounge to a sunbed. There is even a toilet on the open boat. The Dutch Swedish shipyard describes its first model as a sculpture in the spirit of superyachts. This first bonsai superyacht will make its world premiere at boot Düsseldorf.

Vessev VS-9 Skye

Tested in commercial use, the electric foil catamaran VS-9 is now entering the private leisure market. In its home country of New Zealand, the nine-meter-long catamaran is already in operation as a passenger ship. Practical experience has shown that it is three to five times more efficient than a comparable displacement model. Waves up to one meter high do not affect the VS-9 on its foils. The company's in-house developed VS-Drive pod propulsion system with 65 kW settles at a cruising speed of 25 knots and reaches a top speed of 30 knots.

The 110-kWh battery provides a range of 50 nautical miles. In the leisure version, the VS-9 Skye, the catamaran dispenses with the enclosed cabin in favor of an open T-top with three lounge areas on deck. Welcome to summer retreats! The shipyard promises that no training is required to sail on the foils – you'll be flying high on your very first trip.

And if you want to land? Then you simply retract the foils completely. Down Under, the developers seem to have thought of everything.

Astondoa 577 Coupe

This boat was exposed as world premiere. The Spanish shipyard Astondoa is now in its fourth generation of building luxury yachts to individual specifications. Its exclusive portfolio is divided into five sections. In the sportiest section, the Coupe, it presents the 577 Coupe, a model with a semi-enclosed deckhouse. With a negative stem and a windscreen extending across the entire width, the 577 Coupe faces the sea with confidence.

At the stern, it flows luxuriously from the open cockpit to the bathing platform in a summery mood. Both side walls can be folded down to extend the stern into a spacious beach club. The 15.85-metre vessel is powered by 800 hp. Performance is part of the luxury that Astondoa stands for. The extravagant window bands in the hull are a design feature of the shipyard. In the 577 Coupe, they shed light on the high-quality materials in the two cabins: leather, marble, precious woods. Together with the carbon and aluminium elements of the hull, this results in a mix of materials that unmistakably says: the Astondoa 577 Coupe is top class.

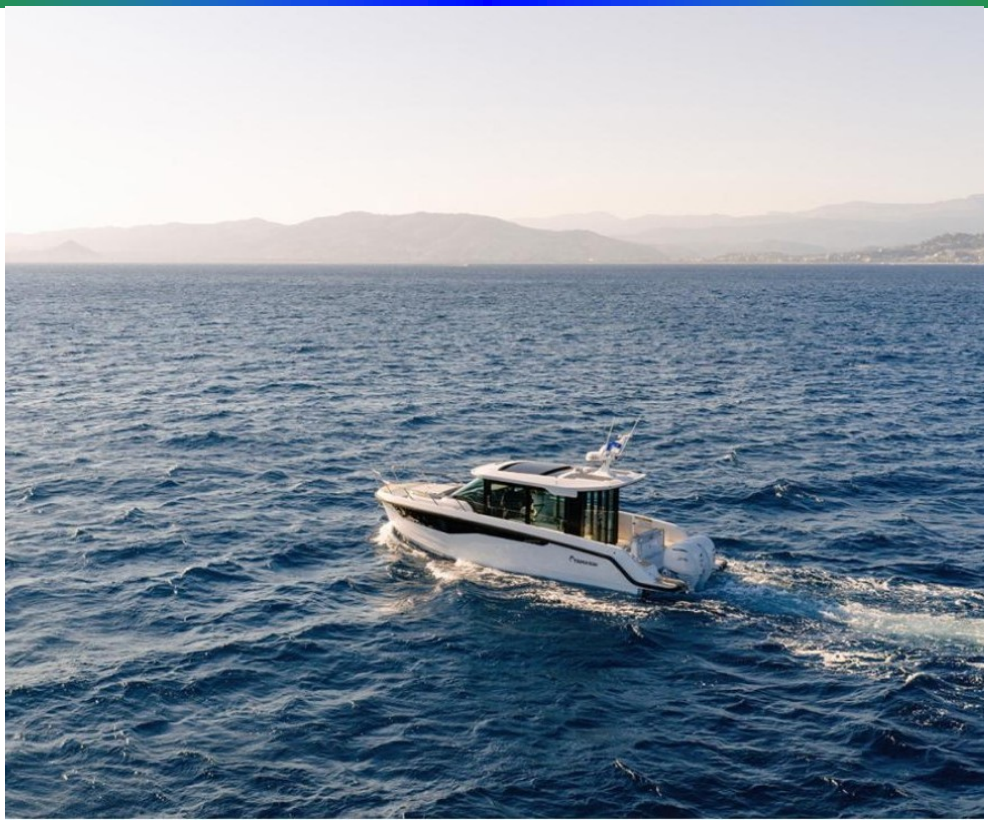
Azimut Fly 82

This Yacht was exposed as German premiere. Azimut is a master of yacht design for vessels over 40 meters. The Italian shipyard uses the almost 25 meters of its Fly 82 to showcase its expertise with ease. The Fly 82 is a luxury apartment with a dynamic urge to move. Despite its size, the silhouette is strikingly angular with a flybridge that, with its T-top, looks like a lookout. But once on board, it's the lounge qualities that count.

The yacht has everything you would expect from a summer residence on or by the sea.
The saloon with floor-to-ceiling windows allows for sophisticated day and evening living. The covered cockpit with wet bar and dining area is the perfect place to relax.
The tailgate between the bathing platform and cockpit can be raised to cockpit level using the patented Deck2Deck system, creating a spacious balcony terrace. The largest motorization, with three Volvo Penta IPS 1350 engines, each with 1,000 hp, propels the 63-tonne yacht to 32 knots.
The Azimut Fly 82 is an event, as well designed as it is exclusive.

De Antonio D60

This yacht is showed as German premiere. De Antonio has always impressed as a self-confident visionary. Now they are going where luxury is written in capital letters. The Spanish shipyard remains true to its wildly dynamic design language.
The D60 also appears as a sleek wedge with black horizontal stripes but stretches out in opulent elegance.
As with all De Antonio models, the outboard motors are hidden under the sun lounger.
This combines the advantages of inboard and outboard motors: lower noise levels, easier accessibility, variable motorization and unobstructed access to the bathing platform.
With 2,400 hp from four engines, the 21-tonne vessel can reach speeds of 45 knots and has a range of 300 nautical miles at moderate speed.
At the stern, the D60 proves itself to be a transformer marvel.
A dinghy garage can be opened hydraulically and the bathing platform lowered to the waterline. The generously glazed saloon is just as versatile. Opening the windows, sliding doors and roof hatch allows the beautiful weather to take precedence.
This is fitting for a yacht that exudes gentlemanly avant-garde with every laminate fiber.



Solaris Power 70

This yacht was presented as world premiere. Length is important, and length enables luxury. This is proven by the Italian shipyard Solaris Power with its largest model, the Solaris Power 70.

At 21 meters and two deck levels, they make the most of the generous possibilities offered by the flybridge model.

From the bathing platform to the cockpit to the 40 m² flybridge, everything exudes spaciousness and comfort. The gangway to the bow measures a comfortable 70 cm.

A balcony can also be folded out on the starboard side.

In the bow, cockpit and on the covered flybridge, there are lounging and dining areas for up to eight people each.

The hull is designed so that no additional stabilizers are necessary, either when sailing or at anchor. The coordination with the Volvo Penta engines results in efficiency that provides a range of up to 600 nautical miles.

The saloon and cabins are decorated in light, subtle cream colors and feature generous windows. The stern garage offers space for a dinghy up to four meters in length parked lengthwise.

Looking over the stern with its three steps from the bathing platform to the cockpit and into the depths of the saloon, one thing is particularly striking: this yacht is perfect for showing off.

Nimbus 12 series

This series of yacht was presented as world premiere. For half a century, Nimbus has stood for the discreet charm of functionality under the toughest conditions.

The Swedish shipyard builds boats that perform at their best all year round in the Scandinavian north. Even below its coupé cruiser lines, Nimbus has always impressed with its tenders, commuters and weekenders.

With the 12 series, they are modernizing the 11 series both aesthetically and functionally. The basic concept remains unchanged: walk around boats with a two-stage high-performance hull that can easily reach speeds of up to 45 knots.

The innovations are in the details. All three models – Tender, Commuter, Weekender – feature newly shaped helm seats, an extended stern platform and an upgraded design. The Mercury outboards are equipped with Mercury joystick control, while the Volvo Penta inboards feature a joystick docking system. The Tender has solar panels integrated into the extended T-top.

The redesign of the seating area and galley makes the Commuter even more comfortable in all seasons. Swedish design is proverbial – thanks in part to Nimbus.

Yamarin Cabin

This Yamaha's boat world premierea showed, it a brand has made a name for itself with bow riders.

Now, following its first cabin model from 2018, a second one is taking over the flagship position in the range. While the Yamarin Cross 60 Cabin was still very much a work and fishing boat, the Yamarin Cabin evokes elegant idleness.

With flowing lines, white color and airy windows, it makes the most of summer, whether in southern or northern waters.

The enclosed cabin is so radically windowed that the Yamarin Cabin offers an open bowrider experience.

There is no need to put up an additional canopy in bad weather, as is the case with the Yamarin 80 DC bowrider. The navigation instruments are state-of-the-art.

he 16-inch Yamarin Q smart displays provide intuitive access to chart plotters, weather forecasts and boat data, and are connected to the Yamarin app at all times.

The twin Yamaha outboard motors power the 10.40-metre-long boat with 700 hp. These are new top figures for Yamarin, and the Yamarin Cabin is truly a flagship model.

Super-Boats

Cranchi Yachts A32 Luxury Tender was presented as Gedrman premiere. You can argue about terminology, but what Cranchi calls a 'tender' has nothing in common with a dinghy.

The 'Luxury Tenders' from the Italian luxury manufacturer are fully-fledged motor yachts. Their A32 is the smaller version of the large A46. Both are available in open or hard top versions. The 10-metre-long A32 has a cabin with a separate bathroom, induction cooker, refrigerators in the cockpit and below deck, and marble and oak paneling.

The large bathing platform with shower is made even more spacious by fold-downside walls. The sofa and sunbathing area combine at the stern to form a pure upholstered lawn.

The 700 hp Volvo Penta engines elegantly and powerfully propel the hull with optional Seakeeper gyro stabilizers. The Cranchi A32 is made for fair-weather regions. With this in mind, the shipyard has designed the deck layout for optimum comfort and flexibility in the open air. Luxury is a far better description than tender.

Invictus Yacht Invictus TT460 Shell Edition

The TT460 from Invictus' Premium Collection is a walkaround racer with runabout flair. Especially in one of the numerous metallic painting finishes, the 14.3-metre yacht with hard top and center console evokes the legendary Riviera spirit. As with all models from the Italian shipyard, understatement takes precedence over ostentatious showmanship. The 'Shell Edition' by designer Fabio Rotella makes the TT460 even more elegant. Natural materials, organic lines and elegant harmony meet discreetly integrated technology. The interior paneling below deck shows how aesthetics and technology go hand in hand. The recyclable, unsinkable honeycomb-shaped buoyancy materials behind wood veneer weigh 20 per cent less than conventional paneling and make the yacht with its 1,246 hp more efficient. Rotella paid particular attention to the lighting, which is coordinated with the sand-colored base tone of the interior. Details such as the diamond-quilted upholstery leave no doubt that the Invictus TT460 Shell Edition is all about sophistication first. Invictus Yacht, Hall 5/C20.

Schaefer Yachts V34/V44/300

The Brazilian shipyard Schaefer can point to a model range that is as broad in terms of types as it is in terms of design diversity. From the imposing flybridge model to the walkaround speedboat with T-top, they range from cool and sleek to luxurious and playful designs.

The V34 walkaround model, which is a good 10 meters long with a vertical stem and sloping windscreen, clearly opts for the first design variant. With its straight lines, it looks just as maneuverable as it is to drive.

The larger V44 is as variable in its deck layout as it is in its propulsion options. You can choose between sterndrive, IPS and triple outboard engines. With fold-downside walls in the cockpit area and a hydraulic bathing platform, the beach club is always at your fingertips. The high-sided racing wedge Schaefer 380 is as seaworthy as it is comfortable.

Behind the wide front of the helm station, life on board unfolds in the stern between the covered saloon and the cockpit with fold-downside walls.

Below deck there are two double cabins, a full galley and a bathroom with separate shower. Schaefer V34/V44/300, three very different models, but unmistakably three times Schaefer quality.

Sterk 26

This yacht was presented as world premiere. Milan Sterk's ambition is focused on super sports boats under ten meters. With the Sterk 31 bowrider, he fulfilled this ambition with a seating area in the bow and a stern cabin.

The new Sterk 26 reverses this layout. The cabin is in the bow, and the seating area converts into a sunbathing area.

This makes the Sterk 26 look more like a classic runabout – but with very modern performance. With 500 hp from a pair of outboard motors, the Sterk 26 can reach speeds of up to 45 knots. The two-stage V-hull, with the chine typical of Sterk boats, guarantees optimum control even in extreme turns. The bow cabin is equipped with a separate toilet, and the seating area in the stern has a wet bar.

The seating area can be converted into a sunbathing area in no time at all, allowing the bow and stern to be used to their full potential for sunbathing.

The steering console and cockpit can be covered with a T-top or bimini. With the canopy closed, the cockpit becomes a bad weather saloon.

Despite all its mature qualities, Sterk 26 is trailer able. This makes it as flexible on land as it is maneuverable on the water.

This sports boat is superb.

Elettrosea.it

La rivista dell'Elettrico Navale e H2
Supplemento a ECO DESIGN Magazine

TECNOSERVIZI
NOVEMBRE 2025

For nine days, from 17 to 25 January 2026, Düsseldorf was transformed into a mecca for water sports.

Around 1,500 exhibitors presented their offerings and products in 16 halls. In the seaworthy yacht segment, there are several world and German premieres to be seen this year.

Also of great interest are the models that have made it to the final of the European Yacht of the Year (= EYOTY) award and thus have a chance of winning the most important continental award in the industry. Below you will find the corresponding yacht profiles, data and prices.

World premiere Hallberg-Rassy 370

The Swedish shipyard presented a new model with an aft cockpit, the Hallberg-Rassy 370. As usual, it was designed by Frers Yacht Design, resulting in a yacht with a wide stern, double rudder system, lead keel and bowsprit.

The voluminous fore ship ensures balanced sailing performance, while the genoa, which is sheeted far inside the cabin roof, provides good height when tacking.

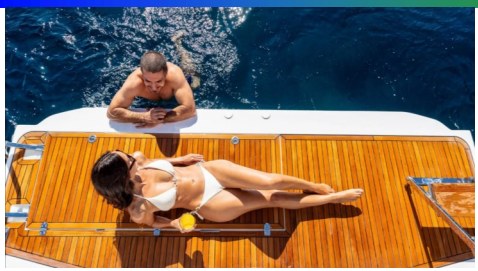
A self-tacking jib is available as an option. With its fixed windscreen, blue stripes on the hull and superstructure, and high side coamings in the cockpit that guarantee safety even in inclement conditions, the yacht is instantly recognizable as a Hallberg-Rassy – brand management as it should be. The mainsail is sheeted via the traveler mounted in front of the windscreen on the cabin roof, which increases comfort for crew members and creates the perfect conditions for a bimini. New in this league is the optional bow or stern thruster. The below deck show numerous hull and deck hatches create a bright, friendly atmosphere and allow for good ventilation. The feeling of space is remarkably generous due to the width of 3.75 m, and the interior is available in either a traditional (khaya mahogany) or modern (light oak) finish. The layout provides for two cabins, with the bow cabin being equipped with either an island bed or a conventional triangular berth, each including seating. On the starboard side, immediately next to the companionway, there is a wet room with a oilskin locker and separate shower, and on the port side there is an L-shaped galley.

In addition to the standard refrigerator, a front -loading refrigerator can also be ordered, and an extra freezer box can be stored in the stool in front of the navigation station. The saloon with L-shaped bench, folding table and bench opposite is conventionally equipped, but Hallberg-Rassy is offering two sofas with a bar and bottle compartment as an alternative for the first time.

World premiere Saffier SE 28 Leopard

The new model from Saffier combines the best of its sisters – the compact size of the Saffier SE 27 Leisure, the generous space of the Saffier SE 33 Life and the modern design of the Saffier SE 24 Lite. The hull has been completely redesigned: a negative stem, wide, flat stern and modern, effective appendages (keel & rudder) are prerequisites for excellent sailing performance and enjoyment. The sophisticated ergonomics of the cockpit layout and the suitability for solo sailing have been retained. All halyards, stretchers and sheets can be operated from the helm, the high coaming allows comfortable seating, and the flat windscreen provides protection without disturbing the sporty lines of the flat superstructure.

Below deck, the Saffier SE 28 Leopard offers an astonishing amount of space and comfort for a



model of this type, with a double berth in the fore cabin, two berths amidships and a two-part galley block. There is even room for an (optional) wet room, which allows the daysailer to be converted into a weekender for up to four people. A wide range of versions, options and equipment packages allows customization to suit individual needs. For example, instead of the classic Yanmar built-in diesel engine (15 hp), you can order an electric pod drive (7.5 kW), replace the standard tiller steering with two steering wheels – on a 28-foot boat, mind you! – and choose between three keel variants (length: 1.15 – 1.75 m).

German premiere & EYOTY finalist Dufour 48

The Dufour shipyard belongs to the catamaran manufacturer Fountaine Pajot and, because of this merger, has become the second largest manufacturer worldwide (after Beneteau). With the new Dufour 48, the company is once again creating a wow effect with the width of the yacht.

Designer Umberto Felci has already hinted at where the journey is headed in recent years – the hulls are becoming wider and wider and hardly taper towards the stern. To ensure that the yacht stays on course when tacking, the bow area also needs to have plenty of volume. This concept is now being implemented by all shipyards in their new releases, but Umberto Felci remains the pioneer. With his latest creation, which is a remarkable 11 centimeters wider than its predecessor, the Dufour 470, which was already considered a space miracle, achieved an all-round luxurious feeling of space at 15 meters. Another interesting feature is that the yacht has a kind of second cockpit at the bow.

This upholstered lounge area, complete with glass holders, is likely to become a favorite spot in light winds and when at anchor. The main cockpit is largely free of sailing-related equipment; the main sheet is led aft via the side coamings to the winches positioned in front of the wheel. Only the genoa winches are located on both sides of the coamings, allowing the headsail to be trimmed optimally thanks to visual contact with the trim lines. A hardtop with a viewing window onto the mainsail is available as an option. The stern configuration plays a key role. When the bathing platform is folded down, two steps open up on the starboard side, providing easy access to the lower level. This also serves as a base for the barbecue master, as a mini galley including a barbecue has been installed in the aft crossbeam.

Dufour also invented this concept many years ago. The interior layout offers a choice of three or four cabin versions with a conventional L-shaped galley opposite the saloon table.

Alternatively, there is a variant in which the galley extends across the entire width of the boat directly in front of the main bulkhead – a feature borrowed from the luxury yacht segment that makes the saloon even more comfortable and allows for an additional lounge area.

German premiere & EYOTY finalist Oceanis 52

French shipbuilding giant Beneteau is revamping its Oceanis range with two new models, one of which is the Oceanis 52 designed by Roberto Biscontini. It replaces the 51.1 and pushes current trends in yacht building to the limit. This also applies to its width: the hull is extremely wide above the waterline and does not taper towards the stern at all but has an extremely slim underwater hull for a cruising yacht. In this way, Bisconti achieves a small wetted surface area – almost like a modern racing yacht. The double rudders, which are inclined outwards, and the soft chines, which start just above the waterline in the bow area and become higher and higher towards the stern, also contribute to the sporty look.

They create more space, especially in the bow area, and limit the width at the stern and the heel when tacking. Due to the high dimensional stability, the heel is very moderate anyway, which makes sailing very comfortable. The cockpit layout is very generous. The open U-shaped benches are particularly striking. Each has its own lower table and can be converted into a sun lounger. The wheels are mounted far outwards for a good view of the headsail, and a galley block can be ordered at extra cost between the benches behind them.

The mainsheet is sheathed over the targa bar and deflected via German main sheeting to the respective winch next to the wheel. For the headsail, you can choose between a self-tacking jib or a genoa.

The Genoa tracks are mounted at the foot of the cabin superstructure, i.e. far inside, which allows for good height to windward. The interior layout provides three cabins and two wet rooms or five cabins and three wet rooms. In both versions, there is a skipper's cabin in the fore ship, which can also be used as a sail locker. The highlight is undoubtedly the owner's cabin in the fore ship, which has a huge island bed, seating and a wet room with separate toilet.

German premiere & EYOTY finalist Lagoon 38

Marc Van Peteghem and Vincent Lauriot Prévost, the highly regarded French designers at VPLP Design, have once again managed to expand the space available on a relatively small catamaran in a way that was previously unimaginable, almost doubling the usable volume of the new Lagoon 38 compared to the old 38, last built in 2019.

This means it offers even more space than the Lagoon 40, which it replaces as the new entry-level model. However, anyone who concludes from this that the yacht does not sail particularly well is mistaken thanks to distinctive chines, the designers have now succeeded in making the hulls extremely wide above the waterline along their entire length, while at the same time keeping the wetted area below the waterline, which is crucial for propulsion, to a minimum.

This is even easier to achieve with catamarans, which are known for not heeling, than with monohulls. Thanks to this design, the Lagoon 38 has the owner's compartment in the bow rather than at the stern, as is usually the case. There is now a luxurious bathroom there, and a wall cabinet and desk opposite the companionway amidships. In the charter version, the Lagoon 38 offers four cabins, each with a huge hull hatch, as well as a wet room amidships in each hull. A very smart solution is the sliding door between the saloon and cockpit, which disappears completely, creating a shared area. The icing on the cake: the seating areas inside and outside are arranged on the port side in such a way that when the door is open, a real communication center is created.

Patrick Le Quément, who was responsible for the exterior design, also deserves a special mention. He succeeded in incorporating elements previously only seen on larger catamarans into a 38-foot design, such as a lounge area at the bow and sun loungers on the saloon roof, flybridge and cockpit.

Another highlight is the raised helm station behind the superstructure, which provides access to all sailing-related equipment.

The vertical windows in the cabin superstructure (invented by Lagoon over 20 years ago, by the way) have been made a little larger and offer a truly panoramic view.

German premiere & EYOTY finalist CNB 62

The French shipyard CNB, now part of Solaris Yachts, has been building superyachts since 1989, which quickly became synonymous with elegance.

In 2008, the company entered the semi-custom yacht segment with the Bordeaux 60 and enjoyed resounding success, as it was able to perfectly apply and implement the knowledge and experience gained from the superyacht league.

It is no coincidence that the now legendary Bordeaux 60 was sold 46 times between 2008 and 2016. Its legitimate successor is now the CNB 62. Designer Philippe Briand conceived it as an exquisite, seaworthy and powerful cruiser that, despite its considerable size, can be sailed easily by a couple, i.e. without a crew. Key features include the enormous amount of space on and below deck, as well as the safe, protected cockpit with steering positions positioned far forward and a targa bar to accommodate the main sheet. The hardtop is optional, the dinghy garage accommodates a dinghy (3 m) lengthwise, and a genuine semi-deck saloon offers 360-degree panoramic views.

The galley in front of the main bulkhead spans the entire width of the boat and is slightly lower than the saloon. This prevents any mess in the kitchen from being visible and creates a fantastic feeling of space. The owner's compartment in the bow has a huge bed and a wet room that is more like a cozy bathroom than a wet room. This creates the character of a suite, which is definitely unusual in this league. The two aft cabins are also each equipped with their own wet room, and the cabin on the starboard side can be configured as either a double or single berth. The interior, which follows a linear concept with straight surfaces and a minimalist design language, exudes a superyacht feel, courtesy of Cabinet Piaton Yacht Design.

When it comes to sailing, everything is also of the highest quality. The two steering positions are identically equipped, so the electric furling systems for the mainsail, genoa and cutter staysail, as well as the bow and stern thrusters, can be operated from either wheel.

German premiere & EYOTY finalist Excess 13

The shipyard, which belongs to the Beneteau Group, has positioned itself between true performance and classic cruising models with its catamarans. The first generation of the Excess series was developed by the renowned design office VPLP and Patrick Le Quément, and the Excess 13 represents a new start, so to speak. The team led by Marc Lombard was commissioned to do this. The aim was to preserve the DNA of the range, but at the same time give the second generation a more dynamic appearance and, all in all, create a catamaran that is both impressive to sail and offers more space and comfort inside. To this end, the wet surface area of the hulls was reduced, the

weight was slimmed down and the sail plan was optimized. The chine was made more pronounced, but the lines of the hulls and the shape of the hatches were retained. Below deck, Jean-Marc Piaton implemented a design concept based on the motto ‘less is more’, which was developed after in-depth analysis and extensive interviews with dealers, charter companies, owners and employees.

Also worth mentioning: the rainwater recovery system on the roof, which stores the rainwater in a tank, and an efficient ventilation system that makes the use of the installed air conditioning largely unnecessary. The dual-function cabin doors, which alternately open and close the access or wardrobe, thus creating more passage space, are also a testament to creativity. These are all small details, but together they make a big difference.

German premiere & EYOTY finalist Sun Odyssey 415

In 2017, the French shipyard Jeanneau invented the so-called walkaround cockpit and implemented it for the first time on the Sun Odyssey 440, which was promptly named Europe's Yacht of the Year. There are now six models between 35 and 49 feet in length, on which you can move seamlessly from the cockpit to the foredeck and back again – a unique and undoubtedly very comfortable feature on a cruising yacht. New to this line-up is the Sun Odyssey 415, which is essentially based on the SO 410 but has a modified stern. The hull with hard chines gives it a striking appearance, and the genoa, which is sheeted via 3D hole points, is particularly noteworthy.

The yacht is available not only with a deep or shallow water keel, but also in a swing keel version – another unique feature in this league. The double rudder and the voluminous foredeck are mandatory, the latter designed to prevent the bow from diving when tacking. The deck layout is ideal for solo sailors, with a bowsprit for Code 0 or gennaker and a large folding bathing platform as standard. The interior layout provides two or three cabins, each with double berths of the same size (1.50 x 2.0 m) and one or two wet rooms. Compared to the SO 410, significant changes have been made to the saloon. The galley is no longer centrally located but is now in a conventional L-shape directly next to the companionway. This has created space for a classic saloon, consisting of a U-shaped bench with a large table and two single seats facing each other with an extra table; the latter can be used equally as a navigation or coffee table. The owner has design freedom in the forward cabin, where they can choose between an island bed with or without a washbasin or a variant with a diagonally arranged double berth and a full wet room.

EYOTY finalist Hanse 590

The French design duo Berret-Racoupeau has been responsible for the new Hanse yachts for four years, and with the Hanse 590, the redesign of the flagship was on the agenda. The aim was to develop a hull concept that would impress in terms of design, space and sailing performance while retaining the typical Hanse characteristics. The result is a hull with a voluminous bow that tapers only slightly towards the stern, creating plenty of space. In the bow area, Racoupeau opted for hard chines, which distribute the volume above the waterline optimally and at the same time ensure liveliness when sailing. In addition, the streamlined area below the chines ensures smooth entry into the waves and good rough water behavior.

Care was also taken to minimize the wetted surface area when designing the stern. Racoupeau moved away from flat U-frames and hard chines and instead designed an extremely tapered underwater area; the yacht only becomes really wide well above the waterline. This design measure also allowed him to equip the Hanse 590 with a single rudder and dispense with a double rudder system.

The two-spar rig carries a conventional mainsail with self-tacking jib as standard, and a bowsprit with anchor holder is integrated into the hull.

The deck layout holds no surprises: all sheets are deflected to winches mounted on both sides of the wheels, while halyards, stretchers and the like are operated by winches in front of the wheels. Hanse emphasizes the suitability for solo sailing in this context, but in everyday life on board, it is probably more important that the entire cockpit remains free of sailing-related equipment and that fellow sailors can spread out undisturbed. Also nice: the hard-top, which has a textile sunroof in the middle, and the dinghy garage, which can accommodate a 3.10 m dinghy.

EYOTY finalist First 30

The sporty First series from French shipyard Beneteau has been winning various regattas around the world for some time now and is therefore considered to be an excellent sailor. This reputation was established in part by the First 30, launched in 1977, which is now being replaced. Like its larger sister, the First 36, the new model is being built by a top-class team at the Seascape shipyard in Slovenia and is available in a cruising and a regatta version. As always, Andraz Michelin and Kristian Hajnsek, the two heads of the shipyard, hired Frenchman Sam Manuard for the design. He drew a typical planning hull that is flat aft, but not too flat. This generates a certain amount of heel even in light winds, little wet surface area underwater and, as a result, appealing sailing performance. Manuard paid great attention to the rocker (curvature in the longitudinal axis) in the stern area, a crucial aspect in a planning yacht, but one that always represents a balancing act. If the curvature is too small, the boat planes quickly, but you cannot get the bow over the waves when sailing broad reach under Gennaker. If it is too large, the boat will take longer to get up on plane. Steering is by tiller, with two rudder blades and a T-keel (1.98 m) as standard. The Slovenian laminate specialists at Pure-Design worked out weight-optimized laminate plans for the hull, while Italian star designer Lorenzo Argento was responsible for the styling. The interior is spartan but can be made more comfortable with the optional premium package. The berths for four people are divided between two cabins.

EYOTY finalist Dragonfly 36

Jens Quorning's team spent two and a half years working on this 36-foot trimaran. It is designed as a performance cruiser and is available in a touring version with a self-tacking jib and a performance version with a two-metre higher rig and overlapping genoa. Both versions come standard with a carbon mast and wave piercer bows – for the first time also on the midship hull, which has a fixed bowsprit with an integrated anchor system. The advantage: a longer waterline, more volume and therefore more buoyancy, comfort and safety, especially at high speeds. Speaking of which, with a top speed of 23 knots, the Dragonfly is one of the fastest production yachts in the world. A new dimension in terms of space is opened up in the deep cockpit and below deck. The two steering wheels and the four electric winches have been positioned so that the yacht can be easily operated alone and guests in the front area remain undisturbed. Inside, there is a cabin with double berths at the bow and stern, as well as a wet room, galley and a spacious dinette. The furniture is made of ash as standard, with elm as an alternative. Needless to say, the Dragonfly 36 features the shipyard's patented swing-wing system, which was first introduced 35 years ago and has been continuously optimized ever since. This allows the width of the Dragonfly 36 to be reduced from 8.12 to 3.7 meters in a matter of seconds without the need for any tools. A new feature in this context is a composite construction that makes the system even lighter, more resistant and easier to operate.

HubZeta, the creative laboratory founded by Zuccon International Project, unveils its first project at the METS in Amsterdam: Lys, an innovative companionway created in collaboration with Parema. A perfect blend of evolutionary design and functionality, this project marks a turning point in the world of nautical components. With its debut at METS, one of the most prestigious events in the international nautical industry, hubZeta establishes itself as a platform for design experimentation that integrates multidisciplinary expertise to meet the new challenges of the market. The launch of Lys is a tangible example of hubZeta's ability to merge innovation with the distinctive design of Zuccon International Project in a dynamic and evolving segment of the nautical sector.

Lys

Lys is not just a companionway, but a product that transforms functionality into art, creating a connection between the exterior and interior of the yacht. The companionway becomes an architectural element, a visual and symbolic bridge linking the cockpit to the interior spaces. Thanks to the use of innovative materials such as aluminum and acrylic, Lys stands out for its ability to combine practicality with sophisticated design, ensuring both lightness and durability.

The real innovation lies in the use of transparent slats, replacing the traditional opaque ones, allowing light to flood the spaces onboard and creating a visual experience never before seen in such a nautical component. The possibility of customization - clear, smoked, backlit, screen-printed, or colored - allows the owner to adapt the companionway to their personal style, making Lys not only a functional element but also a modifiable aesthetic detail.

This project is proof of the bespoke approach of the new hub, which, under the guidance of Dario Amati - CEO of hubZeta - has created a product where every detail has been carefully studied to achieve the perfect balance between form and function.

The sliding guides, optimized by Parema, ensure smooth operation and waterproofing, making Lys an indispensable and innovative element for contemporary nautical design.

Statements

Dario Amati, CEO of hubZeta: "We are thrilled to launch our first project under the hubZeta brand and to do so with an important partner like Parema.

Lys was born from the desire to rethink a consolidated product like the companionway, giving it centrality in design and a unique identity. Light was the starting point, the invisible material that guided every choice. In Parema, we found the perfect partner to bring this vision to life."

Paola Padovani, CEO of Parema: "Lys is the result of an authentic dialogue between architecture and engineering. With hubZeta, we shared the desire to push beyond traditional boundaries, transforming a functional element into a distinctive feature. Our construction expertise intertwined with their design vision, achieving the perfect balance between innovation and beauty."

Il 25 26 e 27 Settembre a Fiume (Rijeka), si è svolta la 11th edizione dello Y.D.F. La manifestazione godeva (e godrà sempre in maggior numero nel futuro) di molti patrocini e di importanti collaborazioni, tra cui quella dell'architetto Yasmine Mouhmadieh, nota designer e imprenditrice, un personaggio di indubbia fama nel settore.

Dichiarazione di Yasmine Mahmoudieh

"La missione che perseguo è quella di essere un innovatore nell'architettura e nel design globali. Superare costantemente i confini, integrando tecnologie orientate al futuro per evolvere e crescere. Come impact designer e architetto della sostenibilità, mi impegno a ridurre l'impronta di carbonio dell'industria edile sostituendo materiali nocivi come il calcestruzzo con alternative naturali come il calcestruzzo di canapa. Ogni progetto è affrontato con creatività, funzionalità e sostenibilità, e con il mio staff ci concentriamo su un design olistico e multisensoriale."

La designer

Yasmine Mahmoudieh è un architetto pluripremiato, un impact designer con un grande interesse per la sostenibilità e un ampio portfolio di progetti, materiali e competenze maturati nel corso degli anni di una carriera illustre. Recentemente è stata insignita del titolo di Most Influential CEO 2024 - Londra. Yasmine continua a plasmare il mondo dell'architettura e del design grazie alla sua attenzione alla sostenibilità e all'innovazione. Ha studiato Storia dell'Arte a Firenze, Architettura a Ginevra e Interior Design a San Francisco, prima di laurearsi alla UCLA (Università California Los Angeles) in Progettazione Architettonica.

La carriera

Da allora ha intrapreso una carriera di successo grazie al suo approccio appassionato a questa pratica senza tempo. Il suo lavoro ha sempre unito creatività e impegno per affrontare le sfide ambientali e rivoluzionare il settore edilizio e creare spazi che ispirino e durino nel tempo.

La società

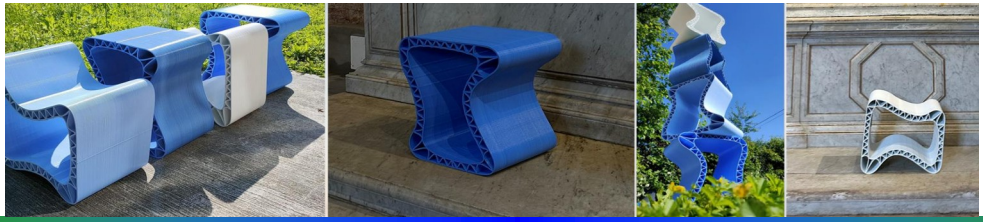
Yasmine Mahmoudieh Design, la società di Yasmine, è stata fondata un anno dopo la sua laurea, e da allora ha realizzato molteplici progetti sotto la sua supervisione in tutto il mondo, non solo nel campo dell'ospitalità di lusso. Oggi la sua azienda è leader nell'innovazione sostenibile, con una biblioteca di oltre 300 materiali sostenibili e riciclati e l'impegno ad affiancare la professionisti nel campo dell'Hôtellerie, delle residenze di alto livello, degli uffici, di progetti multiuso, di yacht e anche della vendita al dettaglio, per l'adozione di pratiche avanzate ed ecologiche.

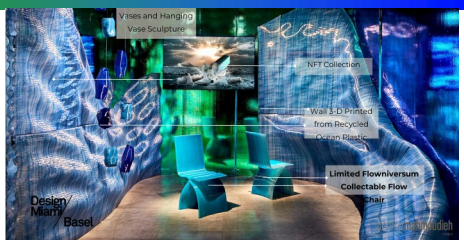
L'evento

Tornando alla Conferenza, Yacht Design Forum, 11th edizione, Rijeka, posso sottolineare come l'intervento del designer sia stato spesso interrotto da domande e da applausi, che hanno portato a circa due ore il suo intervento, inizialmente previsto per 45 minuti.

È stato un momento di indubbio estremo interesse per i materiali e per il design rivolti al settore nautico.

Mi limiterò a citare i punti che ritengo fondamentali del suo intervento, pregando chi fosse interessato a maggior approfondimenti di contattarci.





L'intervento

La considerazione di partenza dell'intervento è nel fornire un dato di realtà oggettiva: oggi i materiali innovativi ecocompatibili e sostenibili, non costano di più dei materiali tradizionali. L'architetto suddivide i materiali innovativi in 4 grandi categorie:

Alluminio riciclato (A)

Tra i pregi di questo materiale, il fatto che sia riparabile, pronto per la revisione, familiare agli equipaggi. Va osservato che qualsiasi bene al termine del ciclo di vita viene dismesso ed avviato allo smaltimento, oppure in alternativa, ove possibile, al recupero ed al riciclo o riutilizzo. Chiaramente, in un'economia di mercato, la possibilità di recupero di un bene dismesso è direttamente legata al suo valore residuo, nel senso che tanto maggiore è quest'ultimo, tanto più forte sarà la leva per favorirne il ritorno in ciclo. Sotto questo punto di vista l'alluminio e le sue leghe sono dei materiali straordinari, in quanto possono essere riciclati indefinitamente senza penalizzazioni qualitative. Si parla quindi di un materiale ecosostenibile. Secondo la definizione che ne dà la Ellen MacArthur Foundation, in un'economia circolare i flussi di materiali sono di due tipi: quelli biologici, in grado di essere reintegrati nella biosfera, e quelli tecnici, destinati ad essere rivalorizzati senza entrare nella biosfera. L'alluminio è ovviamente nella seconda parte della definizione.

Compositi termoplastici riciclabili (B)

Questa tipologia di materiali sono riformabili, riparabili, riciclabili. Con il termine generico materiale composito si fa riferimento a un elemento costituito da due o più sostanze. L'unione di queste due componenti attribuisce al prodotto finale, ovvero il materiale composito, proprietà meccaniche (es. resistenza a forze o sollecitazioni) superiori rispetto a quelle degli elementi presi singolarmente. Nel caso dei materiali termoplastici compositi gli elementi che si vanno a unire sono componenti in plastica (ad esempio un prodotto in pvc e tpu) o un componente plastico e uno non plastico (ad esempio un pvc accoppiato con supporto tessile). In campo nautico si sta assistendo al progressivo utilizzo di basalto in sostituzione della ormai nota fibra di vetro.

Ibridi di fibre naturali (C)

Tra le indicazioni di tendenza va sottolineato l'utilizzo di lino con basalto per cabine silenziose, lo elevato smorzamento delle vibrazioni, il fatto che questi tessuti cosi particolari siano completamente personalizzabili. Tra le applicazioni ulteriori citiamo i tessuti di rinforzo ibridi. L'utilizzo di nuovi materiali è oramai rivolto a anima degli arredi, al rivestimento, agli interni. Si opera con anime in schiuma di PET riciclati e Resistenti ad alte temperature di processo, materiali con resistenza chimica ottimale. Questi nuovi materiali offrono inoltre buone proprietà di adesione e meccaniche, sono riciclabili. Tra le ultime novità sono disponibili PET a basso assorbimento di resina con versioni ignifughe disponibili. Per quanto riguarda le finiture sono ora disponibili materiali per finiture a basso contenuto di COV e tessuti circolari, pannelli e scocche dei sedili in lino, tessuti e finiture, e PET riciclato e tessuti da rete da pesca.

Il carbonio è un materiale ormai largamente utilizzato in questi materiali sostenibili, dove laa base di carbonio viene ricavata da rifiuti organici sottratti alla discarica e trasformati.

Il Basalto

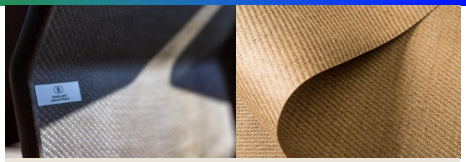
Questo materiale fortemente innovativo è alla base di molte soluzioni sostenibili. Gli dedichiamo un approfondimento. Il basalto può presentare composizioni chimiche e strutture differenti a seconda dell'ambiente vulcanico in cui si è formato. I geologi distinguono due tipologie principali : il basalto tholeitico che si trova generalmente nei fondali oceanici e nelle grandi province vulcaniche continentali. Ha una composizione relativamente povera di sodio e potassio, ed è ricco di ferro e magnesio e il basalto alcalino, che invece, ha un contenuto maggiore di sodio e potassio. Questo tipo di basalto può contenere minerali accessori come nefelina e leucite e si distingue per una composizione leggermente più varia. Il successo del basalto nel settore edile è dovuto alle sue straordinarie proprietà fisiche. Prima fra tutte, la durezza: il basalto raggiunge valori notevoli sulla scala di Mohs (fino a 6,5), superando molti altri materiali naturali e dimostrandosi ideale per sopportare forti pressioni e usura. A questa si aggiunge una resistenza alla compressione molto elevata, che rende la pietra adatta a sostenere carichi pesanti e vibrazioni – motivo per cui viene scelta per fondazioni, pavimentazioni industriali e infrastrutture stradali. Un'altra caratteristica importante è la bassa porosità**,** che rende il basalto naturalmente impermeabile, resistente al gelo e alle infiltrazioni d'acqua, quindi perfetto per ambienti esterni o soggetti a sbalzi climatici. Il colore del basalto– un grigio molto scuro tendente al nero – lo rende una scelta estetica elegante e sobria, particolarmente adatta a contesti urbani, storici o di design contemporaneo. Il basalto trova utilizzo in una vasta gamma di applicazioni nel mondo delle costruzioni. Nei centri storici viene spesso impiegato come pavimentazione in basalto, in forma di cubetti o lastre, per marciapiedi, piazze e vie carrabili. Questo tipo di superficie è apprezzato non solo per l'estetica, ma per la capacità di sopportare il passaggio continuo di veicoli e pedoni, senza deformarsi o scheggiarsi. Nell'ingegneria civile è molto diffuso anche il basalto frantumato, utilizzato come materiale di sottofondo per strade, piazzali e aree industriali. Le diverse pezzature consentono impieghi mirati: granulati più fini sono ideali per drenaggi e stabilizzazioni, mentre quelli più grossolani vengono scelti per la realizzazione di massicciate ferroviarie, grazie alla loro stabilità e capacità di distribuire il carico. La versatilità del basalto, unita alla sua durabilità, lo rende anche adatto a opere di contenimento, muri a secco, scogliere artificiali, e persino rivestimenti di facciate o interni dal forte impatto visivo.

Il basalto in campo nautico

In nautica, il basalto viene impiegato come fibra composita per la costruzione e la riparazione di imbarcazioni, offrendo un'alternativa a fibra di vetro e carbonio grazie alla sua leggerezza, resistenza meccanica e alle eccellenti proprietà, come l'isolamento elettrico e l'inerzia chimica. Viene utilizzato per realizzare scafi, paratie, ponti, T-top e per rinforzare strutture.

Vantaggi del basalto in nautica

Questo materiale offre un ottimo compromesso tra prestazioni e costo. Le proprietà meccaniche del basalto sono considerate un punto intermedio tra la fibra di vetro e il carbonio, con un costo inferiore rispetto al carbonio, e oramai con un costo analogo alla fibra di vetro. In termini di resistenza è estremamente resistente a fattori ambientali marini come acqua salata, corrosione e biofouling. Per quanto riguarda la resistenza meccanica offre un'elevata resistenza alla trazione, alla pressione, e agli urti, mentre in termini di Isolamento possiamo dire che è un buon isolante elettrico e termico, evitando problemi di correnti galvaniche e gabbie di Faraday. La leggerezza di questo materiale fa si che l'utilizzo di tessuti di basalto può contribuire a ridurre il peso complessivo delle imbarcazioni. In termini di sostenibilità va osservato che è un materiale riciclabile, derivato da una roccia naturale.



Boat Part	Old Way	Better Choice	Price
Hull	Fiberglass (hard to recycle)	Recycled Aluminum – reusable	$ = Same
	Fiberglass	Thermoplastic Composite	$ = Same
	Fiberglass	Flax/Basalt Hybrid	$ $ Slightly ↑
Decking	Teak Wood (slow-growing)	Cork Decking – bark that regrows	$ = Same
	Teak Wood	Synthetic Teak (recycled plastic)	$ = Same
Core (inside panels)	PVC Foam (virgin plastic)	Recycled PET Foam (bottles)	$ Cheaper
Interiors	Virgin Plastics or MDF	OurCarbon – waste-to-pigment	$ = Same
	Virgin Plastics	Made of Air – stores CO_2, deep	$ $ Slightly ↑
Power	Diesel Engine (noisy, polluting)	Battery-Electric + Solar	$ $ Higher Upfront, Saves Fuel
	Diesel Engine	Hydrogen Fuel Cell	$ $ $ High

Principali applicazioni

In campo nautico il basalto viene impiegato concretamente nella ostruzione di scafi, grazie alla sua resistenza che lo rende ideale per la costruzione di scafi, (alcuni cantieri producono catamarani in basalto, citiamo come esempio Windelo 54). Questo meraviglioso materiale viene utilizzato per realizzare componenti strutturali di una barca quali ponti, paratie e altri elementi interni strutturali, nella realizzazione di Hard Top e T-Top (leggerezza e resistenza alle intemperie , è un'ottima scelta per queste componenti. Infine nelle riparazioni, il basalto unidirezionale è utilizzato per rinforzare zone strutturali che necessitano di un ripristino della solidità originale.

Il nostro carbonio (D)

Il Materiale OutOC è prodotto con un processo passivo che fissa il carbonio biogenico in questo materiale organico. Può essere utilizzato in pigmenti e coloranti, come materiale di base per l'edilizia o come additivo per il terreno per l'arricchimento dei nutrienti delle piante. Composto per il 90% da CO2 atmosferica, ottenuta tramite carbonizzazione per pirolisi, e per il 10% da leganti di origine vegetale.

MOA

La tecnologia Made of Air consente di ottenere compositi ignifughi e riciclabili che possono essere modellati in pannelli e forme tridimensionali, oppure possono sostituire i riempitivi per cartongesso o i riempitivi polimerici per lo stampaggio a iniezione. È disponibile in un colore nero molto intenso, visivamente attraente e piacevole al tatto.

Stampa 3D

Consente un utilizzo efficiente dei materiali e riduce sprechi ed emissioni. Consente la creazione di forme e design complessi utilizzando una quantità minima di materiale. Riduce il fabbisogno di plastica vergine, ricicla i rifiuti di plastica, consente l'utilizzo di materiali riciclati e biodegradabili. Tra i materiali innovativi utilizzati citiamo il bambù, il sughero, il micelio, ma ovviamente non si è entrati nei veri e propri segreti industriali di come utilizzarli.

Flowniversum

Questa collezione presenta la visione di "economia circolare" dell'azienda di Yasmine in cui i prodotti di scarto si trasformano in splendidi design estetici che sono allo stesso tempo unici, funzionali ed ecologicamente sostenibili. La designer, l'azienda, i vari team collaborano con esperti in grado di soddisfare le varie esigenze e ogni aspetto della realizzazione, anche quelli economici. Ci occuperemo delle specifiche, del I prodotti sono interamente realizzati con plastica oceanica riciclata, lavorata con un sistema di stampa 3D. Un esempio è Turn me stampato in 3D con rifiuti di plastica, esposto e lanciato alla Biennale di Venezia, al London Design Festival, alla Milano Design Week e poi altre esposizioni.

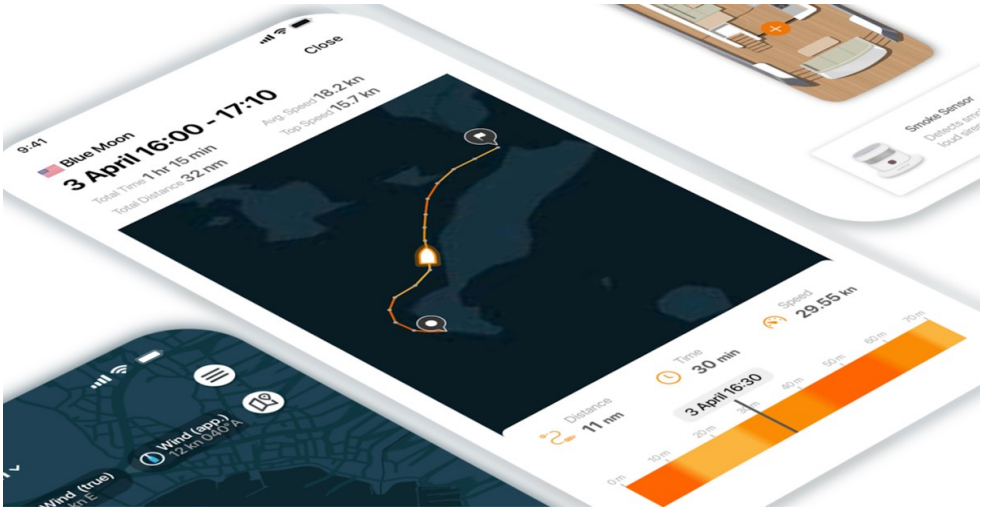
Esistono secondo Yasmine, ma non solo Lei pensa così anche a giudicare dal folto pubblico qualificato e competente presente in sala , entusiasta delle scelte concrete esposte. La frase “in questo momento l'innovazione non è una questione di futuro è stata accolta da scene di vero entusiasmo. L'intervento si è concluso con l'indicazione che “ognuno di noi è responsabile: i nostri yacht plasmano il futuro degli oceani. Sostenibilità non significa sempre più costoso: molte opzioni sono alla pari con i prezzi tradizionali.”

Conclusioni

Cinque minuti di applausi hanno saluto il termine delle vento conferenza. Per inciso è stato anche annunciato che l'architetto Yasmine Mauhdieouh è stata nominata Presidente della Giuria del Premio Maria Grazia Lombardi per Eco Design di nautica da diporto Sostenibile 5th edizione. Ma di questo parleremo a lungo anche nei prossimi numeri della rivista.

Il design rigenerativo secondo Jasmin

Nel pomeriggio dopo il suo intervento, la designer ci ha rilasciato alcune riflessioni per approfondire la sua presentazione, che riportiamo (in sintesi) in questa parte finale dell'articolo che abbiamo dedicato al suo intervento, di cui si parlerà, a nostro modesto parere di redazione, a lungo. "Il futuro del design - sia sull'acqua, sia nell'hotellerie, sia nell'ambiente costruito - sarà definito dalla nostra capacità di creare spazi che rigenerano invece di consumare. La prossima era dello yachting e dell'ospitalità non riguarda soltanto i materiali sostenibili: riguarda una nuova intelligenza progettuale che unisce circolarità, esperienza multisensoriale e innovazione tecnologica in una visione coerente e profondamente umana. Nel mio lavoro, che spazia dagli interni nautici alle destinazioni alberghiere e culturali, ho visto come il design possa evolvere da gesto estetico a strumento strategico per l'ambiente. Non progettiamo più oggetti o stanze: progettiamo sistemi - energetici, acustici, percettivi, di benessere, di fine vita e di significato culturale. Il designer diventa un interprete tra tecnologia, ecologia e percezione umana, capace di creare ambienti che riducono l'impatto e, allo stesso tempo, elevano l'esperienza. Il cambiamento inizia da una nuova concezione della materialità. Composti riciclati, fibre naturali, polimeri circolari e materiali che catturano il carbonio non sono più alternative marginali: sono strumenti strutturali per un'economia più resiliente. La domanda non è se il settore li adotterà, ma chi saprà integrarli in modo intelligente, combinando logica ingegneristica, comfort sensoriale, qualità acustica ed estetica senza tempo. Uno yacht o un hotel costruito oggi deve già considerare il proprio fine vita, la riciclabilità, il bilancio di carbonio e la narrazione emotiva che offre a chi lo abita. Parallelamente, le tecnologie digitali come la stampa 3D ci permettono di ridurre gli sprechi, eliminare stampi, trasformare la plastica marina in forme scultoree ed espressive - dimostrando che sostenibilità e bellezza non sono opposti, ma alleati. Le mie collezioni realizzate interamente con materiali riciclati mostrano come la circolarità possa essere lussuosa, poetica e tecnicamente sofisticata. La vera frontiera del design, tuttavia, è multisensoriale. Luce, suono, tattilità e ritmo spaziale influenzano i nostri stati cognitivi e fisiologici molto più di quanto si pensi. Quando integrate con ingegneria sostenibile, queste strategie creano ambienti che non solo sembrano responsabili, ma fanno percepire un senso di rigenerazione. Una cabina silenziosa su uno yacht, una camera d'hotel con illuminazione ottimizzata e materiali naturali o uno spazio culturale progettato con armonia acustica possono diventare luoghi di rinnovamento e non di consumo. Questa è la filosofia che ho presentato a Fiume: un invito a trasformare la sostenibilità da elenco di requisiti a ecosistema esperienziale e tecnologico. Un edificio, un hotel o uno yacht progettato con questo approccio non è più un oggetto statico; diventa un organismo dinamico, plasmato da scienza, empatia e intelligenza ambientale. La direzione futura è chiara: i settori che abbracceranno questa visione sistemica definiranno la prossima generazione dell'innovazione. Chi invece continuerà a considerare la sostenibilità come un'aggiunta accessoria rimarrà indietro. Il design rigenerativo non è il futuro: è lo standard minimo per ciò che dobbiamo costruire oggi.



Sirena Yachts, Vanemar, and Garmin launched voice-controlled, AI assisted systems on all Sirena yachts range.

Sirena Yachts has announced a collaboration with Vanemar remote boat monitoring system and EmpirBus by Garmin to introduce an AI-assisted and voice-controlled owner experience across its yacht range.

Beginning with Q4 2025 production, Sirena models are offering integrated automation and intelligent assistance as an optional factory feature. The initiative marks a significant step toward bringing connected, intuitive yacht operation into series production.

System

The system combines intelligent dialogue, secure connectivity and onboard automation to create a seamless interaction between owner and vessel.

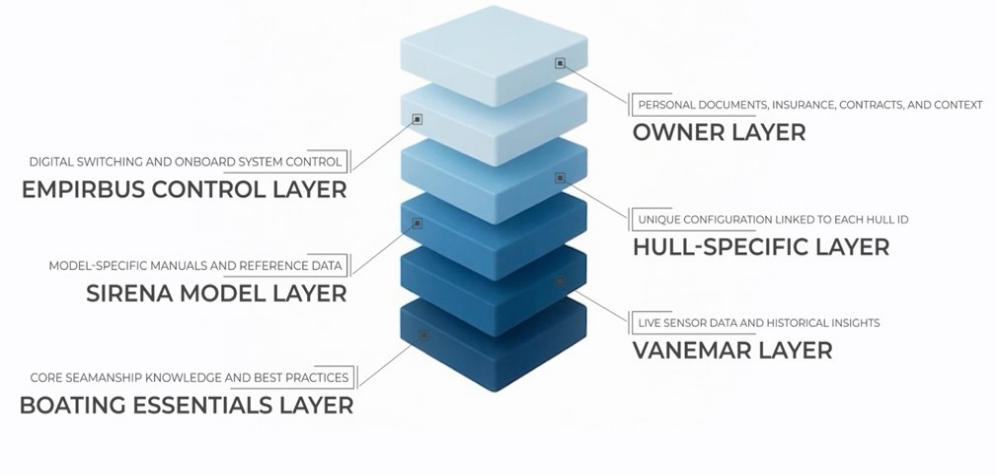
By integrating Vanemar's cloud-based intelligence layer with EmpirBus by Garmin's proven digital switching platform, the solution allows owners to control and query onboard functions through natural voice commands or in-app interaction.

Developed jointly by Sirena Yachts, Vanemar and EmpirBus by Garmin, the architecture is designed for repeatable production and lifecycle support. Each installation is linked to the specific yacht's configuration, with build-sheet data ensuring guidance and control remain accurate to every hull.

Safety and trust are embedded in the design, with confirmation prompts for critical actions, audit trails and offline functionality that maintains full operability even without network access.

Statements

Sirena's Engineering and R&D Manager, Sertac Ogdum, said the project stemmed from a long standing question within the shipyard: "How can we make the bond between a yacht and its owner more natural and effortless?" He added that such transformations are only possible when working with partners who share the same vision.



Mevlut Sahin, CEO of Vanemar, said the collaboration had revealed the full potential of connected intelligence in yachting.

“At Vanemar, we strive to create a seamless, uninterrupted connection between the boat and its owner.

Through this collaboration with Sirena and EmpirBus (by Garmin Ltd.), our technology becomes a new standard for boat ownership,” he said.

The Managing Director of Garmin Sweden Technologies & EmpirBus noted that the partnership had expanded the boundaries of what onboard automation can deliver.

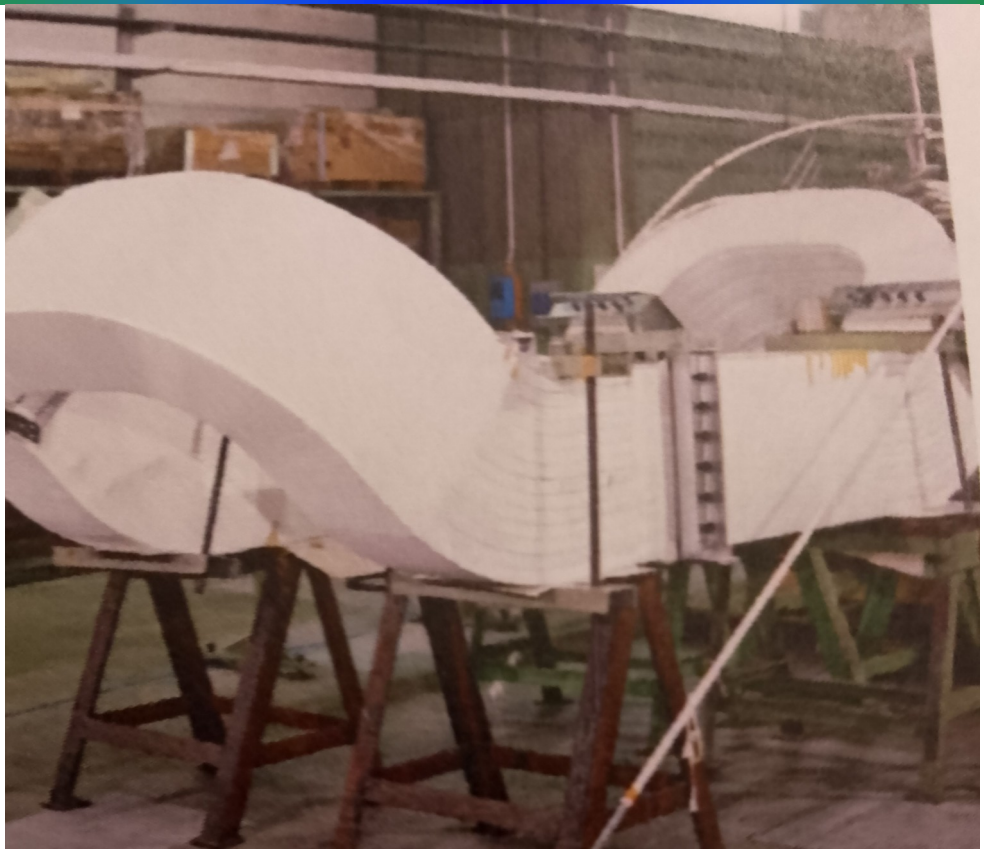
“At EmpirBus, we design technology to be an enabler of visions. Working with Sirena Yachts and Vanemar, we created an entirely new experience,” he said.

Collaboration

The collaboration was first explored in 2023 and formalized in early 2024.

Development has since progressed through joint workshops, prototype testing and integration trials at Sirena’s facilities, supported by design reviews in Sweden, Turkey and Dubai. Industry observers note that intelligent assistance and connected systems are long established in automotive and are increasingly being adopted in yachting.

By embedding AI-assisted interaction and digital automation as an optional factory feature, Sirena Yachts, Vanemar and EmpirBus by Garmin aim to set a benchmark for how technology can enhance safety, comfort and usability across a modern yacht fleet. Production integration has been underway since Q4 2025 on the Sirena 48, 60, 68, 78, 88, and 118 models, with broader availability planned thereafter.



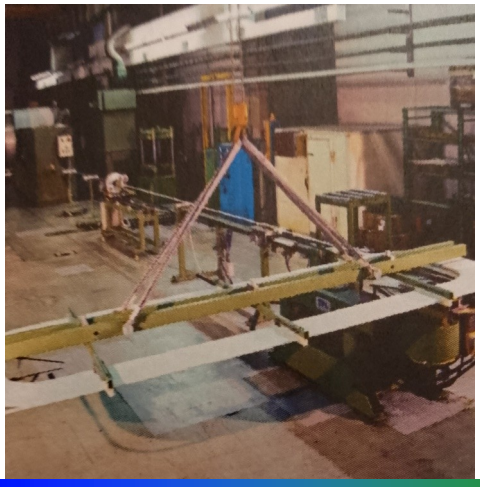
With the discovery of high temperature superconductors (HTS) it is now possible realize MHD systems operating at higher fields (10T) and higher temperatures (20K) than in the past time.

Absense of moving parts to generate a force to create a strong force, both a very high magnetic field and high current intensity are required. In both cases, superconducting materials are able to play a substantial role by minimizing the joule losses generated by the high currents.

Potential

This potential huge increase in performance and reduction in cooling cost are creating new opportunities for MHD propulsion in naval and yachting sectors.

In this article we write about ASG solutions about reducing noise and vibration in ship propulsion.



ASG solutions

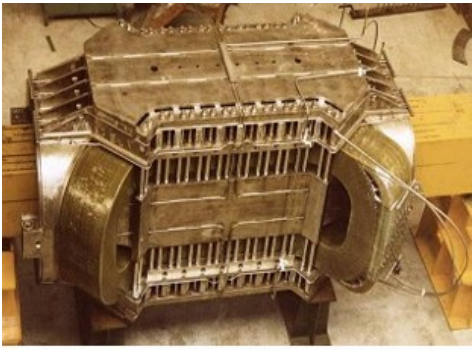
It is a superconducting magnet system, wound using cable in conduit, for a magneto-hydraulic experimental linear generator. The system, delivered in 1993, is composed of two saddle shaped coils, each 3750 mm long, 1423 mm width and 1160 mm high; the magnet bore has a dimension of 800 mm x 1100 mm. The coils weight is 7.5 tons each and they are mounted on a support structure of about 15 tons.

The conductor is NbTi/Cu cable in conduit with a nominal current of 9000 A, cooled with supercritical helium.

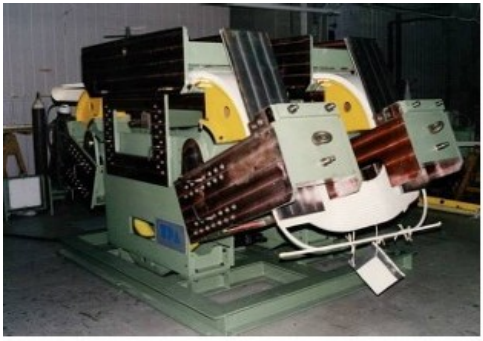
The coils are wound following a planar geometry and then bent before VPI impregnation. The overall system weight is 45 ton and the maximum field in the centre is 5 T.

The conductor jacket is made of 316 LN stainless steel and it is fabricated starting from round pipes in solution annealed state.

The whole conduit is assembled by butt welding of the pipes and after insertion of the transposed cable, the conduit is made square 16.3 mm x 16.3 mm by rolling in one step.



Coils assembled into the cold support



Bending press

Dipole coils after VPI impregnation

Maximum field in the centre	5 T
Stored energy	64 MJ
Active length	2 m
Warm bore	0.35 m^2
Type of winding	Rectangular saddle dipole
Nominal current	9.000 A
Conductor	NbTi/Cu cable in conduit
Type of cooling	supercritical helium
Magnet weight	45.000 Kg