

Seatec



❖ Seatec ❖ Awards ❖ Engine Room ❖ The Art Of It ❖ Making



Seatec 2005, the 3rd exhibition of products and services for the shipbuilding & leisure marine industries, took place at Carrarafiere in Marina di Carrara, Italy, from May 14 to 15.

The 2005 edition was bigger and better than ever, with almost 100 exhibitors – 90 from outside Italy – occupying 15,000 square meters in the vast Carrarafiere exhibition area.

Space at Carrarafiere is, for all practical purposes, unlimited and several exhibitors took advantage of this to put on display very large machinery, which could not have been exhibited at a trade show held in a more restricted venue.

This makes Seatec an absolute must for shipyard and other buyers wanting to keep their production lines as efficient as possible.



There is another aspect of Seatec that sets it apart from any other trade show: it is the mingling of art and engineering.

Nowhere else do you find exquisite

furnishings and artwork displayed next to superb examples of precision machining or shipyard machinery.



In all the halls and aisles stands were busy and exhibitors and visitors' enthusiasm. One summed Seatec up very well " 'Made in Italy' is synon quality - in art, fashion and engineering - and Seatec offers examples o



Seatec also offered a well attended conference programme, organised by magazine Via Mare (left), the British The Yacht Report (right), Confartigianato, General Federation of Italian Artisans & Craftsmen and AS.PRO.NA.DI., yacht designers' association.



Awards



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There was an impressive array of entries for the prestigious Qualitec and Mille Yacht Design Awards.



QUALITEC



The Eurovinil self-inflatable life raft can accommodate up to 25 people and brilliantly solves one of the main problems that had been encountered in the past when abandoning a ship. Because of their size, weight and the conditions of the sea in which they have to be used, so far life rafts had been lowered into the sea one by one with a crane, to prevent them inflating upside down, which was a time-consuming process. Eurovinil solved the problem through a web of tube sections placed one on top of the other at one side of the awning. Now the risk of capsizing has been countered, several life rafts can be lowered into the sea at the same time, even from very high up. Even from a plane.

The other winning product was by British company CE-Proof, consultants on the Recreational Craft Directive. CE-Pro is a software package for shipyards, designers, engineers, which makes it possible to have all RCD files gathered into one place and automatically generates a technical dossier, the owner's handbook and the statement of compliance. Just three months after its launch, Ce-Pro is already in use in the UK, Germany, Italy, Spain, Sweden and New Zealand.

Products by Geonav and Atum were awarded special mentions. The Geonav 4C is a waterproof marine navigator, with GPS and a sun-visible 3.5" screen. Nautical and land maps are available

and the unit can be used in the car to receive voice road directions, when plugged into the lighter socket. Atum is a system of glass panels each with two conductive panes. When these are charged with low-voltage direct current, spotlights are turned on inside the panel, without the need for wires or any other connections.



MILLENNIUM YACHT DESIGN



The Lazarini & Pickering interior of the 55 metre Benetti motor yacht, Sai Ram, is a highly personalised reflection of the owner's taste. Black lacque antique Chinese furniture, mingles with near minimalist designs and the whole is housed in a yacht, where extensive use of clear glass walls create an open plan atmosphere, even in usually private areas such as the master bedroom and en-suite bathroom.

It is a "love it, or hate it" interior and the judging panel for Seatec's Millennium Yacht Design Awards clearly loved it for they gave it first place in the over 24 metre category for completed projects.

In the 12 to 24 class, awarded



winners were the Righini and Galeazzi Azimut 75 Ex-aequo and the Riva 85 Opera (left). Riva also won the up to 12 metre class with its Sunriva. Both boats come from the Officina Italiana design office. A special mention was awarded in the up to 12 metre class, to Alessandro Bacchi's Studio Lab, for its very sporting G

In the section for unfinished projects, the winner was Vito (below left) by Naval Architects Francesca Musci & Ing. Antonio Di Matteo and designer Mattia Marcassoli. Second place went to another sailing yacht, the Vismara 80 by Vision Yacht Design. In third place was the motor catamaran Streben (below right) by Naval Architects Marijana Radovic, Davide Bellocchi and Ing. Fabio Maccarrone.



Special mentions went to the Riva 115 fly by Naval Architect Sergio Beretta, of Cantiere Riva and Björn Johannson's Mirage 82 (left).

The judging panel was made up of co-ordinator Roberto Franzoni; AS.PRO.NA.DI. President; Berardo Cittadini; Andrea Ratti, Director of Yacht Design at Milan University; Vittorio Garroni Carbonara, Director of nautical projects at Genoa University; Gianni Zuccon, Director of nautical projects at Rome University; and marine & naval author Decio Carugati.

Engine Room



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This year's Seatec was not only bigger, occupying two of the larger halls, it had improved layout and one feature that was much appreciated was "The Engine Room", an area devoted to everything to do with propulsion. This made it easy time pressed visitors, with a specialised interest, to quickly assess and compare what was on offer.



Home produced engines on display included units from Iveco (above right), VM Motori (left) and Lombardini (above left).

In addition, there was a big choice of inboard diesel engine, from other European countries, including France, Germany - including Steyr (below right), Denmark and the United Kingdom.

American made diesel engines included Cummins Mercruiser (below left)



The "Engine Room" also had propulsion units from around the world: like the Australian Autostream self-feathering propeller (left), which has evolved through 8 models, over more than thirty years.

Italian company HYSY was showing its innovative modular thrusters (below left) which can be used for bow & stern manoeuvring and direct propulsion.

Making a first appearance at an Italian event was the Alamarin stern drive from Finke (below right).

Several US drive train manufacturers were also exhibiting, including Twin Disc (bottom).





The Art Of It



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Marine Trade Shows are not, usually, noted for displays of artwork and exquisite furnishings, but Seatec is an exception; perhaps its not surprising since Italy is world leader in megayacht production, where such items are an essential part of a vessel!



Handblown glassware from Marcello Galgani and the finest linen from Michele Vittoria typify what was on offer; but there was much more - exquisite "paintings" tiny mosaic, interior fittings in antique bronze, ornate lamps, luxury leather settees, inlaid tables - everything to fit the most luxurious superyacht.



On such yachts, everything must be beautiful, but that is not the only need; strength is equally essential.

That combination is apparent in the strengthening curves of highly polished deck fitting like these from MMGI (right) and Metalmeccanica, but is perhaps most obvious in Stonelite's products.

Here the finest marbles are bonded to composite supports, to create light weight items of great strength.



Making Boats



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Seatec is unusual in enabling exhibitors to show off large machines for shipyard such as CAD CAM equipment for cutting materials from Lectra (above) and for making from Nauticad (below) and Multiax (bottom).





A host of other machinery was on offer, including cable and hose handling equipment from Kabel Schlepp (above) and shipyard cranes from Heila (bottom)



This is by no means a full report of all that Seatec has to offer; such a report will fill many web pages.

Seatec is unique, other - longer established - trade shows may be bigger, none offer such a wide variety in terms of types of products and services on offer.

Marian Martin.

Photos Marian Martin & Aldous Grenville-Crowther

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