HANSA
International
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YACHTS
ISSUE 02 | 2025

Free as the sea itself

With NEON, Theodoros Fotiadis presents a new 78-metre superyacht. At its heart is an open-plan layout without traditional bulkheads – offering ample space for extraordinary design

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Long yachts, long waits, long history

Anna Wroblewski
Editor-in-Chief – HANSA YACHTS

A yacht that feels as free as the sea itself thanks to its bulkhead-free hull – that's the project featured on our cover and presented from page 14. Designer Theodoros Fotiadis spoke with us about the inspiration behind the NEON design and revealed which shipyard he is currently in talks with for its realisation.

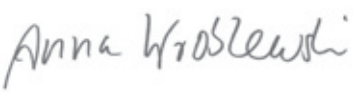
For his research and expedition yacht "REV Ocean", owner Kjell Inge Røkke no longer needs to search for a builder – construction began back in 2017. The vessel first took shape at the Vard shipyard in Romania before heading to Norway for outfitting. However, plans changed, and the COVID-19 pandemic caused further delays. After several other stops, the "REV Ocean" finally arrived this spring at Damen Shiprepair in Vlissingen, the Netherlands, where she is now set to receive her truly final outfitting. If all goes according to plan, she will enter service in 2027 – marking a construction period of around ten years. In addition to this unusually long build phase, she will also stand out for her size: at 195 metres in length, she is set to claim the title of the world's longest superyacht (p. 18).

Currently, that title belongs to the Lürssen-built "Azzam", which measures around 180.85 metres. In fact, 12 of the world's 20 largest yachts come from the Bremen-based yard. Lürssen also boasts a long company history – an impressive 150 years – a milestone the shipbuilder celebrated this summer. From page 20, we take a look back at one and a half centuries of shipbuilding highlights on a grand scale.

While Turkey does not build the world's longest yachts, it is among the most prolific: in the global order book, Turkey ranks second only to Italy in terms of volume. At the beginning of this year, Turkish yards had around 148 yacht projects under construction. From page 24, we profile the leading shipyards and their current projects.

Whether 50, 100 or nearly 200 metres, every yacht needs a propulsion system – and it should be as clean and quiet as possible. From page 28, we examine the latest trends in propulsion technology, speaking with Rolls-Royce Power Systems and Geislinger about their newest products and concepts.

With the autumn boat show season approaching, some of these propulsion systems and yachts will also be on display for the public – in Cannes, Monaco, Fort Lauderdale or Amsterdam. From page 42, we preview the upcoming events and their highlights. And who knows – perhaps not this year, but one day in the near future, visitors might even have the chance to see the first NEON yacht in person.



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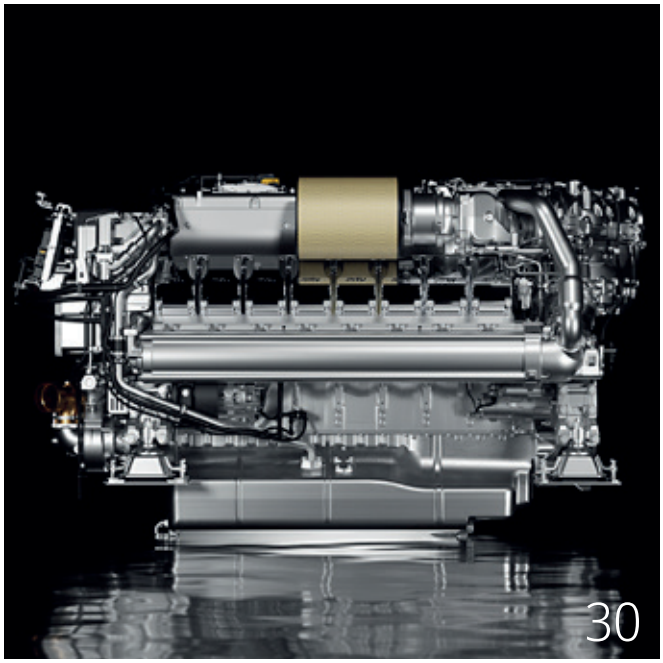

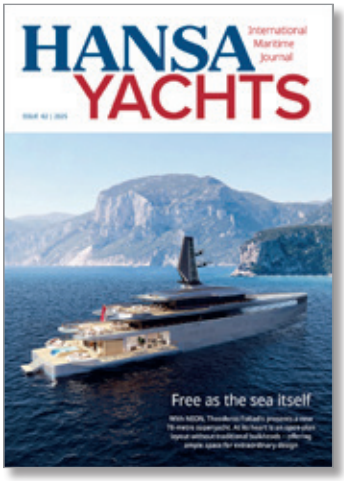

Rendering of a NEON yacht designed by Theodoros Fotiadis

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OCEANCO
The 111-metre superyacht “Leviathan” has hit the water


© Oceanco

After the launch, the “Leviathan” went for sea trials

Oceanco has launched the 111-metre diesel-electric yacht “Leviathan”, previously known as project Y722.

The vessel features naval architecture by Lateral Naval Architects and Oceanco, exterior design by Oceanco, and interiors by Mark Berryman Design. According to the shipyard, the design prioritises functionality and comfort for both crew and guests.

The owner was involved throughout the project, working alongside the owner’s technical representatives YTMC and management company Y.CO. Crew members and suppliers also contributed to the development of practical solutions and design details.

A glass panel engraved with the names of more than 2,000 people involved in the build has been installed in the yacht’s main staircase.

Materials and systems were selected to reduce routine maintenance. Durable surfaces such as honed stone and natural wool carpets were chosen, while traditional high-maintenance elements like teak decks and varnished wooden rails were replaced with alternatives including composite decks, composite capping rails and glass superstructure bulkheads.

After her launch, the “Leviathan” began sea trials. Further technical details will be released by the shipyard at a later date, Oceanco says. ■

RED DOT
Zöllner Signal wins design award

Products that stand out for exceptional design quality are honoured each year with the Red Dot Design Award. This year, Zöllner Signal’s superyacht horn, the “Diamond Triple YM125,” is among the winners. The horn features three perfectly harmonised base tones that sound simultaneously, producing a sound pressure level of 138 dB. It is made from high-gloss polished stainless steel, which Zöllner says is more durable, easier to maintain, and of higher quality than chrome-plated alternatives. A glass fibre-reinforced bracket ensures both lightness and stability, making it ideal for mounting and operation at sea. A painted “diamond” element reflects the horn’s design language and can optionally be matched to the yacht’s colour.


© Zölnner

Diamond Triple YM125 produces a sound pressure level of 138 dB

The Diamond Triple YM125 is designed to comply with the requirements of COLREG 1972 and is undergoing type approval by internationally recognised classification societies. It is suitable for yachts from 20 up to just under 200 metres in length and sets new benchmarks in maritime signalling.

The chosen A major chord consists of three base tones with frequencies of 220 Hz, 277 Hz, and 330 Hz. The low-frequency components enable optimal sound wave propagation, while the higher frequencies add fullness and clarity. As a result, the Diamond Triple YM125 not only meets technical requirements for frequency and sound pressure level but also delivers a well-balanced tone and distinctive signal. ■

SANCTIONS

Seized superyachts up for sale

© Wroblewski

"Luna" at Hamburg harbour

Since Russia's invasion of Ukraine in February 2022, around 42 superyachts have been placed on Western sanctions lists. Sixteen of them have so far been seized – including "Luna". Now several yacht brokers are listing "Luna" for sale, with an asking price of €270 million.

The 115-metre explorer yacht "Luna" was seized by German authorities nearly two years ago and has been moored at Blohm+Voss in Hamburg since May 2022. Built in 2010 by Lloyd Werft in Bremerhaven, the yacht was originally commissioned by Russian billionaire Roman Abramovich. She underwent major refits in 2015–2016 and 2021 and is currently undergoing another extensive refit. On board, "Luna" can accommodate up to 18 guests and 51 crew. The ice-class-certified vessel is powered by MTU engines, can reach a top speed of 22 knots, and features four retractable stabilisers for comfort both underway and at anchor.

Until 10 September, interested parties in the United States also have the chance to bid for "Amadea". The minimum bid for the yacht, valued at around $300 million, is $10 million.

Amadea was seized by US authorities in May 2022 in the Fiji Islands. She is currently docked in San Diego, California. Built in 2017 at the Lürssen-Kröger shipyard in Rendsburg, Germany, Amadea measures 106 metres in length with a beam of 18.3 metres and a gross tonnage of 4,402 GT. The yacht accommodates up to 16 guests in eight cabins. Her exterior was designed by Espen Øino, while François Zuretti created the interior. She is capable of reaching speeds of up to 20 knots and is classified by Lloyd's Register.

Proceeds from the auction of Amadea are to be directed to Ukraine. ■

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GABE NEWELL
U.S. tech entrepreneur acquires Oceanco

The Dutch superyacht builder Oceanco is entering a new era under the ownership of Gabe Newell, the U.S. billionaire and founder of the gaming and tech company Valve.

A long-time supporter of Oceanco, Newell has acquired the shipyard from the Barwani family, a prominent Omani business family known for their involvement in the oil, yacht, and technology sectors.


© Oceanco

Under the Barwani family's ownership over the past 15 years, Oceanco rose to prominence as one of the world's leading builders of large, fully custom private yachts. Signature projects during their tenure include "Kaos", "Bravo Eugenia", "Black Pearl", and "Koru". The family remains active in the yacht sector, continuing their involvement with Turquoise Yachts in Turkey.

Gabe Newell is not seen as a passive investor but as a visionary entrepreneur with a personal passion for maritime craftsmanship. He aims to further develop Oceanco's capabilities without changing its core team or strategic direction. The focus, he emphasized, remains on people – both within the company and in its client relationships. "This isn't about buying a yacht company," Newell stated. "It's about joining a team and building something together."

Oceanco, based in South Holland, has been building motor yachts since 1990 and has specialized in custom megayachts over 80 meters since 2005. Its state-of-the-art facilities in Alblasserdam include a climate-controlled hall for yachts up to 130 meters and a covered dry dock for vessels up to 140 meters, with direct sea access via inland waterways. ■

HEESEN YACHTS
Van der Meer appointed new CEO


© Heesen Yachts

Jeroen van der Meer succeeds Niels Vaessen

Heesen Yachts has announced the appointment of Jeroen van der Meer as its new Chief Executive Officer, effective September 2025. As the company states, this appointment is a key element of the shipyard's strategy following its recent acquisition by owner Laurens Last. Jeroen van der Meer succeeds Niels Vaessen, who will depart from his role as CEO in mutual agreement with the shipyard. Heesen extends its gratitude to Niels Vaessen for his thirteen years of dedicated service, first as Chief Financial Officer and subsequently as CEO. ■

TANKOA YACHTS
New Executives named


© Tankoa Yachts

Isabella Pico and Guido Orsi

Tankoa Yachts has announced key additions to its management team. Isabella Picco has been appointed Head of Marketing & Communication. With extensive experience in the high-end yachting sector, she will work closely with senior management. In addition, Guido Orsi has been named Vice President. A key figure at Tankoa since its founding, Orsi has held various leadership positions over the years. In his new role, he will continue to advance the company's strategic focus on sustainability, technological innovation, and international growth. ■

Wally is known, among other things, for building sailing yachts

© Wally

WALLY

Ferretti acquires remaining stake

Ferretti has acquired the remaining 25% of Sea Lion, following its 2019 purchase of a 75% stake in the Wally brand. The Group now holds full ownership of the company behind Wally, consolidating control of one of its key strategic names in sailing and motor yachting. Ferretti said the decision was made jointly, reflecting a relationship built on mutual respect and close collaboration. This partnership has enabled founder Luca Bassani Antivari to build on the achievements made in developing and growing the Wally brand. ■

DELTA MARINE

Co-founder Ivor Jones dies

© Delta Marine

The two shipyard founders and brothers: Jack Jones and Ivor Jones

The yachting world mourns the loss of Ivor Jones, co-founder of Delta Marine and a pioneer of American yachtbuilding. In 1967, he and his brother Jack founded Delta Marine. Under his leadership, the company evolved from building Alaskan workboats into one of the most respected names in custom superyachts. In its early years, Delta delivered more than 600 commercial vessels, including the benchmark Delta 58. Today, the shipyard covers 25 acres along Seattle's Duwamish River, with over 300,000 square feet of manufacturing space. ■

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With her 114 metres, “Cosmos“ is one of the largest yachts launched by Lürssen this year. Commissioned by a visionary owner seeking something truly special – something unique – with which to explore the world, “Cosmos“ boasts a cohesive, strikingly elegant and futuristic exterior and interior by Marc Newson, executed with his signature refinement. His fresh, daring approach to yacht design has resulted in a sleek, sculptural vessel unlike anything seen before.

One of “Cosmos’ most striking and immediately recognisable features is the large, glass-domed private owner’s study, complete with a sky terrace. The study itself is a remarkable feat of glass engineering. Lürssen developed a custom process to bend large sections of thick glass free of imperfections and with crystal clarity, delivering uninterrupted 360-degree panoramic views from this commanding perch atop the vessel. The adjoining sky terrace offers the owner a personal al fresco space directly connected to the study.

The glass theme continues on the cabin deck, where a continuous glass band encircles the entire upper level for uninterrupted views. Forward in the bow, beneath the helipad, lies a glass-encased observation lounge; aft, an open balcony with a glass balustrade overlooks the spacious main deck.

Engineered for long-range, remote cruising, “Cosmos“ spans six decks and is reinforced to Ice Class 1D, enabling safe operation in light ice conditions. This capability opens up the possibility of exploring all five major oceans and all seven continents.

As part of the owner’s commitment to innovation, a methanol fuel cell research installation has been agreed upon. This system uses methanol to produce hydrogen, which is then converted into electricity. ■


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SUPERYACHT GLAZING AT ITS BEST

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“Free as the sea itself”

With NEON, Theodoros Fotiadis presents a new 78-metre superyacht. At its core is an open-plan layout without traditional bulkheads, enabled by the “FFB” platform from Lateral Naval Architects

© Fotiadis

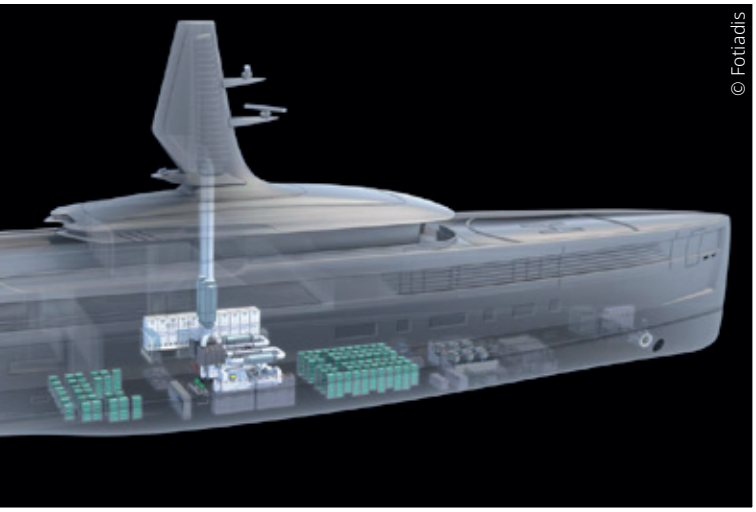
The NEON concept was designed by Theodoros Fotiadis

HANSA Yachts: What inspired you to create the NEON design? Can you describe the process – from the initial idea to the finished concept?

Theodoros Fotiadis: With NEON, I wanted to create a yacht that feels as free as the sea itself, where every space flows effortlessly, and the connection between the elements and those on board is uninterrupted. It’s not just a yacht.

To achieve that, I started working on the revolutionary Free From Bulkheads (FFB) platform from Lateral Naval Architects, which gives us the freedom to create a more open interior general arrangement and create convertible spaces that adapt with time and purpose.

To that, we added the beautifully designed and matched shell doors at the aft part of the boat in order to create a massive


© Fotiadis

waterfront area for the guest to either train in the gym, get a relaxing massage, or just hang out in the aft pool with a drink and good company. It's a lifestyle, a sanctuary, and an experience of pure elegance on the water.

In your opinion, what makes it so unique? What is your personal highlight of the NEON design?

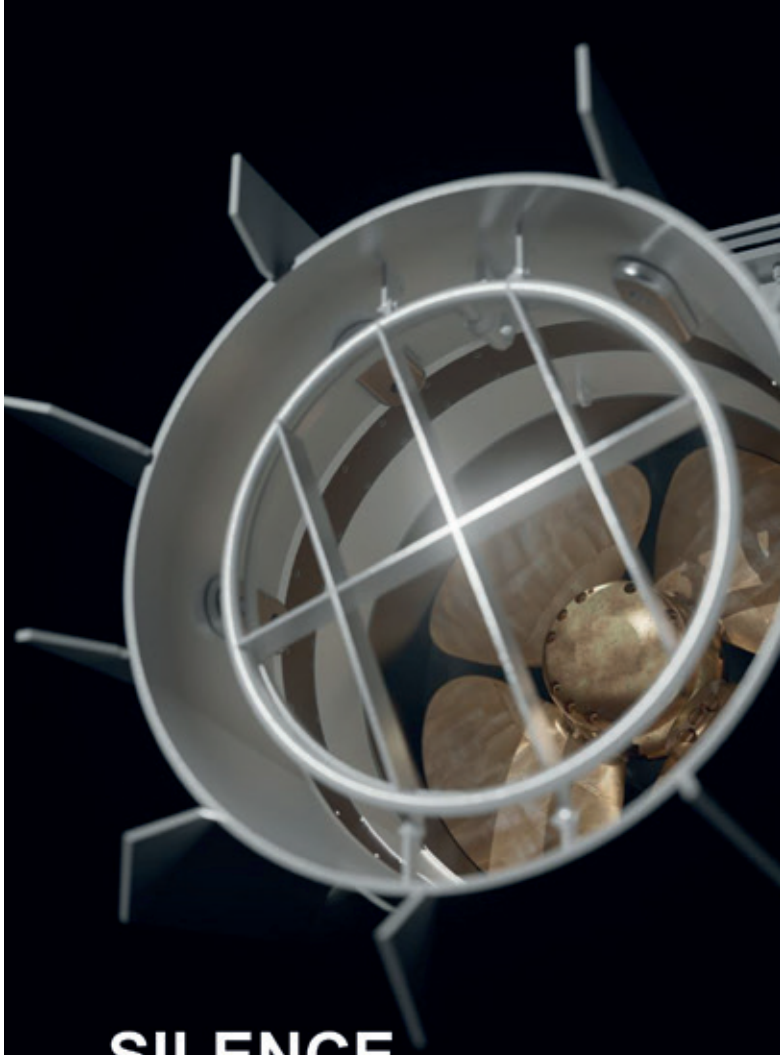
Theodoros Fotiadis: The 78m NEON is the first of its series to be built by Astra Nord, a new shipyard in Germany that offers vessels from 65m and up. This is the first time in the last 10 years that a German shipyard is offering innovative vessels in that length range and with top quality. Also, the teams behind the build of NEON, as well as our other projects, are some of the most experienced in the industry, with numerous successful and reputable projects. Put all this together with the innovative platform and the beautifully designed interiors – it's a win-win situation.

Which features can future yacht owners especially look forward to? Is it the spacious outdoor areas, the relaxing spa zone, or something entirely different?

Theodoros Fotiadis: The FFB platform gives us many options to configure not only the outdoor areas but also the interior. Our platform is ready to adapt to the owner's lifestyle, whether this means using the boat in the Med or the Caribbean, or taking it to the poles. The aft area can either be configured as a full spa and relaxation area as it is now, or it can be configured as a heli-ski preparation area or even include a decompression area when the owner and guests return with the private submarine.

In terms of engineering, you're collaborating with Lateral Naval Architects. How did this partnership come about?

Theodoros Fotiadis: Our first partnership with Lateral Naval Architects came a couple of years ago when we worked on the 140m trimaran "Spear". That was another innovative project that used a trimaran hull to reduce consumption by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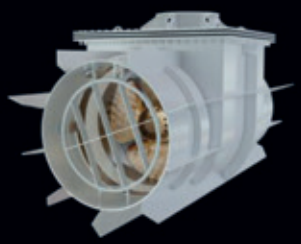

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The aft area can be configured as a spa and relaxation zone, a heli-ski preparation area, or a decompression space for returning from private submarine dives

40% compared to a 100m monohull vessel – and all that while cruising at 26 knots. Lateral Naval Architects are known for their work on many reputable projects and are the kind of architects who will always give it a go with innovative ideas and demanding requests from our clients.

The concept includes a clean hybrid propulsion system with battery packs. Do such innovative propulsion concepts also influence you as a designer?

Theodoros Fotiadis: Yes. In recent years, the one-tier engine rooms, with the replacement of the traditional ICE engine by generators and batteries, have allowed us to use the deck spaces more for the benefit of the owner and guests. It also gives us the freedom to design more stylish antenna masts, as the casing is considerably smaller and has a cleaner design, since the exhausts are fewer.

Are there already concrete plans to bring this design to life?

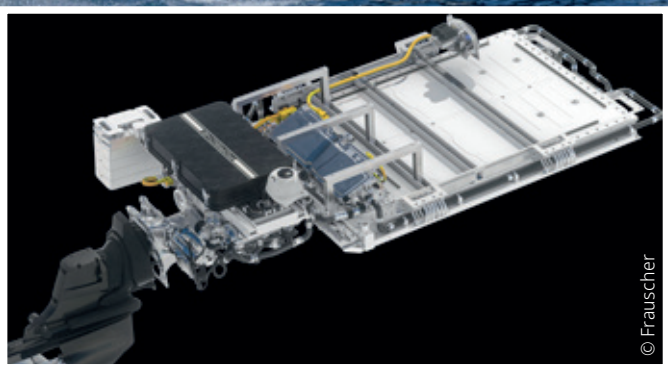
Theodoros Fotiadis: Since April this year, we have been in close contact with all leading superyacht brokerage houses and are working on the sale of the first units. T. Fotiadis Design and Astra Nord are working on a series of concepts from 65m up to 115m that will be presented later this year and next year, offering a full portfolio of yachts for discerning owners. Our task and goal is to build "Made in Germany" superyachts, with a fresh twist in design language and always with top quality and after-sales value. Astra Nord already prepares to lunch concepts at yachting and luxury events in locations such as Monaco, Fort Lauderdale, London, Jeddah and Palm Beach. ■

Porsche and Frauscher present another stylish e-tender

The open 850 Fantom is now followed by a Macan-powered runabout. Limited edition of 25 units. With this new model, the collaboration between the sports car manufacturer and the Austrian boatbuilder continues to bring automotive innovation to the water.

The collaboration between Porsche and the Austrian Frauscher boatyard is entering its next phase. Following the open 850 Fantom Air day cruiser, the Frauscher x Porsche 850 Fantom now arrives as a classic runabout with an enclosed foredeck and cabin. The new sports boat also features the all-electric drive from the Porsche Macan Turbo.

Porsche's ambition to lead in sustainable mobility is not limited to racing and road vehicles alone. Together with Frauscher Bootswerft from Austria, the sports car manufacturer has developed an electric boat that also delivers Porsche's hallmark e-performance on the water – now available in two versions. Just as Porsche offers its two-door sports cars as coupés and convertibles, Frauscher provides a choice between runabout and Air – in other words, between a closed foredeck with a classic look and a cabin beneath, or a centre steering position with seating and lounging areas at the bow. Following the open eFantom, the closed version, Frauscher x Porsche 850 Fantom, is now also being offered as part of the First Edition, limited to 25 units.



The new sports boat also features the all-electric drive from the Porsche Macan Turbo

"Like our sports cars, the eFantom stands for an exclusive experience and exceptional performance. As an elegant day cruiser with an innovative, powerful drive, it sets new standards in the maritime world. We are continuing along this path together with Frauscher and the new 850 Fantom," says Lutz Meschke, Deputy Chairman of the Executive Board and Member of the Executive Board for Finance and IT at Porsche AG.

Both electric boats, measuring 8.67 metres in length and 2.49 metres in width, impress with strong acceleration, sporty power delivery, superior performance, timeless design and luxurious equipment – all attributes shared with the Porsche Macan, from which the drive for the eFantom is derived. Porsche uses the most powerful version of its all-electric SUV for the transfer of technology from road to water – the rear-axle motor of the Macan Turbo. In the boat, the PSM motor delivers up to 400 kW. It is housed within the hull and is controlled via a Z-drive.

The control units are enclosed in a water-protected housing bearing the Porsche logo. The efficiency of the motor is optimised thanks to state-of-the-art power electronics, enabling particularly high switching frequencies through the use of silicon carbide in the pulse inverter.

The high-voltage battery with a gross capacity of 100 kWh also comes from the Macan. Wire rope dampers act as suspension to absorb the significant shocks that inevitably occur in waves and at high speeds.

The new 850 Fantom offers space for up to seven passengers. A bathing platform at the stern is followed by a sunbathing area with comfortable cushions. Studio F. A. Porsche in Zell am See and Style Porsche in Weissach played a key role in the cockpit's design. Here, the steering wheel and seats feature characteristic sports car styling – including the Porsche crest on the headrests. In the cabin, generous seating and lounging areas invite guests to relax. ■

Final outfitting for “REV Ocean”

The world’s largest yacht embarks on her first voyage under her own power: “REV Ocean” has been transferred to the Netherlands for completion. This marks the beginning of the final stage in the construction of one of the most ambitious research vessels ever built

© REV Ocean

At 195 metres, the “REV Ocean” will become the largest yacht in the world

After eight years of construction, an important milestone has now been reached. “REV Ocean”, which at 195 metres in length will become the largest yacht in the world, departed the Vard shipyard in Norway at the beginning of July 2025 and has now arrived at Damen Shiprepair in Vlissingen, the Netherlands. The final outfitting phase will begin here, during which the ambitious research and expedition vessel will receive its technical and interior finishing touches. Delivery is currently scheduled for the fourth quarter of 2026, with official commissioning planned for early 2027.

A moon pool for the diving robot

The hull of the research vessel has been fully completed, including a 12-metre extension installed at the stern in spring 2024. This extension provides additional space for laboratories, storage, a submarine hangar, larger diesel tanks and technical facilities. To improve the ship’s stability, the highest deck was removed and replaced with a lighter aluminium structure.

Propulsion is based on a diesel-electric system with an output of 11 megawatts. The ship is equipped with two electric motors of 3,200 kilowatts each and features battery systems from Corvus with a capacity of 3 megawatt-hours. The technology has been developed for particularly quiet operation and has been awarded Silent-R certification – a crucial factor for conducting sensitive research work. A total of around 1,150 kilometres of cable has been laid. A 3D print shop and a metal workshop are also already operational.

The ship is equipped with state-of-the-art infrastructure for scientific missions. A moon pool enables the deployment of the remote-controlled diving robot “Aurora”, which can reach depths of up to 6,000 metres. The hangar houses the manned submersible “Aurelia”, designed for operations at depths of up to 2,300 metres. A live-capture system with AI-supported sorting has also been installed to support research into living organisms. The first laboratories, crew quarters and technical rooms are largely complete and ready for use.

An atrium spanning five decks

Damen Shiprepair is now starting the interior work and systems installation. A construction phase of between 15 and 18 months is planned. A particular focus will be on the expansion of the guest areas, which will include 36 cabins, including additional VIP suites. The centrepiece of the ship will be a spacious atrium extending over five decks, serving as an open, light-filled hub. A spa, pool, several lounges, a show kitchen and a media room

are also planned. Norwegian artists are contributing artworks to enrich the ship's interior.

At the same time, modern research and expedition systems will be installed, including a HiPAP positioning system for precise navigation and control of underwater vehicles, a mission control room and a streaming studio for the documentation and live transmission of expeditions. The ship will also feature additional scientific laboratories.

The outer decks and transport facilities will likewise be comprehensively equipped. Two helipads, modern crane systems, hangars for tenders and submarines are planned. A multifunctional area and a padel tennis court will offer further options for leisure and sport, allowing the vessel to cater flexibly to a range of requirements.

Once interior work and final system tests are complete, "REV Ocean" is due for handover at the end of 2026. The maiden voyage will begin in early 2027, initially heading via Norway to the Arctic, followed by South America and Antarctica.

Charter operations will commence simultaneously, with an expected utilisation rate of around 25 per cent annually, open both to scientific expeditions and charter guests with an interest in research. Revenue generated will flow directly into the work of the REV Ocean Foundation, securing its long-term projects.

One healthy ocean

REV Ocean is a non-profit organisation with a clear goal: "One healthy ocean." This vision was brought to life by Norwegian entrepreneur Kjell Inge Røkke, who founded the initiative in 2017. Since then, REV Ocean has been working tirelessly to improve the health of the world's oceans – in a scientifically rigorous, technologically advanced and internationally networked way.

The organisation focuses on three of the most pressing challenges of our time: climate change, plastic pollution and overfishing. REV Ocean aims not only to research how these issues affect marine ecosystems, but also to develop concrete, actionable solutions and make them accessible to decision-makers worldwide.

The organisation's systemic approach is particularly noteworthy: science, politics, industry and civil society are encouraged to work together. Research findings are shared openly, new partnerships are fostered, and impetus is given to political decision-making. REV Ocean sees itself as a platform – not just for the collection of data, but also for real change. The goal is ambitious and, given the state of the world's oceans, more necessary than ever: to preserve a healthy, vibrant ocean for future generations. ■

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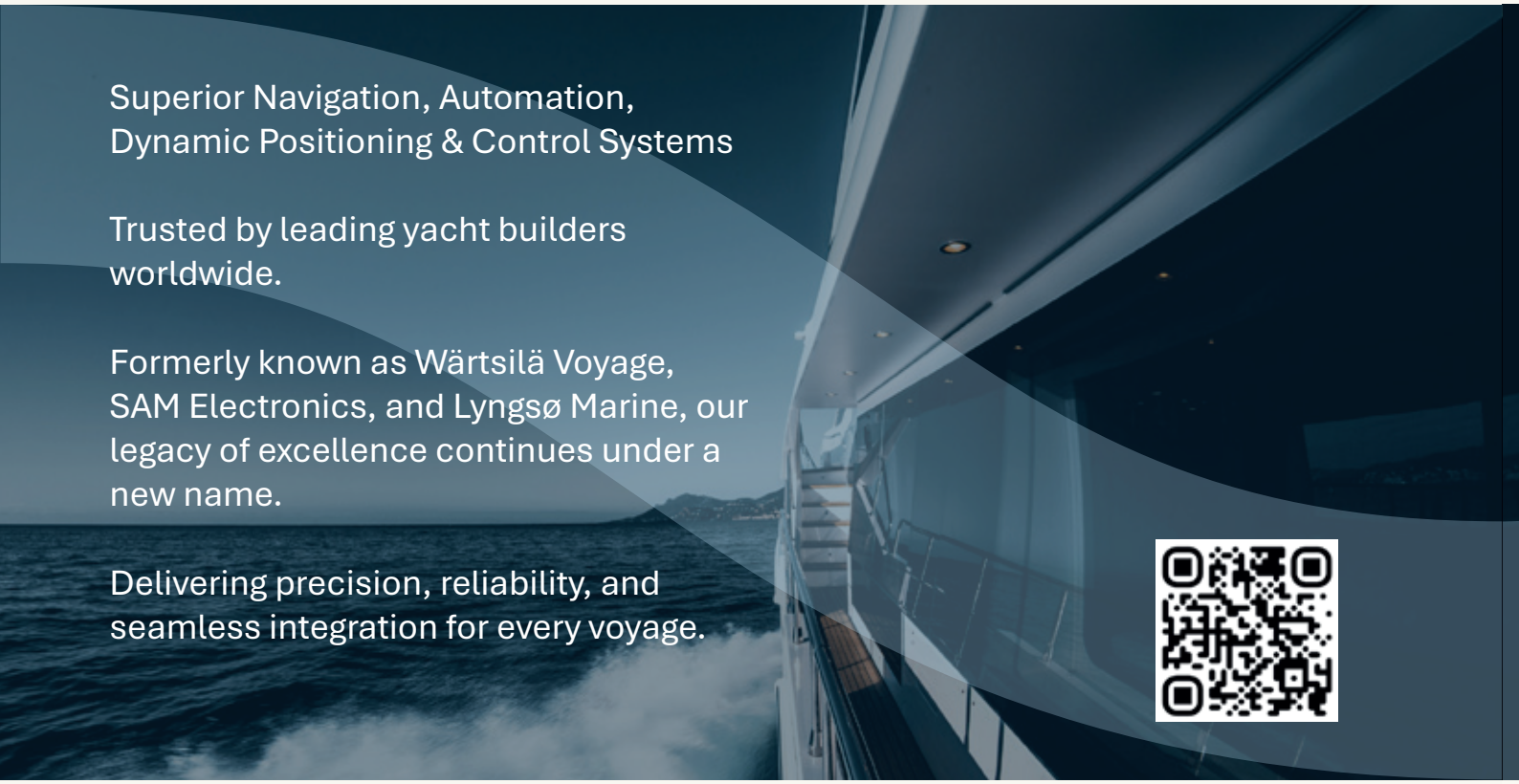

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Everything started with the production of rowing boats

Model of the “Rems”, the very first motorboat from 1886

150 Years of Lürssen: From rowboats to record-breaking yachts

Founded on 27 June 1875, Lürssen is celebrating its 150th anniversary this year. The family-run business has grown from modest beginnings through just four generations into a premier shipbuilder

“When Friedrich Lürssen founded Lürssen at just 24 years of age in 1875, he quickly cemented his reputation for building exquisitely tuned rowboats, and later for pioneering the world’s first motorboat with a combustion engine together with Gottlieb Daimler. Those early Lürssen boats were original, stylish, crafted from the finest woods, and built to a meticulous standard. Friedrich Lürssen was personally involved from the first cut to the final delivery and famously greeted his team at the gate every morning without fail. His passion and the precedent he set for quality and performance have become synonymous with Lürssen.

“It is with great pride that I reflect on how Lürssen has evolved into the company it is today,” says Peter Lürssen. “However, this journey has not been without its challenges. We have had one hundred and fifty years marked by trials, challenges and jubilations. There have been storms and successes. However, these success stories do not belong solely to Lürssen as a company. They belong to their people. I would like to take this opportunity to express my sincere gratitude to all our employees – past and present – without whom we would not be here, celebrating 150 years.”

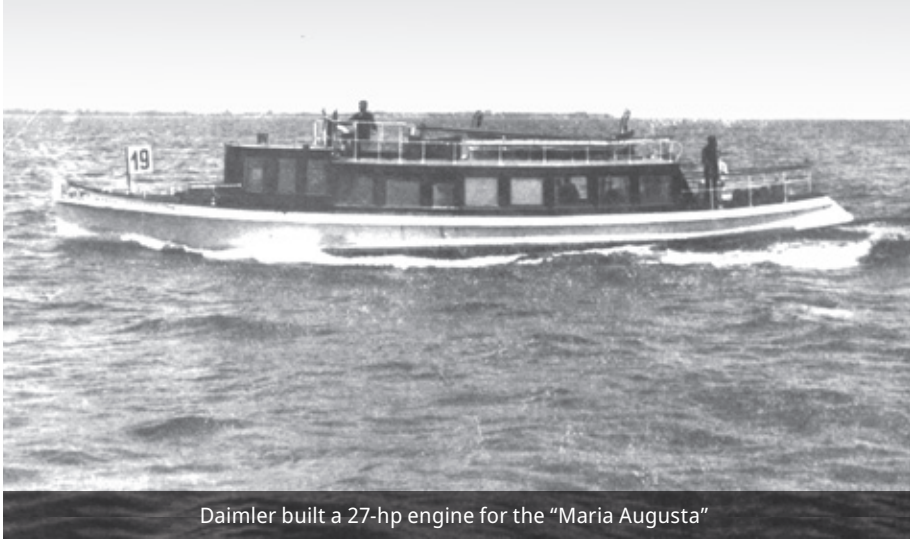
The founder of the shipyard: Friedrich Lürssen

Business was booming for Friedrich Lürssen. The small shipyard in Bremen-Aumund became a magnet not only for competitive rowboats but also for craft of all kinds – workboats, motorboats, lifeboats and more. Ever the disruptor, when Gottlieb Daimler – who invented and patented the petrol engine for a “horseless carriage” – approached Friedrich Lürssen with a request to build the first boat to be equipped with an engine, he immediately got to work.

In the summer of 1886, the world’s first motorboat was completed, laying the foundation for the industry as we know it today. It was a six-metre masterpiece: beautifully finished and a technical first, fitted with a modified 1.5-horsepower Daimler engine. However, despite her elegantly styled slender bow that swept back into a wide midsection and a well-formed stern, REMS caused chaos on the typically peaceful banks of the River Neckar near Stuttgart, where Gottlieb Daimler had his workshop. Locals prevented the infamous engine that “was generated by explosions” from reaching the water’s edge for the first test runs of “Rems”. Undeterred and characteristic of the young inventor, Daimler installed copper wires and insulators to make the engine look like an electric plant. The ruse worked. The world’s first motorboat was successfully tested, and the agitated locals were none the wiser.

The delivery of the six-metre “Rems” paved the way for motorboats. Lürssen and Daimler enjoyed a long, fruitful friendship, building and developing ever-larger and more powerful motor-powered boats. By the turn of the century, Lürssen motorboats had become a common sight cruising the inland waters of Germany. At 19 metres, “Maria-Augusta” was one of the largest. She had an elegant sheerline,

The christening of the motorboat “Scout”



Daimler built a 27-hp engine for the “Maria Augusta”

Moncao before WW I

Lürssen-Daimler racing boat, 1911

Frieda and Otto Lürssen with children, circa 1932

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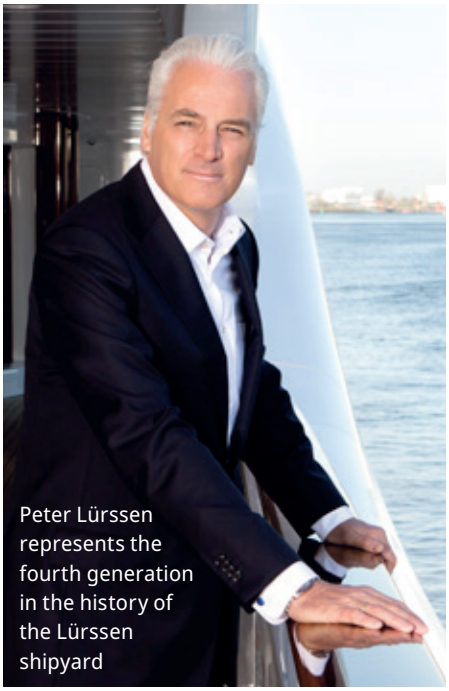
canoe stern and a superstructure that integrated a pilothouse. Daimler built a 27-horsepower engine for her, delivering a smooth nine-knot cruising speed.

The motorboat was the first in a long line of pioneering innovations introduced by Lürssen, which have since become industry standards. In 1997, it fitted the world's first energy-efficient hybrid propulsion aboard the 96-metre "Limitless". By 2002, the company was leading research into underwater exhaust systems, reducing backpressure and noise. Shortly after, in 2005, it delivered the 90-metre "Air" (now "Ice"), the world's first yacht with a pod drive. In 2009, Lürssen introduced an advanced wastewater treatment system based on membrane technology, first used on the 60-metre "Arkley" (now "Caipirinha") and now standard on all its yachts. The 147.52-metre "Topaz" (now A+) was also the first to feature a ballast water treatment system.

As part of its drive towards more responsible and sustainable solutions, Lürssen patented an innovative exhaust after-treatment system that reduces NOx emissions without affecting space, weight, noise or vibration. This has been standard on every Lürssen yacht since 2016. It launched Tesumo – a sustainable teak alternative – in 2020, which is now readily available to the industry and was notably laid across the helideck of one of Lürssen's most recent deliveries.


Peter Lürssen represents the fourth generation in the history of the Lürssen shipyard

Coinciding with its milestone year, Lürssen is preparing to deliver its next step towards an ultimately carbon-neutral future for yachting: the 114-metre "Cosmos". Much like its 139-year predecessor, "Rems", "Cosmos" was born from a pioneering and technologically driven client. The client has agreed to the installation of a methanol-powered fuel cell system. The system is designed to produce enough power to support the yacht at anchor for 15 days or cruise approximately 1,000 nautical miles at slow speed.

"We have made tremendous progress towards achieving an important goal of mine," says Peter Lürssen. "It was my great-grandfather who built the first motorboat in 1886, paving the way for yachting as we know it today. My dream is to ultimately build the first yacht without a combustion engine, marking the beginning of a new era for the industry."

Lürssen devoted much of the 20th century to naval and commercial boatbuilding, and it was not until 1988, under the custodianship of Peter Lürssen, that the company established a dedicated yacht division, committing half of its capacity to building yachts of all sizes. This has proven instrumental in the company's success in the yacht market.

Since forming its dedicated yacht division in 1988, it has built and delivered 70 bespoke yachts with a total length exceeding 6,500 metres. Today, 35 of the world's top 100 yachts are built by Lürssen. Among these are the 180.61-metre "Azzam", the 156-metre "Dilbar", and the 126.2-metre "Octopus" – respectively, the world's longest yacht, the largest yacht by volume, and the world's first explorer yacht.

"We don't set out to build the biggest yachts; we set out to build the best yacht for each client. Clients choose us for our engineering excellence, our ability to think outside the box, and our determination to fulfil their wishes – no matter how unreachable they may seem," says Peter Lürssen.

The owner of the multi-award-winning 122-metre "Kismet" confirmed this commitment: "Lürssen's position is simple: if you can conceive it, they can do it, no constraints. I love that. The shipyard hits every metric to perfection, especially with technology. The seaworthiness of 'Kismet' is incredible, and I am awestruck by the spaces and workmanship. It is all consistent with Lürssen's view that there should be no compromises on vision. And no compromises on expectations."

Today, as the company looks to the future, its vision remains aspirational. It has pledged to continue its support for Blue Marine Foundation. Through Blue Marine Foundation, Lürssen has supported 30 global projects, securing commitments to protect over 4.4 million square kilometres of ocean. Meanwhile,


"Ice"


"Limitless"


"Octopus"


"Cosmos"

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through its newly founded Lürssen Foundation, it will support the training and development of select engineering scholars who demonstrate exceptional talent and invest in start-ups and organisations making a positive impact on the industry and wider communities.

Lürssen employs around 2,000 people and operates three shipyards across northern Germany, an engineering and research centre in Croatia, and a sales office in the United States. It specialises in new yacht construction of 60 metres and above and operates a refit and rebuild yard with second-to-none facilities. ■

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Rising forces in yacht building

Turkey is currently ranked second globally in terms of yacht projects under construction. HANSA Yachts took a look at five emerging shipyards contributing to the country's growing position in the market

© ART Shipyard

The "Bee Explorer Yacht", ART's first yacht project

Turkey has become a key player in the global yachting industry, blending centuries-old craftsmanship with cutting-edge engineering. Across the country, more than 130 projects above 24 metres are currently under construction, with a combined total length of nearly six kilometres and a gross tonnage of 73,000.

While established shipyards like Turquoise, RMK or Bilgin enjoy international prestige, a strong wave of innovation is emerging from boutique yards and tech-driven manufacturers across the country. Here, we spotlight five dynamic Turkish yards that are relatively new to the market: ART Shipyard, The Yacht Factory, Sirena Superyachts, OGUZ Marine, and ARES Shipyard.

Backed by a legacy

ART Shipyard, the latest venture of the Besiktas Group, brings a rich heritage and a new level of excellence to the luxury yachting sector. Nestled in Tuzla Bay, Turkey's traditional shipbuilding hub, ART Shipyard offers international clients a premium experience with high standards in engineering, safety, and sustainability. With competitive pricing and quality on par with renowned Italian shipyards, ART Shipyard is committed to delivering the shipyard experience today's luxury clients expect. Although new to the luxury sector, ART Shipyard benefits from a strong background in commercial shipbuilding and has recently become the largest commercial refit yard in Europe and the eighth largest globally.

The "Bee Explorer Yacht", ART's first yacht project, combines robust 35-metre steel and aluminium construction with sophisticated, contemporary interiors. She will make her world debut at the Cannes Yachting Festival from 9 to 14 September.

Touted as a pocket-sized explorer, Hydro Tec – a name synonymous with explorer yacht design in this size category – conceived the "Bee Explorer Yacht" for long-range cruising and functionality. Her full displacement steel hull and aluminium superstructure are carefully crafted to stay below 300 GT, delivering a robust and comfortable platform.

Sergio Cutolo, President and Founder of Hydro Tec, comments: "The wider 7.7-metre beam provides excellent hull volume and greater fuel storage, extending the range to over 4,000 nautical miles at 10 knots. Our CFD analysis showed minimal efficiency loss with the wider beam, while the

© OGUZ Marine

The 50.5-metre "Oguz Khan" was delivered this summer

extra fuel capacity is advantageous for long-range cruising and refuelling at more economical locations – ideal for Mediterranean routes where fuel prices can vary significantly between countries."

Perfect for charter

OGUZ Marine in Bodrum specialises in tailor-made yachts constructed from steel, aluminium, and wood. Their portfolio includes gulets and modern motor yachts ranging from 16 to 50 metres. Manufacturing processes emphasise steel hull construction with IACS-classed materials and QA welds; wooden hulls utilise laminated epoxy and traditional carvel methods; aluminium superstructures are corrosion-resistant with concealed wiring. OGUZ combines traditional craftsmanship with flexible, fully customisable builds, including commercial and paramilitary vessels – offering exceptional durability and expedition-grade reliability.

Their latest project, delivered this summer, is the 50.5-metre "Oguz Khan". Named after the legendary figure regarded as the father of the Turkish people, this yacht combines elegance and power.

With her spacious interiors, six-cabin layout, contemporary design and premium materials, the yacht promises guests an unrivalled experience of comfort and luxury.

"Oguz Khan" boasts a stunning salon with an open-plan layout and 96 square metres of floorspace, including a stylish lounge, dining area, fully equipped bar, and a grand piano for music lovers. Outside, the expansive deck offers a Jacuzzi, aft deck dining, a generous swim platform, and plenty of sunbathing space for ultimate relaxation. Below deck, she offers five spacious guest cabins of 20 square metres each, all with en-suite bathrooms and large windows for stunning views. The owner's cabin, located in the bow, spans 50 square metres and includes a dressing room and steam bath.

"Oguz Khan's hull and superstructure are made of steel, with aluminium masts. In calm conditions, twin 750 HP Baudouin diesels propel the yacht, while two 62 kW generators power hotel operations. The yacht's maximum speed is 14.5 knots, with a cruising speed of 11.5 knots.

Evolution in Bursa

An increasingly recognised name on the international stage, Sirena Yachts is the superyacht arm of Sirena Marine, headquartered in Istanbul with production in Bursa. Originally known for building Azuree and Euphoria sailing yachts under licence, Sirena pivoted into motor yachts in 2016 with a range from 58 to 88 feet. Their yachts, co-designed with Frers Naval Architecture and Cor D. Rover, stand out for voluminous interiors, robust engineering, and transoceanic capabilities.

Having garnered several awards and industry acclaim, it was a natural progression to develop a range of superyachts at 35, 42, and 50 metres to complement the brand's success. The 42-metre project, expected to launch in 2026, marks the start of Sirena Superyachts and will be the

© Sirena Yachts

The first Sirena 42M, a 42-metre superyacht, is scheduled for launch in 2026

company's largest and most technically advanced vessel to date, featuring hybrid propulsion, dynamic positioning, and long-range capabilities of over 5,000 nautical miles. Luca Vallebona has been selected to create the exterior and layout, while Hot Lab, part of The Viken Group, will design the interior.

"It has been a desire of the Sirena management team to work with Luca Vallebona and Hot Lab for a long time, and we are excited by the results of our collaboration," says Cagin Genc, CEO of Sirena. "The interiors are simply stunning, offering highly personalised finishes and flexible layouts that complement Sirena's forward-thinking approach without compromising engineering. Hot Lab captured the essence of Sirena's unique superyachts with inviting, innovative layouts, and we are confident our clients will share our enthusiasm."

Focus on innovation

The Yacht Factory is one of the latest additions to Turkey's growing shipyard portfolio. As part of the Atasay Group, the shipyard benefits from strong financial backing. Cihan Kamer, Chairman of the Atasay Group, explains: "As Atasay Group, we operate across various sectors — jewellery, food and beverage, construction and real estate, and energy. While leading in these industries, we strive to design unique experiences. Innovation is the common denominator. With this in mind, I am proud to introduce our new project, Yacht Factory, where I can combine my 30 years of passion and experience in sailing with your passions."

Situated on a 200,000 m² site, the facility features an 800-ton travel lift and advanced equipment capable of servicing superyachts and megayachts, making it one of the largest and best-equipped facilities in the maritime sector. A floating dock further enhances its capabilities for vessels of all sizes.

The first new build from The Yacht Factory is the "Noa 46". Designed by Hot Lab Yacht Design, this 46-metre yacht combines long-range cruising with highly functional exterior and interior layouts. Built with a steel hull, aluminium superstructure, and fully compliant with RINA and MCA classifications, she offers a transoceanic range of 4,000 nm at 10 knots, powered by twin MAN 1,450 HP engines meeting IMO Tier III standards. She cruises at 13 knots with a top speed of 15.7 knots. ABT TRAC fin stabilisers ensure comfort both underway and at anchor. "Noa 46" will make her world debut at the Cannes Yachting Festival and also appear at the Monaco Yacht Show.

Solid reputation

Originally founded in 2006 by the Kalafatoğlu family – with a long tradition in shipbuilding and sailing – ARES Shipyard has built a solid reputation for its naval, utility, and support vessels, having delivered over 230 vessels to more than 15 countries. Now, it is expanding further into luxury yachting. Known as one of Europe's largest steel, aluminium, and composite boat builders, ARES Shipyard boasts a 40,000 m² enclosed, air-conditioned production area and a workforce of over 450. Equipped with four hangars and a dedicated furniture factory, it has the capacity to build vessels up to 90 metres.

As Chairman Kerim Kalafatoğlu notes: "We've already been recognised as Turkey's fastest-growing company and its largest exporter of military and commercial vessels. Now is the perfect time for us to show the superyacht industry what we're capable of."

The first yacht project is the 61.61-metre sailing ketch "Simena", recently launched and set for her world premiere at this year's Monaco Yacht Show. The project

© Yacht Factory

The first new build from The Yacht Factory is the "Noa 46"

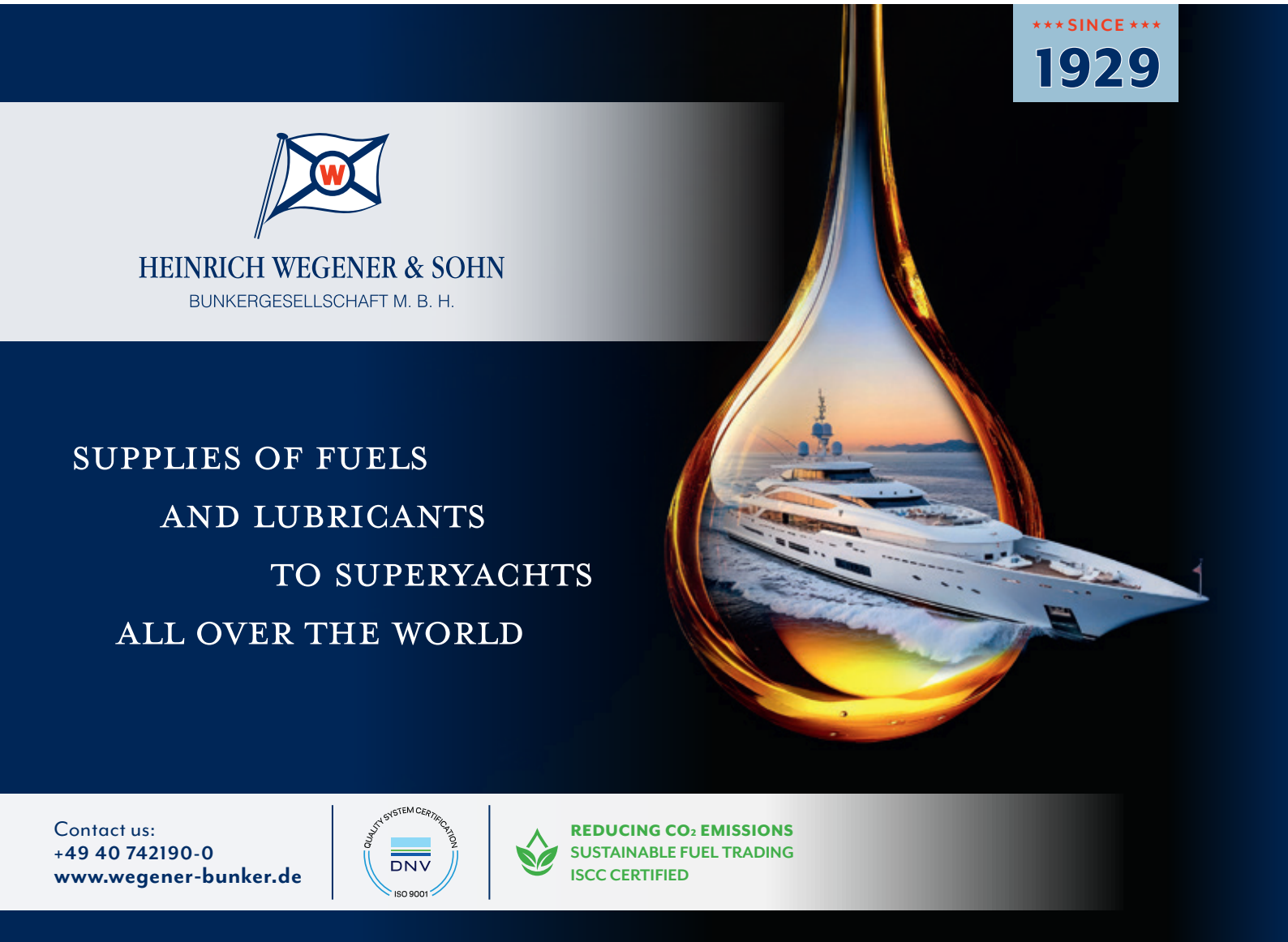
is by Taka Yacht Design and Design Unlimited, featuring a carbon-epoxy superstructure, all-aluminium masts, and rigging designed by Chris Mitchell. A sophisticated hybrid drive system allows for silent cruising under electric power up to 6 knots. Additionally, an 882 kW diesel engine supplements her 220 kW electric motors, enabling a top speed of 15 knots and a range of 4,000 nautical miles at 11 knots.

Based on the same expertise that produced the award-winning ARES 150 BOLD Class 48-metre offshore patrol vessel, designed by BMT and built by ARES – with two vessels already in service – ARES Yachts also has the 50-metre motor yacht Spitfire under construction. This 499 GT vessel, designed in collaboration with Lateral Naval Architects and Bannenberg & Rowell Design, represents the evolution of the proven BOLD hull form, with hybrid propulsion enabling speeds up to 23 knots. Looking ahead, ARES Yachts will undertake full custom projects above 500 GT and up to 90 metres LOA.

© ARES Yachts

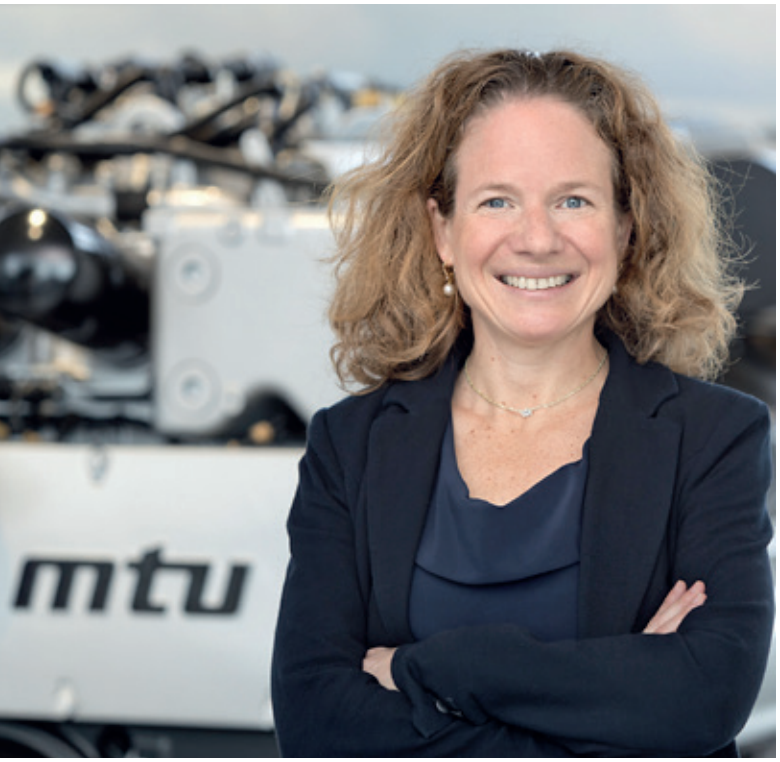
The 61.61-metre ketch "Simena" will debut at this year's Monaco Yacht Show

As Kalafatoğlu emphasises: "Whether it's a sleek, modern superyacht or a majestic ocean explorer, we aim to redefine what's possible on the big blue." ■



The four pillars of Rolls-Royce

With its mtu engines, Rolls-Royce Power Systems is quite literally propelling the yachting industry forward. But the company is no longer just an engine supplier – it delivers fully integrated solutions. Denise Kurtulus and Tobias Kohl explain the strategy to HANSA Yachts



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Denise Kurtulus, Senior Vice President Global Marine Business at Rolls-Royce Power Systems

Rolls-Royce Power Systems is among the leading propulsion suppliers in the yacht industry. Under its mtu brand, the company powers numerous yachts from 25 metres in length – including those from renowned builders such as Azimut Benetti, Ferretti and Sanlorenzo. In the megayacht segment, Rolls-Royce also collaborates with shipyards like Lürssen.

One of the latest examples is the 30-metre "Azimut Grande 30M", a highlight of the upcoming Cannes Yachting Festival 2025. Rolls-Royce has delivered the first fully integrated and highly efficient mtu pod propulsion systems for this new series to the Italian Azimut Benetti Group. Each yacht features two mtu 12V2000M96 engines, a new high-performance ZF 4900 pod drive, and the mtu NautIQ Blue Vision NG automation system, which – together with a ZF control system – monitors all powertrain functions. Several configurations are available, offering power outputs of up to 2,000 hp – making it the most powerful engine-pod combination currently available on the yacht market.

This propulsion setup represents one of the four strategic pillars in Rolls-Royce Power Systems' current portfolio, as Denise Kurtulus (Senior Vice President Global Marine Business) and Tobias Kohl (Vice President Application Engineering Marine) explain in an interview with HANSA Yachts. We spoke with both about the latest developments and the trends shaping the future of marine propulsion.

Regulatory pressure to reduce emissions has driven major changes in the portfolio. Rolls-Royce no longer sees itself merely as an engine manufacturer, but as a holistic system provider. The goal: to optimise vessel performance from bridge to propeller, ensuring maximum efficiency and minimum emissions. Digital tools like mtu NautIQ Foresight and integrated bridge solutions play a key role in this approach.

The problem is the fuel, not the engine

As Denise Kurtulus explains, the combustion engine remains the first pillar of this strategy. Even 150 years after its invention, it is still regarded as one of the most efficient technologies – despite growing demands for emissions reduction and the ongoing energy transition. "We do not see the combustion engine as the problem, but rather the fuel," says Kurtulus.

The second pillar is hybridisation. What was once viewed at Rolls-Royce as a transitional technology has now become a well-established solution for reducing emissions, she adds.

The third pillar focuses on system solutions – the so-called "bridge-to-propeller" approach. Rolls-Royce has made significant investments in this area in recent years, not only in R&D but also through strategic acquisitions. One example is the acquisition of bridge and automation specialist Team Italia, which now enables Rolls-Royce to offer integrated bridge solutions. Similar to an aircraft cockpit, the aim is to manage all critical onboard data via the bridge – improving both efficiency and safety.

The fourth pillar is service. Here, Rolls-Royce aims to provide everything from a single source and further optimise vessel operations through data-driven support. The focus is on delivering the best possible service as onboard systems become increasingly complex.

Is the combustion engine obsolete?

At a time when fossil fuels are increasingly viewed critically, continuing to rely on combustion engines may seem anachronistic to some. For Rolls-Royce, however, it still makes sense. The company continues to work on improving existing technologies – for example, through exhaust after-treatment,

which significantly reduces emissions. The use of HVO (Hydrotreated Vegetable Oil) can reduce CO_2 emissions by up to 90%. “We don’t need to wait until methanol is widely available. We can already achieve significant emissions reductions today,” says Kurtulus.

On the subject of methanol, she touches on an important point. Rolls-Royce Power Systems was one of the first companies to commit to methanol and has invested heavily in research and development in this area. Methanol is still seen as a fuel of the future, even though political and regulatory frameworks have slowed progress. “It’s unfortunate that regulation and politics have not kept pace with the industry’s expectations,” says Kurtulus. “We were ready, we invested, but without infrastructure and green methanol, scaling up in the industry is pointless. I’ve been in this industry for 20 years, and I’ve never experienced such momentum, with operators, shipyards and suppliers worldwide so united: methanol is the right path. Unfortunately, the necessary support is still lacking.”

Rolls-Royce will therefore not withdraw from this area but will proceed more cautiously with its investments. Without incentives, infrastructure, and available green methanol, converting ships makes little sense. The company remains

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Tobias Kohl, Vice President Application Engineering Marine at Rolls-Royce Power Systems

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Rolls-Royce has delivered the first fully integrated and highly efficient mtu pod propulsion systems for the new Azimut Grande 30M series to the Italian yacht builder Azimut Benetti

committed to the topic but intends to stay in technology development mode for the time being, explains Denise Kurtulus.

Against this backdrop, Rolls-Royce is also reassessing its combustion engine portfolio. A new, more powerful model in the 2000 series was recently introduced. The 12-cylinder version of the mtu 12V2000 M96Z engine will be launched from 2026. By further developing various components, Rolls-Royce has increased power output to 1,634 kW (2,222 mhp) from 1,472 kW (2,002 mhp). Power density has been raised to a new level, with only minor changes in weight and dimensions compared to the previous 12V 2000 M96X model. All large engines are now IMO Tier III capable.

"We continue to see the combustion engine at the heart of our approach – complemented by batteries, electrification, hybridisation. But also by automation to better utilise data and to support the crew on the bridge," summarises Denise Kurtulus.

More efficiency, more space

Although combustion engines remain at the centre, a new trend for diesel electric systems is emerging, as Tobias Kohl adds. Particularly in the Northern European shipyard market, there is a move away from traditional large diesel engines towards variable-speed platforms. These allow significantly more power to be extracted from an engine. "Traditional systems with 50 or 60 Hertz do not allow the engine to reach its full potential because it cannot operate at higher speeds. With variable-speed drives, we extract considerably more energy from the same engine," says Kohl.

Thanks to frequency converters, engines can be operated more efficiently. "There's no need to run large engines at partial load; smaller engines can be used at optimal operating points. This provides greater efficiency and flexibility." Here, the term "single deck engine room", popular in the megayacht industry, also comes into play.. Variable-speed gensets require significantly less space, which in turn creates more room for cabins. "More power-dense engines create more living space for owners on board," says Kohl.

Another important lever for improving efficiency, according to Kohl, is waste heat recovery. The heat generated by combustion engines can be used in a variety of ways, for example for heating, hot water or cooling, with air conditioning being one of the largest energy consumers on board.

A project combining new technologies

Due to confidentiality, Kurtulus and Kohl cannot speak about specific yachts where these integrated propulsion solutions are already in use. However, they do report that such systems are already in operation on several hybrid-electric ferries operated by Liberty Lines in southern Italy. These vessels are equipped with the complete Rolls-Royce hybrid system – including the NautIQ Foresight automation solution, which allows crews to monitor fuel consumption and operations and centrally manage all operating data.

A similar hybrid system with Series 4000 mtu engines, will be installed on a 76-metre Turquoise megayacht, which is due to enter service end of 2026.

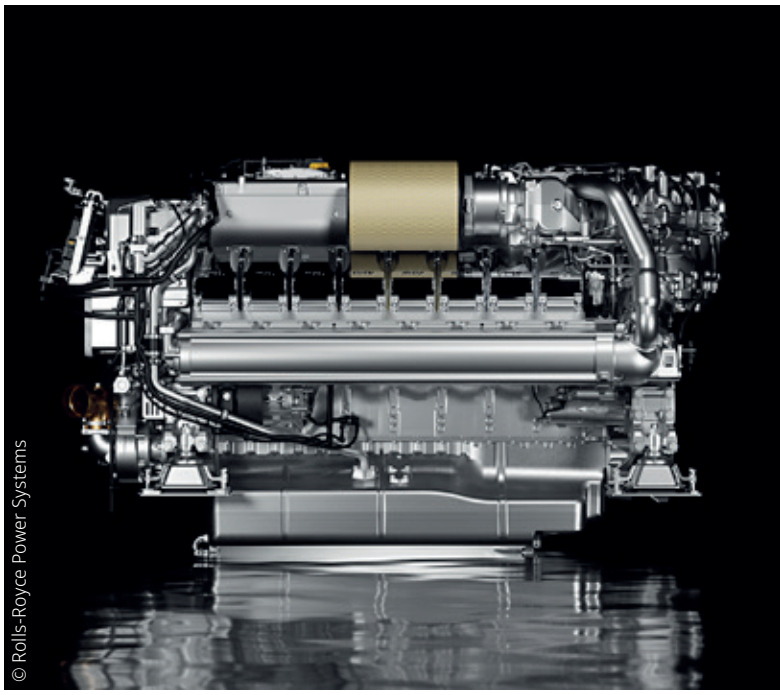
In line with the "bridge-to-propeller" strategy, Rolls-Royce has also pod systems in its portfolio. These propeller solutions with

integrated gearboxes are developed in cooperation with ZF. However, the complete integration, including calculations for vibration and the mechanical validation of the entire system, is the sole responsibility of Rolls-Royce.

"We have just completed testing of this fully integrated system. Naturally, efficiency always depends on the vessel's design, but we were able to achieve efficiency gains of up to 20% through this integrated solution," explains Kurtulus, revealing that a first Azimut yacht with the pod system will be on display in Cannes in September.

Rolls-Royce Power Systems is thus positioning itself as a system provider offering complete solutions. This not only helps improve efficiency but also reduces the workload for shipyards. When Rolls-Royce supplies a complete system, this saves shipyards valuable time both in development and construction.

As Denise Kurtulus concludes, Rolls-Royce aims to offer a kind of modular system for different yacht sizes from which shipyards and owners' representatives can choose. "This modular system includes gensets, automation and digitalisation solutions, battery systems, and hopefully soon methanol engines. In this, we act like an energy consultant. After all, a ship is nothing more than a floating microgrid that requires many software solutions to manage energy efficiently." ■



Engines like the mtu 16V2000 are a key pillar of Rolls-Royce's corporate strategy

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Quiet and lightweight at sea

For decades, Geislinger has been supplying couplings and drive shafts for superyachts. In this interview, Torsten Philipp explains which trends are currently shaping the yacht market, how Geislinger is responding to new demands – and why yachts, in particular, are serving as drivers of innovation

© Geislinger

Torsten Philipp, Managing Director at Geislinger, explains the company's role in yacht propulsion systems

HANSA Yachts: What products or solutions does Geislinger offer for the yacht sector?

Torsten Philipp: In the yacht market, we've been supplying proven products for many years, such as flexible couplings made from steel and composite materials. These are typically installed between the engine and the gearbox, or between the engine and the electric machine. Our portfolio also includes composite drive shafts to the propeller. – these are our core propulsion products, which we've been developing and manufacturing in-house. With expertise in composite products for over 25 years.

Around a year ago, we expanded our portfolio to include a fully electric drivetrain all-electric propulsion systems. In cooperation with our partner AVL, we now offer a complete customized solution – including the electric machine and inverter. This marks our transition from a component supplier to a system provider.

Which yacht sizes does Geislinger target with its portfolio?

Torsten Philipp: Our roots lie in the segment of very large yachts, those over 100 metres in length. That's where our journey in the yacht market began many years ago. We're still strongly represented in this segment and hold a significant market share.

At the moment, we're increasingly tapping into smaller segments, down to around 80 metres in length. For fully electric yachts, we cover propulsion power ranges from 1.2 to 1.5 MW – suitable for yachts of up to around 50 metres.

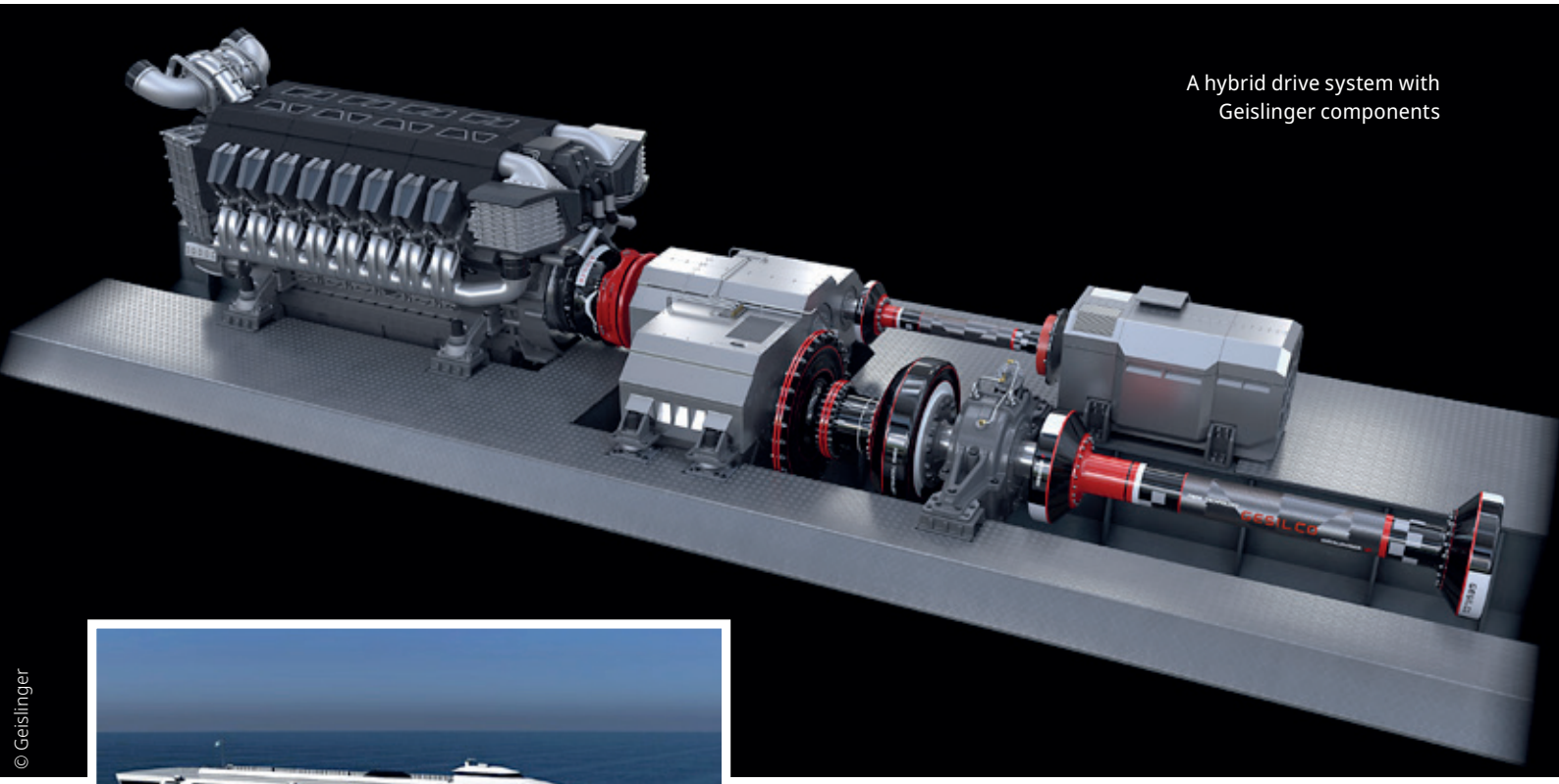
Which trends are currently having the greatest impact on the Geislinger portfolio – and what requirements arise as a result?

Torsten Philipp: A central topic is the hybridisation of propulsion systems with various operating modes. In the past, combustion engines could be optimised for a specific operating point – such as full load or continuous operation. With hybrid systems, engineers now have to consider how the load is distributed between the electric machine and the combustion engine: when is each activated or disengaged, how long does the system remain in each mode? The complexity of propulsion systems has increased significantly.

Another trend strongly influencing our development is acoustics. Particularly in the yacht sector, there's a growing demand to reduce noise and vibrations to an absolute minimum – especially on overpowered yachts where comfort is a priority. This places high demands on ship design, and especially on the drivetrain. Our role is to ensure that sound doesn't propagate through the powertrain – through the use of acoustically optimized couplings and shafts. The extensive acoustic expertise we've built up over the years has been heavily shaped by the yacht segment. Alongside the navy, it's our strongest driver of innovation in this field.

I often compare it to the technology funnel in the automotive industry: high-end segments – like the Mercedes S-Class – are where new technologies are developed before they trickle down to mass production. It's similar in yacht building, particularly in the luxury sector. This is where advanced propulsion solutions are created, with all their challenges – and later transferred to other vessel types.

Another major driver is lightweight construction. For a long time, lightweight design was seen as contradictory to noise insulation, since sound-dampening components tended to be bulky and heavy. We've succeeded in uniting both requirements – acoustic performance and weight reduction. This offers major benefits: the lighter the drivetrain, the more efficient the operation and the lower the fuel consumption. In hybrid systems especially, this helps offset the additional battery weight.



A hybrid drive system with Geislinger components

© Geislinger

© Incat

Geislinger recently equipped the fully electric, 130-metre-long RoPax ferry "China Zorrilla", with technical requirements comparable to those in the yacht sector

Is there a current yacht project that particularly showcases the strengths of Geislinger's couplings?

Torsten Philipp: I'd love to mention a specific project – but yacht projects are typically subject to the strictest confidentiality. What I can say is this: there are only a few shipyards in Europe – such as in Germany, France or the Netherlands – that specialise in large yachts. And nearly every major vessel that leaves those yards is equipped with Geislinger components.

One example I can share comes from the ferry sector: we recently equipped the fully electric 130-metre-long RoPax ferry "China Zorrilla", built by Incat Tasmania. The technical requirements were similar to those in the yacht segment. For this project, we supplied carbon-fibre drive shafts, flexible couplings and hubs for the propulsion system.

Where do you see trends in coupling technology for the yacht sector? What solutions is Geislinger currently working on?

Torsten Philipp: As already mentioned, we see the main trends in lightweight construction and acoustics. A third and increasingly important area is our expertise in electric propulsion. As a company rooted in mechanical engineering, we now need a far deeper understanding of what's happening on the electrical side – for example with insulation, short-circuit resistance, or interface design.

It's about identifying the skills we need to develop in order to integrate our products into an electric onboard network. This transformation is a major focus for us.

In the field of acoustics, we're investing heavily in predictive accuracy. Around ten years ago, we built one of the world's largest acoustic drivetrain test benches. Now, we want to further improve simulation capabilities together with our partners. We have this expertise in-house – which shows how important this topic is for us. During coordination phases between engine manufacturers, shipyards and acoustic experts, reliable predictions are essential – both for the hull and the propulsion system.

And that's exactly what we can do: deliver high-quality forecasts during the simulation phase – not just later on the test bench. This enables us to perform a factory acceptance test (FAT) without needing numerous prototypes. After all, yacht building involves bespoke, one-off designs – there's neither time nor budget for repeated hardware iterations.

We continue to develop this simulation expertise internally but also regularly collaborate with leading universities and acoustics institutes. The same applies to our material expertise – whether in composites, elastomers or steel. Here too, we work closely with specialists. And that's exactly what our customers expect from us. ■

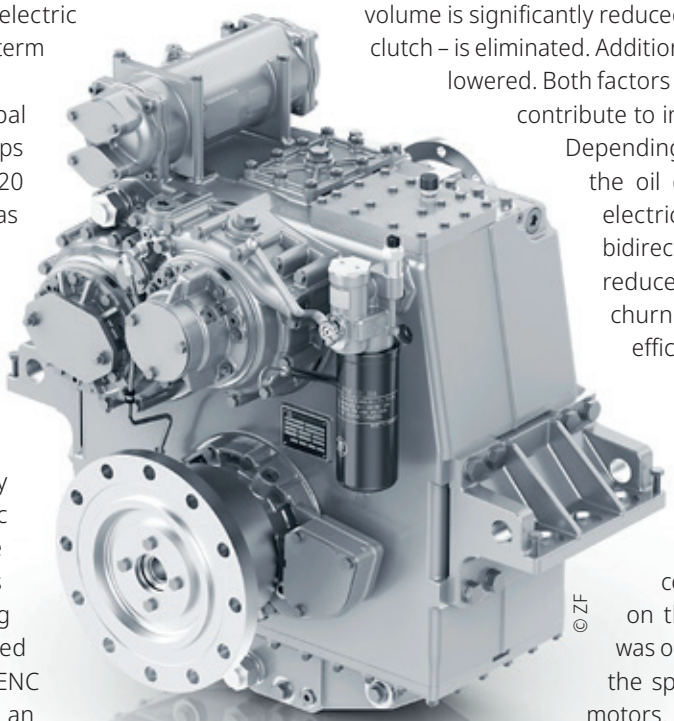
ENC SERIES
New ZF gearbox for electric marine

With the new ENC series, ZF presents its first marine transmission specifically developed for use in fully electric vessels. According to the company, it stands out due to its optimized efficiency with electric motors, lightweight design, and excellent NVH (Noise, Vibration, Harshness) performance. These features are intended to improve electric range, onboard comfort, and long-term operating costs.

According to forecasts, the global market for electrically powered ships is expected to grow to USD 17.20 billion by 2032. In comparison, it was just USD 4.33 billion in 2024. This shows that electromobility in shipping is not a short-term trend but – in more than one sense – a sustainable development on global waters.

Near the coast or on shorter routes, development has already extended to fully battery-electric drives. These are a viable alternative to conventional or hybrid units wherever a suitable charging infrastructure can be established with relative ease. "With our new ENC transmission series, we now have an optimal solution in our portfolio for these applications, supporting the industry in its sustainable transformation," says Wolfram Frei, Sales Manager Commercial and Fast Ships at ZF.

The new ENC series is ZF's first transmission line explicitly designed for use in pure electric ships. Experience from past projects contributed to its development. In Portugal, ZF had already equipped passenger ferries with electric drive solutions a few years ago, enabling them to cross the Tagus River with zero local emissions. At that time, a conventional transmission was customized to meet this requirement. "After this successful project, our goal was to further optimize the efficiency of battery-electric drives. This paved the way for the development of the new ENC series," explains Frei.


© ZF

The new ENC series is ZF's first marine transmission that was developed explicitly for use in purely electrically powered ships

No clutch, optimized efficiency

The ENC series was engineered to ensure that the electric motor's drive power is transferred to the propeller as efficiently as possible, even at high speeds and gear ratios – a common scenario in electric shipping. This increased efficiency reduces energy consumption, resulting in greater range and improved economy.

Unlike conventional and hybrid transmissions, the ENC series eliminates the need for a hydraulically actuated multidisk clutch (ENC = Electric Non-Clutchable). As a result, the required oil volume is significantly reduced, since a major consumer – the clutch – is eliminated. Additionally, system oil pressure can be lowered. Both factors allow for a smaller oil pump and contribute to increased mechanical efficiency. Depending on customer requirements, the oil can be supplied either by an electrically operated pump or a bidirectional mechanical pump. ZF also reduced the oil level. "This minimizes churning losses, which increases efficiency," says Frei.

Thanks to the smaller pump, lower oil level, and further structural optimizations, the ENC transmission weighs considerably less – up to 10 percent less than comparable solutions, depending on the version. Another key focus was on acoustic performance to meet the specific requirements of electric motors. As a result, the ENC stands out with its excellent NVH characteristics.

Range from 650 kW to 3,900 kW

The ENC series is compatible with all ZF marine propulsion systems, from the ZF 2000 to the ZF 9000, covering a power range of 650 to 3,900 kW. It is suitable for all installation configurations (A/V, U, Z), center distances, attachments, transmission ratios, as well as fixed-pitch propellers, controllable-pitch propellers, and waterjet drives. "This gives shipbuilders maximum flexibility in vessel design. The ENC is therefore ideally suited for electrifying the operation of commercial vessels such as ferries, tugs, supply boats, or river cruise ships on short routes," notes Frei.

Thanks to decades of expertise, ZF relies on proven standard components as well as its global ZF Aftermarket service network for the ENC's production and support. This ensures a reliable supply of spare parts.

The new product is already generating interest. "We have inquiries from Portugal, Scandinavia, and the USA. This proves that sustainable ZF driveline solutions – and electromobility – are truly global topics," the Sales Manage concludes. ■

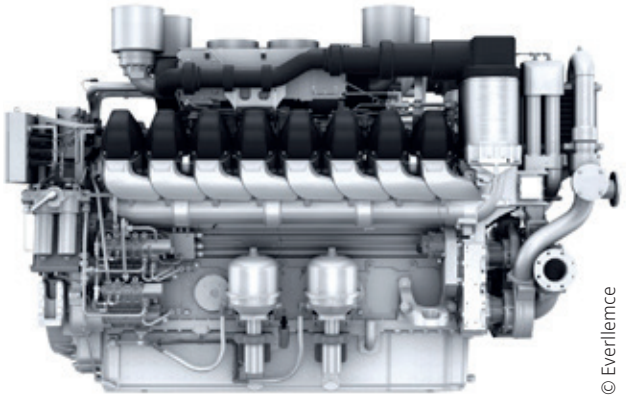
175DF-M

Everllence supplies methanol engines for superyacht

Propulsion specialist Everllence, formerly MAN Energy Solutions, has secured its first order for a dual-fuel methanol engine. A total of three engines are destined for a superyacht currently under construction at a European shipyard. Everllence will supply variable-speed generator sets (GenSets) for the vessel: two 12V175DF-M and one 16V175DF-M, including methanol fuel supply systems. Delivery is scheduled for July 2027.

According to Everllence, many customers have shown strong interest in the 175DF-M engine since its development began in 2023. In addition to the yachting sector, other market segments such as ferries, cruise ships, offshore vessels, tugs, government vessels, and navies have also expressed interest. In fact, Everllence is already working with several clients on specific vessel concepts – both newbuilds that will be methanol-ready upon delivery and retrofittable designs that allow for future methanol conversions.

"We are pleased to announce that a leading superyacht manufacturer has selected the 175 dual-fuel methanol engine for its latest project. The engine offers very high methanol combustion efficiency, low emissions, and exceptional reliability. We are also proud that this is the first order for a high-speed methanol dual-fuel engine designed for both diesel-electric and mechanical propulsion," says Alexander Knafl, Head of R&D, Four-Stroke at Everllence.



© Everllemce

The delivery of the dual-fuel methanol engine is scheduled for 2027

In parallel with the development and market introduction of medium-speed, two- and four-stroke methanol dual-fuel engines, Everllence launched the development of the 175DF-M high-speed engine in 2023, thereby expanding its future-fuel-compatible four-stroke portfolio. Based on computer simulations and combustion optimisation on test benches, the 175DF-M will achieve an unprecedented methanol share in combination with high power density and fuel efficiency. ■

MTU 2000 SERIES

Rolls-Royce to launch more powerful engine

Rolls-Royce Power Systems is expanding its MTU Series 2000 lineup with a more powerful 12-cylinder model set to launch next year. Through targeted upgrades to several components, the engine's output has been increased from 1,472 kW to 1,634 kW. According to the company, this improvement marks a new benchmark in power density, achieved with only minimal changes in weight and dimensions compared to the previous 12V 2000 M96X model.

© Rolls-Royce Power Systems

The new the 12V 2000 M96Z engine is approved for operation with sustainable HVO

The new engine, named 12V 2000 M96Z, is designed specifically for high-performance vessels such as fast yachts, patrol boats, and police craft. Key to the engine's upgraded performance is an advanced turbocharging system that enables rapid acceleration while keeping emissions low. Further enhancements to the crankcase, cylinder heads, and pistons are intended to boost both reliability and durability. As with all MTU yacht engines, the 12V 2000 M96Z is approved for operation with sustainable HVO (Hydrotreated Vegetable Oil) fuel. The engine is also eligible for IMO II and EPA Tier 3 recreational certifications.

"With our Bridge-to-Propeller strategy and premium MTU brand, Rolls-Royce Power Systems continues to strengthen its leading position in the global yacht market. Offering a complete portfolio for the entire yacht propulsion system – including cutting-edge MTU engines, hybrid solutions, pod drives, bridge and automation systems, supported by a worldwide service network – is truly unique in the market," said Denise Kurtulus, Senior Vice President Global Marine at Rolls-Royce Power Systems. ■

Nuclear power as a trend?

What was once the preserve of military vessels could soon become a viable alternative for superyachts and research ships. New reactor types and ambitious projects show how nuclear energy might shape the future of the maritime industry

© Earth 300

The 300-metre-long Earth project combines state-of-the-art Molten Salt Reactor technology with a unique design

Nuclear technology is becoming increasingly significant – not only for cargo ships or military units, but also in the private and luxury sectors, such as superyachts. This trend is driven by the urgent search for sustainable, emission-free propulsion systems for shipping. Research into the technology now promises safe reactors that mitigate risks such as meltdowns. This opens up new perspectives on how innovative nuclear technology could shape future energy supply at sea.

Nuclear power as an environmental solution?

Global pressure to decarbonise shipping has increased significantly in recent years. Traditional fossil fuels are facing growing criticism, with strict environmental regulations and rising emissions costs calling the economic viability of conventional propulsion systems into question. Nuclear-powered ships offer an attractive alternative: they provide almost emission-free energy with long range capabilities and require little space for fuel storage. The previous limitations of nuclear technology – particularly the size and complexity of the reactors – are now being overcome by modern developments such as Small Modular Reactors (SMRs), which are specially tailored to the requirements of the maritime sector.

Historically, the commercial use of nuclear propulsion systems was primarily based on pressurised water reactors (PWRs), as used in military submarines or icebreakers. This technology still forms the basis of international regulations today. However, new concepts are focusing on more advanced reactor types: Small Modular Reactors and thorium-based Molten Salt Reactors (MSRs) promise more compact designs, enhanced safety, and greater flexibility. The "Ulstein Thor", a Norwegian concept for a thorium-powered supply vessel, is an example of how a 20-megawatt MSR can generate emission-free electricity for a fleet of expedition cruise ships.

Ahead of its time

A look back in history shows that nuclear ship propulsion has a long tradition. In the 1960s, the "Otto Hahn", a German cargo ship, was one of the first civilian vessels in the world to be powered by nuclear energy – and remains the only one of its kind to have flown the German flag. Named after Nobel Prize winner Otto Hahn, the ship was launched in 1968 and equipped with a 38-megawatt (thermal)

light water reactor. This reactor enabled an impressive range of over 250,000 nautical miles without refuelling – a major technological advance at a time when energy-efficient long-distance transport was becoming increasingly important.

The "Otto Hahn" served not only as a freighter for heavy cargo and containers but also as a technological demonstration platform for the safe use of nuclear energy at sea. In over a decade of service, she completed numerous successful voyages, including to South America, Africa and India – albeit always with certain restrictions: political reservations about nuclear energy and regulatory hurdles meant that access to many international ports was denied. This severely limited her economic viability, even though her operation was technically flawless.

The reactor was finally decommissioned and dismantled in 1982. The "Otto Hahn" continued to operate with conventional propulsion for a few more years before being retired. Despite her early demise, she is now regarded as an important milestone in the civilian use of nuclear propulsion – a technical pioneer that laid the foundations for today's developments and is once again gaining relevance in the current discussion around emission-free shipping.

The "USS Nautilus", the US Navy's first nuclear submarine, was equally influential in demonstrating that nuclear reactors are not only reliable but also powerful enough for sustained use at sea. It was the first vessel to sail beneath the North Pole. These pioneers laid the groundwork for today's advancements, which now extend far beyond military applications.

The advantages of nuclear energy at sea are clear: with minimal CO_2 emissions, high energy density, and long operating times without the need for refuelling, it enables sustainable and efficient operations. However, significant challenges remain. The disposal of nuclear waste continues to be a sensitive issue, as do the safety concerns associated with handling this technology. Maritime legislation, which until now has been geared towards pressurised water reactors, urgently requires modernisation to accommodate new reactor types and their specific features. There is also a notable need for qualified personnel for operation and maintenance, which continues to limit widespread implementation for the time being.

A radiant future

Several pioneering projects are demonstrating how nuclear technology could transform the maritime sector. Hyundai KSOE recently unveiled an innovative design for a nuclear-powered container ship based on Small Modular Reactor (SMR) technology. This vessel is expected to achieve an impressive capacity of 15,000 TEU (Twenty-foot Equivalent Units), combining economic efficiency with safe and emission-free operation. The propulsion system utilises supercritical carbon dioxide as the working fluid, which not only increases efficiency but also enables more compact systems. The concept is complemented by modern radiation protection and safety technologies, intended to ensure safe operation even in heavily trafficked sea areas. This project could serve as a blueprint for a new generation of large container ships that are both environmentally friendly and economically viable.

© Earth 300

The development costs for the futuristic yacht project Earth 300 are estimated at around 500 to 700 million US dollars

© Ulstein

"Ulstein Thor"– a novel concept for a nuclear-powered cruise ship

At the same time, the Earth 300 project is setting new standards in the luxury and research sectors. The 300-metre-long yacht combines state-of-the-art Molten Salt Reactor technology with a unique design intended to provide scientists and researchers with space to explore the oceans and climate worldwide. The concept aims to establish sustainable research vessels as platforms for international scientific exchange while significantly reducing the ecological footprint.

Another interesting flagship project is the "Ulstein Thor", a novel concept for a nuclear-powered cruise ship equipped with a thorium-based Molten Salt Reactor. Thorium reactors are considered particularly safe and efficient as they generate less long-lived radioactive waste and present a lower risk of core meltdown. "Ulstein Thor" will be capable of carrying up to 200 passengers in comfort and operating completely emission-free. It will also serve as a kind of recharging station for other vessels – particularly battery-powered cruise ships – thus effectively fulfilling a dual function.

© Ulstein

The "Ulstein Thor" has a thorium-based Molten Salt Reactor

Between innovation and regulation

The legal framework for nuclear-powered ships remains inconsistent and is still largely focused on outdated reactor technologies. In Germany, the Maritime Safety Act (SchSG) regulates the safe operation and environmental protection of ships at sea. The Atomic Energy Act primarily governs the transport and storage of reactors, as well as safety guidelines.

At international level, the International Maritime Organization (IMO) defines the framework for nuclear-powered ships under SOLAS Chapter VIII and the Nuclear Code. These regulations are based on pressurised water reactors and are currently undergoing comprehensive revisions to incorporate modern nuclear technologies and create more open, forward-looking regulations. This is a key prerequisite for bringing innovations such as SMRs or Molten Salt Reactors to market while ensuring safety and environmental protection.

Nuclear-powered ships in yachting are no longer science fiction. A remarkable opportunity is opening up for the maritime industry, one that combines technological progress with ecological responsibility. ■

Transparency in the balance sheet

The environmental impact of superyachts is increasingly in the spotlight – and for the first time, there is now a tool to measure it transparently. YETI aims to bring clarity to the environmental performance of superyachts

Superyachts are increasingly under scrutiny for their environmental impact – but until now, there has been no objective benchmark to assess it. That's where YETI comes in. The Yacht Environmental Transparency Index (YETI) is an initiative designed to measure and compare the ecological footprint of large yachts in a transparent, science-based way. The project brings together shipyards, design studios, and research institutions to collaborate towards a shared goal.

Rather than competing, participants are united by a scientific methodology based on Life Cycle Assessment (LCA). The current focus is on the operational phase of a yacht's life, where emissions are typically highest. The results are expressed as EcoPoints – a metric that accounts not only for CO_2 but also for other pollutants such as nitrogen oxides, carbon monoxide, ammonia, and particulate matter. A lower score indicates a smaller environmental footprint.

© Feadship

YETI is based on the idea of Feadship's engineer Bram Jongepier

YETI index to be extended in future

Among the evaluated parameters are speed-power curves, generators, battery systems, hotel load, and propulsion efficiency, all benchmarked against an average operational profile derived from data on over 150 yachts. The YETI assessment process is clearly structured: after voluntarily submitting operational data, yacht owners receive an initial anonymous rating – free of charge. Those seeking in-depth results, comparisons with similar yachts, and tailored recommendations can purchase a detailed report for €2,500, with all proceeds reinvested into the project's further development.

YETI is a practical tool that enables shipyards, designers, refit specialists, suppliers, and owners to actively advance sustainability in yachting. Future versions of the index will incorporate alternative fuels, sustainable materials, and broader environmental indicators. The Fleet Review provides an anonymous benchmarking platform where participants can see how their yachts compare to the rest of the fleet. If the calculation method is updated based on new scientific findings, scores are automatically recalculated — making YETI a dynamic, future-proof system.

An accompanying webinar series equips industry professionals with practical knowledge about the methodology, application, and interpretation of YETI scores. Experts in technical operations, management, and engineering gain the tools to make informed, data-driven decisions.

In the long term, YETI aims to establish a standardised, regulation-independent framework for environmental comparison in yachting. Those who embrace transparency early will not only gain credibility with clients and regulators but also contribute meaningfully to reducing the industry's global footprint. ■

Smart hull door systems for superyachts

Founded as a spin-off from Ostseestaal, Ostsee Marine Solutions (OMS) specialises in hydraulic hull doors and hatch systems for superyachts. In this interview, CEO Thomas Kühmstedt and General Manager Andreas Wagner explain how the company was established, what sets it apart, and where it's heading next

Andreas Wagner

© OMS

HANSA Yachts: Who founded Ostsee Marine and when? What was the motivation behind it?

Andreas Wagner: Ostseestaal GmbH & Co. KG acquired the company Prinztechnik Hydraulik Schwerin on 1 October 2020. This company had been producing hull doors for yachts since 2008. As Ostseestaal was already well-established as a supplier to the international yachtbuilding industry, it made perfect sense to expand its product portfolio in this sector through the acquisition of the Schwerin-based company.

As part of the takeover, the separate sister company Ostsee Marine Solutions, or OMS for short, was founded in 2021. The Managing Director of OMS is Bert Doldersum, and I act as General Manager and authorised representative of the company.

Can you briefly describe the current product portfolio?

Thomas Kühmstedt: Our product portfolio includes hydraulic hull doors and hatch systems for megayachts, as well as for specialised vessels such as naval and government ships.

How do your products differ from those of your competitors?

Thomas Kühmstedt: OMS specialises in providing complete systems, including the drive technology and control systems. We also take care of the installation and commissioning of the door and hatch systems on board the vessels. Before delivery, our products undergo realistic testing at our factory.

Our customers also value the range of proprietary components we have developed in-house, which make the operation of doors and hatches safer and more user-friendly.

Where and how are the products manufactured?

Andreas Wagner: The door and hatch systems are designed at our site in Schwerin. Manufacturing and outfitting then take place at Ostseestaal in Stralsund. OMS's installation teams are responsible for fitting the doors and hatches on yachts and ships at the respective shipyards.

Who are your typical clients, and which types of yachts or shipyards do you primarily work with?

Thomas Kühmstedt: OMS focuses on shipyards building yachts from 50 metres upwards. In Germany, this includes all the key players in this specific yachtbuilding segment.

We are also actively working on expanding our client base to include yacht builders in other European countries, such as Italy and the Netherlands.

Are there any upcoming developments or product innovations we can look forward to from Ostsee Marine?

Andreas Wagner: Building on our expertise with hydraulic drives for ship doors, we are working on developing fully electric drive options. These operate more cleanly and in a more environmentally friendly manner, and they also offer improved controllability. ■

Thomas Kühmstedt

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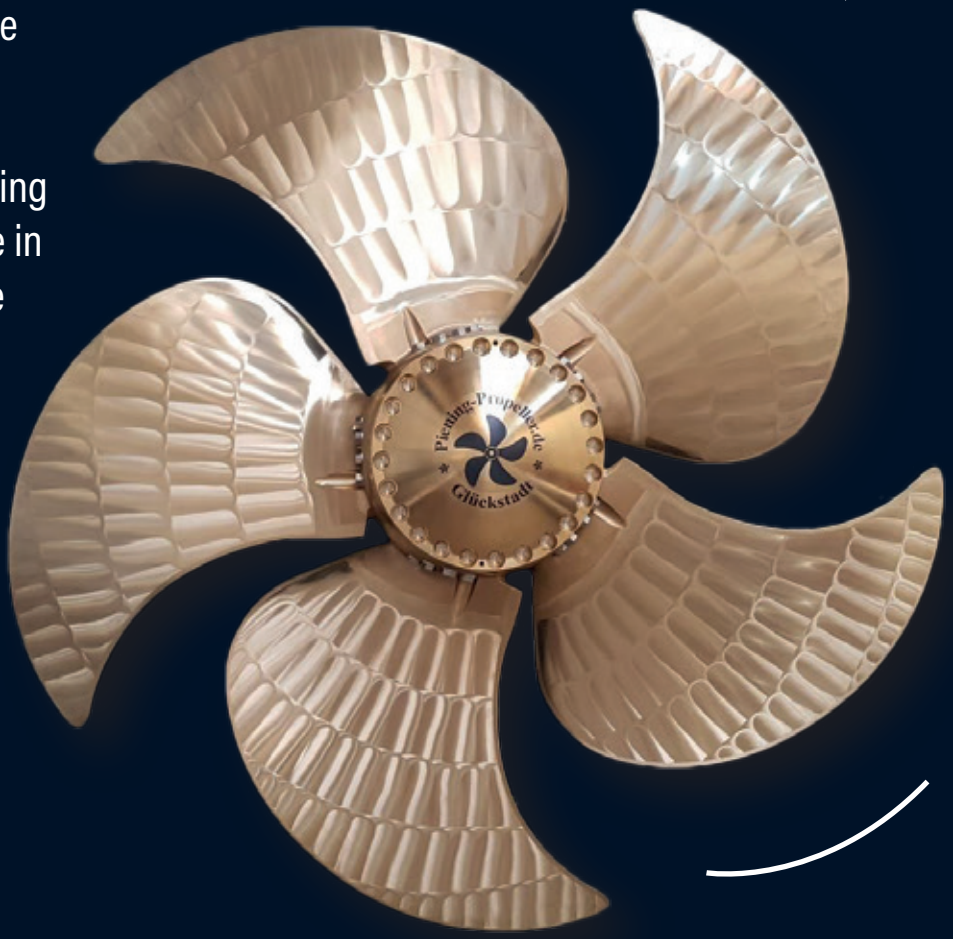

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© Monaco Yacht Show

Monaco will showcase the world's most exceptional yachts from 24–27 September

Showtime around the globe

As the summer yachting season approaches its peak, the industry's attention turns to four key international shows. Cannes, Monaco, Fort Lauderdale and Amsterdam set the tone for the year ahead in design, technology and sustainability

As the summer yachting season nears its crescendo, the global marine industry shifts its focus towards a series of four premier events that, in many ways, define the future of yachting. From the sun-kissed ports of Cannes and Monaco to the high-octane showcase in Fort Lauderdale and the industry deep dive in Amsterdam, these exhibitions are not merely about spectacle – they're about substance, setting the tone for what lies ahead in technology, design, and sustainability.

Here's an overview of the 2025 editions of the Cannes Yachting Festival, Monaco Yacht Show, Fort Lauderdale International Boat Show, and Metstrade.

The glamorous kick-off

Set against the elegant backdrop of the French Riviera, the Cannes Yachting Festival (9–14 September 2025) continues to serve as the unofficial opening of the European boat show season. Divided between Vieux Port for larger motor yachts and Port Canto for sailing yachts and dayboats, the show offers a rare balance between mass-market offerings and elite custom builds. This year, over 700 boats are expected, ranging from sleek RIBs to superyachts exceeding 50 metres. Noteworthy is the growing emphasis on green propulsion, with dedicated exhibition space for hybrid and electric vessels as part of the "Green Route" initiative. Several shipyards – including newcomers from Northern Europe – will unveil zero-emissions tenders and solar-assisted cruisers.

Major debuts from Italian, Dutch, Turkish and French yards are announced – especially big brands like Sanlorenzo, Azimut, Sunreef, Ferretti or Riva, who use Cannes as a platform for world premieres.

On land, the Luxury Gallery presents innovations in design, interiors and lifestyle products, appealing to a broader luxury consumer. What sets Cannes apart is its sea trial offering — allowing prospective buyers immediate access to on-water tests, a rare and valuable feature.

The pinnacle of superyacht sulture

The Monaco Yacht Show, taking place from 24 to 27 September, remains the crown jewel of the global superyacht calendar. Hosted in Port Hercule, this event is a showcase of floating palaces, visionary design, and emerging technologies that push the boundaries of maritime engineering and luxury.

With 120 superyachts on display – approximately 50 to 60 of them making world premieres – Monaco is where the industry's elite converge. Several large explorer yachts designed for high-latitude cruising will reflect the growing appetite for expedition experiences among UHNW individuals, while 60 tenders demonstrate the demand for ultra-luxury transfers.

© Cannes Yachts Festival

The Cannes Yachting Festival takes place from 9–14 September

At the time of writing, the Monaco Yacht Show had already listed several particularly noteworthy attending yachts: the 118.80-metre Breakthrough and the 79.50-metre "Valor" from Feadship, projects 595 and 596 (77.70 and 72.30 metres) from The Italian Sea Group, a 65-metre vessel from Codecasa, "Al Reem" from Bilgin (80 metres), and the FB287 from Benetti (67 metres).

In addition, major shipyards and renowned designers are expected to unveil next-generation concepts featuring advanced hybrid systems, hydrogen-readiness, and cutting-edge exteriors designed to reduce drag and enhance cruising efficiency.

The 2025 edition will expand its Sustainability Hub, building on the success of last year's launch. The hub brings together green technology developers, eco-designers, and regulatory experts, creating a platform for discussions around the IMO's decarbonisation roadmap.

Monaco also remains a key platform for the brokerage market. "The MYS remains the ultimate setting to move a project forward or make it a reality within an exclusive, structured, and innovation-driven environment," says Gaëlle Tallarida, Managing Director of the Monaco Yacht Show.

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The season wraps up with METS in Amsterdam, taking place from 18 to 20 November

© FLIBS

FLIBS, the largest yacht show in Florida, runs from 29 October to 2 November

The powerhouse of the Americas

Nicknamed "the greatest boat show on the seven seas," the Fort Lauderdale International Boat Show (FLIBS), from 29 October to 2 November, is unmatched in size, scale and diversity. Spanning seven locations and over 3 million square feet of exhibition space, FLIBS is a marine mega-market and technology showcase rolled into one.

FLIBS remains the primary commercial event for American builders, with heavyweights like Viking, Hatteras and Ocean Alexander expected to launch models aimed at both domestic and international buyers. European and Asian brands are also increasing their presence, reflecting the show's growing global relevance.

Electric propulsion and autonomous systems will take centre stage at this year's Innovation Zone. Start-ups and blue-chip marine suppliers alike will present scalable battery technologies, AI-assisted navigation and integrated yacht management systems. Beyond hardware, FLIBS is also a lifestyle event. Expect waterfront lounges, private yacht parties and a strong emphasis on the "dock-and-live" lifestyle popular in the US. Sunseeker and Azimut will show yachts adapted to this trend, with more convertible decks, beach clubs and multifunctional living spaces.

The Superyacht Village at Pier 66 will again host some of the world's largest private vessels, while the Windward VIP Club will provide exclusive networking opportunities for industry leaders and potential buyers. For professionals, the show is also a key B2B platform, especially in marine electronics, refit services and marina infrastructure – sectors that are seeing robust growth across the Americas.

The essential meeting point

Metstrade is entering a new chapter. For its 37th edition, the event will, for the first time, occupy the entire RAI Amsterdam exhibition centre. This expansion allows for an optimised layout and is expected to bring numerous benefits for both exhibitors and professional visitors. Exhibitor registrations are currently significantly ahead of the same period in 2024 – and last year already saw record participation with nearly 1,600 manufacturers. Despite noticeable headwinds in the industry, strong demand demonstrates that Metstrade will once again be regarded in 2025 as an essential meeting point for the global marine sector.

The superyacht segment will receive even greater attention this year: the significantly expanded Superyacht Zone in Hall 8 reflects the growing interest in refit-related topics – a sector that, with around 6,000 active yachts worldwide, generates steadily increasing demand for comprehensive shipyard services. Leading names such as Damen, Lürssen Yachts, MB92, Pendennis Shipyard and the Australia Refit Cluster will be present to showcase their expertise in the refit field.

A new Superyacht Stage will specifically highlight current technological developments and future trends in design, innovation and operations. At the same time, the Superyacht Forum – now officially part of Metstrade – remains the key strategic platform for industry decision-makers.

Another highlight is the new Construction and Coatings Materials area in Hall 11. A new partnership with the French organiser of JEC – the world's leading trade fair for composite materials – will provide a strong innovation boost in the field of sustainable composite technology. Niels Klarenbeek, Director Maritime at RAI Amsterdam, states: "This year's expansion is more than just a question of size – it is our response to the increasing complexity in the leisure marine industry." ■

Young Professionals meet in Hamburg

Germany's next generation in the superyacht sector gathered for the annual YPY Superyacht Summit in Hamburg. Around 60 participants – including YPY members from across Germany, international guests, sponsors and numerous industry friends – came together for two days of exchange and networking

"The YPY Superyacht Summit has been organised for four years by Young Professionals in Yachting (YPY) Germany. Its aim is to provide young professionals in the superyacht industry with an inspiring platform for networking, knowledge sharing and open dialogue. The event is designed to connect the next generation of industry professionals at an early stage and to lay the foundations for long-term, trusting relationships.

In a dynamic and internationally oriented sector like superyachting, a strong professional network is invaluable – it opens up new career opportunities and fosters innovation, interdisciplinary collaboration and mutual support. The Summit is intended to create a space where ideas are born, experiences shared, and perspectives broadened – with a practical, forward-looking and open-minded approach.

Through presentations, panel discussions and interactive formats, the exchange of expertise is actively promoted, while leaving room for informal conversations and personal encounters. In this way, the YPY Superyacht Summit aims to support young talent, help shape the industry's future, and advance the transition towards a more responsible, sustainable and connected sector.

Key topics for 2025

In addition to an interactive keynote on "How to present yourself" by pitch coach Lars Hartenstein, this year's programme focussed on onboard technology, safety and aviation (helicopter operations on yachts) as well as legal and financial aspects relating to the construction, management and operation of superyachts. Leading industry experts provided valuable insights: Lars Hartenstein, Pitch Perfect; Jonathan Turner, Maritime Aviation; Norman Janneck, Bond Technology; Oliver Behrendt, ASD Law; and Georg Oehme, AG Advisery.

"This year's Summit was a complete success – everything ran smoothly, the atmosphere was incredibly positive and relaxed, we had fantastic weather and overall it was a thoroughly enjoyable event. Once again, it showed how lively and committed the YPY community is in Germany and across Europe. We were especially pleased with the excellent collaboration with our partners and sponsors, who played a key role in shaping the special character of the event – without them, none of this would have been possible," the organisers said after the Summit. Feedback was overwhelmingly positive, and the event was described as a real highlight of the YPY calendar.

Lürssen takes the trophy home

As every year, the YPY Summit also included a sporting highlight: once again, the Superyacht Challenge. This year, the newly donated challenge trophy from Abeking & Rasmussen went to Lürssen, whose team won the regatta at the Hamburg Sailing Club. The sailing crews, assigned to each event sponsor, gave their all to secure victory in this year's regatta for their sponsor – with great enthusiasm and commitment. ■

This year, Young Professionals in Yachting gathered in Hamburg

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Shows & Events 2025/26

September 2025

Cannes Yachting Festival
09 - 14 September 2025 | www.cannesyachtingfestival.com

Newport International Boat Show
11 - 14 September 2025 | www.newportboatshow.com

Genoa Boat Show
18 - 23 September 2025 | www.salonenautico.com

Monaco Yacht Show
24 - 27 September 2025 | www.monacoyachtshow.com

October 2025

IBEX Tampa
07 - 09 October 2025 | www.ibexshow.com

Fort Lauderdale International Boat Show
29 October - 02 November 2024 | www.flibs.com

November 2025

Qatar Boat Show
05 - 08 November 2025 | www.boatshowqatar.com

Metstrade
18 - 20 November 2025 | www.metstrade.com

Abu Dhabi International Boat Show
20 - 23 November 2025 | www.adibs.ae

Outlook 2026

Boot Düsseldorf
17 - 25 January 2026 | www.boot.de

Miami International Boat Show
11 - 15 February 2026 | www.miamiboatshow.com

Dubai International Boat Show
08 - 12 April 2026 | www.boatshowdubai.com

Palma International Boat Show
29 April - 02 May 2026 | www.palmainternationalboatshow.com

Singapore Yachting Festival
23 - 26 April 2026 | www.singaporeyachtingfestival.com

SMM
01 - 04 September 2026 | www.smm-hamburg.de

RedCabin

YACHT INTERIOR SUMMIT 2026

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