

OYour Green Experience

Magazine

Third Edition | July 2021



A full-page background image of a sunset over the ocean. The sky is filled with horizontal bands of orange, yellow, and red, with some darker clouds near the horizon. The ocean surface is dark with small, shimmering waves reflecting the light from the sky. The horizon line is straight and divides the image roughly in half.

"Knowing your planet is a step
towards protecting it"

Jacques Yves Cousteau

OYour Green Experience

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Traveling...in Green Style!

OYour Green Experience: The manifest

For over twenty years, what we are most passionate about is
guiding you to the best experience at sea.

We like to think that it is our time-rooted **experience** that guides you and, on the other hand, we are convinced that your **experience** may stimulate us to continuous innovation.

To date, the **sea experience** cannot be separated from its **respect** and **protection**.

This is how we keep our **promise** and continue to work hard
to offer you the best:

OYour Green Experience

OYour Green Experience is a project, a path that involves the achievement of different ambitious objectives:

Raise awareness and motivate action:

This is how this editorial was born, now in its second release, in order to create together an increasingly sustainable nautical practice.

Create the alternative:

The Green Package, a selection of eco-friendly products to be used onboard, has officially taken shape also thanks to some collaborations already started.

Reduce the impact of our offices:

A plastic-free perspective and the use of more sustainable products

Financing and supporting initiatives and projects:

Our first concrete action is the financing of the SeaBin of the Porto Vecchio in Sanremo.

Establish Partnership

Collaborate with companies that share our mission

We consider this only as a beginning, because we are convinced that **drop by drop, we can make the difference** in creating a green wave that becomes the sea.

*If Team
Oceanis Yachts International*

OYour Green Experience: The magazine

The third edition of "OYour Green Experience", the quarterly editorial that aims to **improve the environmental impact of navigation**, was designed to accompany you during your (long-awaited) summer holidays.

Seven rubrics, which guide us on a journey towards awareness because, as the opening sentence of this issue suggests,

it is precisely from **knowledge** that true **protection** begins.

We therefore ask ourselves simple questions, to understand why a change is essential, trying to provide you with new ideas for an increasingly **sustainable** nautical vision.

In this regard, to make our contribution during the holidays on board,
we want to pay homage to the first product of our Green Package:
come and visit us in our offices in Portosole and Marina degli Aregai

to receive it and if you are too curious,
find out in advance by filling out the crossword puzzle at the end of this issue!

We are waiting for you

Enjoy the reading



Seabin, the project has come true!

We are more than glad to open the third edition of our Magazine with a great news: the **installation of the first Seabin in the Old Port of Sanremo**!

We have been working on this project no stop over the last few months and after more than one year we can finally say that it has come true! We have celebrated this great achievement with the other partners involved in the opening ceremony that took place at the Yacht Club of Sanremo, on Saturday June 19th 2021.

The project has been launched by the yacht agency **Med Yacht Services** in partnership with the **Municipality of Sanremo**, and we have joined it along with other local operators: I Deplasticati, Sanremo Mare, Autocarrozzeria De Matteis, Marine Electric, ElleElle Studio, LM Nautica Ship Chandler, Cantiere Nautico F.lli Diurno, Alessandro Caisotti and Yacht Club Sanremo.

We have decided to join the project and give our contribution to donate the Seabin to the old port of Sanremo as we wanted to be **an active part in building a sustainable future** and, as yacht dealers, we have started from what we do love most: the sea! And we could not be happier since the seabin is already working to make our sea cleaner!

But first let's take a step back to see **what is a seabin and how does it work**.



What is the seabin?

The Seabin is essentially a waste collection basket floating on the surface of the water. It is an Australian invention borned from the intuition of two young guys passionate about the sea: Pete Ceglinski and Andrew Turton. It all started with a simple idea:

"If we can have rubbish bins on land then why not have them in the water?" and then the journey began!

It acts as a floating garbage bin that skims the surface of the water allowing the collection of plastics and other kinds of waste from the sea. Depending on the weather conditions and the volume of garbage, it is able to capture about 1.5 kg of waste per day, that turns into, over 500 kg per year. It also collects microplastics from 5 to 2 mm in diameter and 0.3 mm microfibers and many common waste that ends up in the seas such as cigarette butts, cotton buds and more.



It has been designed to be placed near floating docks, marinas, private jetties, waterways, residential lakes and yacht clubs. It can also be mounted directly on a yacht. The Seabin is fixed to a dock with the upper part of the device at a surface level. Thanks to the spontaneous action of the wind and the currents, the debris will convey directly into the device.

If we can have rubbish bins on land then why not have them in the water?



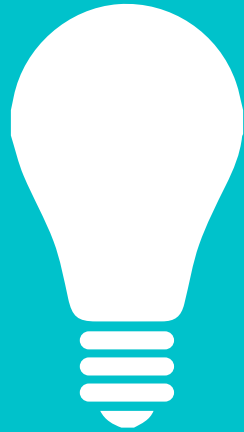
The water pump, connected to the base of the unit, is capable of treating 25,000 liters of sea water per hour. The waste is captured in the bag, which can contain up to a maximum of 20 kg, while the water flows through the pump and returns to the sea. When the bag is full, it is emptied and cleaned. Inside Seabin there is also the possibility of inserting a filter to separate water and oils, so that only clean water flows into the sea so that only clean water flows into the sea (Source: Lifegate).

The Seabin has already arrived in many Italian and foreign ports: 860 Seabins have been installed worldwide and now it has finally arrived to the Old Port of Sanremo as well!

We really hope this project will help to raise awareness among people and institutions and that it will encourage other operators to move their first steps to make our seas cleaner!

Chiara de Girolamo

Why change?



Cruising towards
new horizons

OYour Green Experience



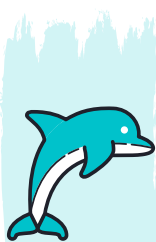
Why change?

The protection of cetaceans in the Mediterranean Sea

When we talk about the **protection of the marine environment and its inhabitants**, we immediately think of cetaceans. Along with these there are also other marine species that are protected like sea turtles and some species of sharks, such as the white one, but it is clear that the protection of these species must go through various actions that are often complex and very difficult to apply.



The most important action of safeguarding the species is clearly **not killing them**: after the whale and sperm whale hunting and the killing of dolphins to make dried fillet, even in the Liguria Sea, finally, in 1978 the hunting and fishing of any cetacean and marine mammal was prohibited. So, starting from the fact that there are no more intentional killings, we just have to try to limit the damage caused by **human activities**: the first human activity that has direct interaction with cetaceans is fishing.



Until 20 years ago, swordfish fishing with drift-nets was the cause of the death of thousands and thousands of cetaceans in the Liguria Sea and throughout the Mediterranean, from dolphin to sperm whale. These nets have been banned since 2000 and can no longer be used in the Mediterranean. Unfortunately, however, there are still areas in which they are used illegally, clearly in much smaller numbers than before.



Why change?

There are other fishing activities that have an indirect impact: sometimes cetaceans go and steal the fish directly from the fishermen's nets, thus remaining **entangled and imprisoned** in them. It remains a problem that must be carefully monitored, since it is the obvious cause of death when a cetacean is found beached with a piece of net around the tail or in the stomach, or when it is even suffocated.

Another element that strongly impact the cetaceans death is sea **pollution**, especially **plastic** pollution. Unfortunately, some species of cetaceans very often eat large quantities of plastic. This is because the plastic has a consistency in the sea that is very similar to that of the prey they eat, which are mainly **cephalopods**, very often exchanging them through their bio-sonar with plastic bags.



In addition to **macro plastics**, or those that we can see with the naked eye, there are **micro plastics** that form the so-called **"invisible"** pollution, that now are simply everywhere. Another type of "invisible" pollutant is the well-known PCP or flame retardants: those substances that are placed in most of the furniture, in the surfaces of objects, to prevent the spread of fires, which are then dispersed in the environment causing serious damage.



Why change?

How do they act on the cetacean?

When the cetacean eats it tends to accumulate these substances in the subcutaneous adipose fat. When the adipose fat is used for reasons, for example, of sustenance, the substances go into circulation. The same do not directly kill the cetacean by poisoning, but the main effect is that of **lowering their immune defences**.



By lowering the immune defences certain **pathogens, viruses or bacteria** that would normally be harmless, develop causing epidemics. In most cases of stranded cetaceans, the search for these viruses and bacteria has begun and a number of different types of pathogens have been found, from Morbillivirus, which is the most famous, to herpes virus and other bacteria, all of them clearly which are always present in nature, but which in some cases can cause major **epidemics**.

Another important aspect concerns **maritime traffic and collisions**.

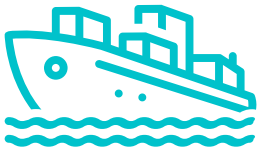
Many times it has happened to see dolphins playing under the bow of a boat. In this case, it rarely ends with the collision and death of the animal. Accidents occur in some cases with whales being **killed by ships** or sighted with **propeller marks** on their backs. A possible solution might be the **decrease in speed**: it has been seen that by decreasing the speed of large ships (container ships, oil tankers, etc.) to a speed lower than 13/12 knots, the collisions practically cancel out.





Why change?

This happens because whales and cetaceans **sleep on the surface** with, it is said, "half a brain at a time" and during sleep they do not notice the arrival of a ship traveling at 25/30 knots in time.



Moreover, like all things in nature, the protection passes from their **respect**; the advice is obviously to keep a **certain distance when we spot these animals**. In fact, getting too close could run the risk of some collision or disturbing the animal or frightening it.





Why change?

In addition, another problem is the **noise pollution**.

Sea noise pollution is a huge problem for cetaceans as they **communicate through sounds**. They emit sounds that are used both to **echo-locate** prey with their bio-sonar and to communicate with each other. It is clear that in recent decades the noise at sea has increased exponentially. Noise that is given by various human activities (works, etc.), or the one from the engines of both large ships and small boats.



Obviously there is a difference between **the noise of a commercial ship** which, working mainly at low frequency, has a greater range of disturbance than **the noises of leisure boats**. However at a local level the disturbance exists and it is even more serious during summer when in certain areas, especially below the coast, there are dozens and dozens of boats. Consequently, cetaceans tend to avoid these areas and **move away**.

These are some of the problems that afflict the species in our seas to which we must add all the others present on a global level, such as climate change that causes serious damage to marine ecosystems. It is important that man begins to do his part towards their protection and it is important to remember that the sea belongs to everyone, but first of all to the **animals that inhabit it**.

Federico Garibaldi



Why change?

Seeding the sea

Have you ever thought you could "reforest the sea"?

Now it is possible, thanks to **LIFE Recreation ReMEDIES**, a project launched in UK to reforest around **8 hectares of seagrass meadows**.

Volunteers are already at work and it is estimated that it will take about 4 years to complete this first ambitious project.

The new '**Marine Forest**' will be home to 160,000 fishes and 200 million invertebrates.

By now the seabed has been severely compromised by the thoughtless behaviour of many industries, the exploitation of the seas caused by intensive fishing and the unsustainable paradigm in which we have been living, especially over the last century.



**4 years for the reforestation of the seabed
in LIFE Recreation ReMEDIES**



Why change?

Pollution of the oceans, warming of the seas and acidification of the waters - the situation has reached such a critical point that the United Kingdom has estimated that around **90% of the seaweed beds** in its territorial waters have been destroyed over the last century.

This is a huge loss, considering that seagrass beds play a crucial role in regulating CO2 levels in the atmosphere. Intact marine vegetation has **35 times the absorption capacity of terrestrial tropical forests**. The LIFE Recreation ReMEDIES project literally aims to "**seed**" the seabed with the support of a large number of volunteers.

In addition to this, other key steps of the project focus on round table discussions with port authorities and staff to assess appropriate locations for new environmentally sustainable moorings, as well as a budget for up to 76 moorings to be tested against high water protection standards. Last but not least they have organized different informative seminars and webinars in collaboration with The Green Blue and Ocean Conservation Trust, including the interesting "**Anchoring and mooring with care**".

There are other similar projects in Europe, among them the **Project Seagrass in Wales**. They are all a source of inspiration and an excellent example to follow to reforest and repopulate our seas. **Happy seeding!**



Silvia Cuffaro

Project volunteers will sow the seabed which is estimated to house 160,000 fish



Why change?

More masks than jellyfish?

The covid emergency has brought unexpected consequences on the environment. While on one hand lockdown has made our seas 'breathe', on the other hand it brought a **new threat**: more potentially harmful microplastics in the environment due to the massive use of disposable face **masks and gloves**.

According to a research made by Polytechnic of Turin, about **1 billion masks** were used in Italy each month during the "phase 2". Those disposable face masks are made from a variety of meltblown plastics and are **difficult to recycle** due to both composition and risk of contamination and infection.

Have you ever wondered what happens to these disposable masks once they are discarded?

If even only 1% of them were discarded incorrectly, that would result in 10 million masks per month dispersed in various ecosystems. As a matter of fact the improper disposal of single-use plastic PPE has already led to a surge in **plastic pollution**, most notably in our oceans and waterways.



The world risks having more masks than jellyfish in the oceans in the not too distant future due to the consequences of producing billions of items of PPE



Why change?

According to a research made by from **ESCP Business School**, the world risks having **more masks than jellyfish** in the oceans in the near future due to the consequences of producing billions of items of PPE. A very alarming data considering that masks will take as long as **450 years to break down**, slowly turning into **micro plastics** while negatively impacting marine wildlife and ecosystems.

Not going so far, an example comes from Italy, where in the harbour of Ancora, last April have been recollected more masks than plastic bottle! The good news is that in the harbour of Ancora (that is about to be qualified as Hub in the Blue Economy research), it is actively operating **Pelikan, the 'sweeper'** boat that cleans up the sea. It is an anti-pollution system entirely made in Italy, created by the **Garbage** company, **based on an ecological boat that cleans the sea of waste**. The Pelikan system was born in Ancona but it has already been exported to Malesia, South America, Canada and Middle East.



Fonte: Garbage Group

Pelikan is the 'scavenger' boat based on an anti-pollution system entirely made in Italy to clean the sea from waste

Despite this, we must not let our guard down as we all play a crucial role in the future of our environment. The additional **plastic pollution** created by the COVID-19 pandemic is just a part of a much larger problem. While this problem is not new, the urgency of the call to action grows louder as the plastic piles up.

It's our duty **to dispose our masks responsibly!**

Chiara di Geronzi



Why change?

Why should we change?

We had the opportunity to ask the question that opens our editorial to Tito Melchiorre, Direct Sales Representative who is actively collaborating with the Company **NWG Italy** - a benefit corporation that has been operating in the renewable resources sector for 18 years. In 2014 another benefit corporation was founded, **NWG Energy**, with the aim to supply 100% full green energy. A revolutionary and ambitious project that allowed both companies to obtain the **B Cooperation certification**.

Why should we change? How can a well-established company like NWG Italy inspire other companies, including the **nautical industry**, to change?

Get inspired by consolidated realities in the green economy and follow their tracks to design an increasingly eco-sustainable future





Why change?

Tito told us the reason why he decided to start a collaboration with NWG in 2013 and take up a new career. He also explained us the key factors that according to him made NWG a successful Company: **"the opportunity to offer a convenient product or service to customers and a benefit to the environment and the ecosystem at the same time. These two elements must be the priority, and when combined together, they create a competitive advantage for the business and bring to the Company development"**.

So basically it is a revolution of the traditional corporate approach used by most of the Companies that put business goals at the first place.



Another key asset at NWG is the teamwork and the opportunity to create a network of collaborations. Every decision is the outcome of the feedback of the entire sales team. A Company that relies on a network marketing based system, is company that will be able to adapt quickly to the continuous evolution of the market".



Why change?

Working for a common purpose is what makes every effort and commitment rewarding, as our aim is to improve the quality of life of our community for a more sustainable future.

"Personally", says Tito "one of the reasons why I have chosen to work for NWG - in addition to my interest in joining a leading Company of the renewable industry - was the opportunity of achieving the revenue goal that would have allowed me to build a water well in Kenya".

NWG Italy has been a partner of Amref Health Africa since 2003, and since then it has launched a project to build water wells in Africa to provide daily help to entire families. That's why in 2012 NWG was awarded as the best company in the world for the construction of water wells in Africa.



The photo shows the opening ceremony of the well donated by the Melchiorre family in 2016.

"The question I ask myself everyday is whether today I will be an added value for people and for the environment. By keeping this objective firmly in mind the other goals, related to business and revenue come as a consequence"

We wish this example might be a source of inspiration to other companies to create a **new way of doing business**. A business model that puts people, the environment and health at the first place. Because only if we take care of ourselves and our future generation, **we can ensure a sustainable future for our planet**.

The Circular economy, as well as paying attention to raw materials, consumption and every small gesture, can really make a difference. Choosing to be entrepreneurs and doing business consciously can change the course wrongly traced in recent decades.

Nautica Green



Rudder of
innovation

OYour green Experience

Electric engines?

Let's start from the tender!

- Air pollution caused by a boat internal combustion engine emit up to a **hundred times** the amount of pollutants of a car diesel engine.
- Cruising for an hour with a 80 HP engine is roughly equivalent to the polluting emissions of **350 cars** driving on the motorway for an hour.
- **One single drop** of petrol can pollute 1,000 litres of water.

Did you already know these statistics?

The attention to the environmental impact in the ship industry has been increasing over the last few years, even if with a delay compared to other sectors (just imagine how many innovations have been implemented in the automotive sector).

The lockdown we had to face during the pandemic, has highlighted even more how imperative a sudden change is to reduce man's impact on the environment.

Thanks to the latest **technological innovations** we do not have to renounce to the thing we love, but we can just do them in a **different way**.

Today a more sustainable navigation is possible, and a lot people choose to **start from the tender**.



3 keywords:
efficient, silent
and responsible
boating.

Nowadays there are lots of electric engines available in the market with different power ratings and sizes to suit everyone's need.

We understand that there is still a lot of **scepticism** about electric long-distance sailing because when a revolution happens, the change is not immediate, and **there's always a transition phase**. That's why in this edition of the magazine we have decided to focus on tenders.

5 reasons for choosing an electric engine for your tender:

1. **Pollution**: compared to traditional combustion engines, electric engines reduce water pollution considerably for two main reasons: they do not release any exhaust fumes into the water and there is no risk of fuel or oil spills.
2. **Silence**: electric engines are extremely silent because they produce less vibration, a great advantage for you and the underwater fauna. The only sound that will accompany your trip will be the crashing of the waves! they do not disturb navigation or underwater fauna.
3. **Simplifies** the routine on board: recharging batteries in the harbour is quick and very easy. Some models can be recharged directly onboard with a 12/24 Volt socket or at the pier. The latest innovations also allow to charge the batteries via solar panels or even autonomously thanks to propellers that act as hydro-generators to provide clean and free energy.
4. **Safety**: you don't have to worry about running out of power, there are back-up batteries available.
5. **Easy to handle, easy to store**: some engines weigh 15 kg. Together with battery and tiller, they can easily be stored individually without any fear of oil or fuel leaks.



Fonte: Vaielettrico

If you still have any doubts, then think about the following three keywords: **efficient, silent and responsible boating.**

The famous brand Torquedo has been recognised as market leader in electric outboard engines, offering a wide range of models including the "Travel 1103", the new "Travel 603 i cruise", as well as sustainable accessories such as spare batteries and portable solar panels.

The revolution has already started. Let's travel together towards **sustainability!**



Green textile

We are living in a historical moment in which the debate on environmental health is becoming increasingly important. The problem has also arisen for the **textile sector**, which accounts for 20% of global water waste and 10% of carbon dioxide emissions.

A strong signal, which inspires numerous companies in the sector to follow the philosophies of no-waste and propose **recycled fabrics** on the market.

The recycling of textile materials has always been an industrial process idea of many companies, which rethink the way of producing by inserting waste materials from production cycles for new processes. It is considered a virtuous practice, but only some time ago it was highly possible that someone, on a communicative level, would find it not very appealing. Today this view has changed and many have paid particular attention to this sector.

Weaving the canvas...GREEN!



Among these, the craftsman Danilo Araldo and the interior designer Catia Paoli of the company "Il Tappezziere - The second skin of things" have begun to take small but still important steps in a yacht design key towards the creation of eco-sustainable nautical furnishings and upholstery.

Their vision involves collaboration with suppliers of high-level fabrics, silks and cottons while respecting the environment and the individual. As an example, all their ecoleather for outdoor cushions are free of formaldehyde (one of the most common indoor pollutants), heavy metals, mercury and solvents (water-based production cycle). Furthermore, they use recycled pvc material to make new pasta with the same material, thus avoiding a strong source of waste and pollution.



A huge pride for the company are precisely the raw materials of natural origin and quality that are used within its production process which guarantee a unique, timeless product that has always been esteemed and appreciated by customers.

At the same time, they also offer refitting solutions, designed in the same way to give new life, or better, "a second skin" to every area of the boat, avoiding their replacement and consequent disposal.

There are many initiatives such as those of Danilo and Catia that are moving attention towards this type of fabrics and their use.



When customers look for a new boat they ask if there are sustainable alternatives available that can be used on board and this suggests that people, even if still a small percentage, are becoming aware of environmental issues and are trying to do their part.

There are other companies involved in the production of fabrics made with yarns recycled from plastic and others have also managed to produce fabrics with fishing nets abandoned on the seabed, which cause enormous damage to entire marine ecosystems.



Imagine, rethink, act. These are the principles that govern the circular economy, an economy that is gradually involving sectors like this towards a real green direction.

Federico Gambelli

Source: carvico.com - Il Tappeziere, la seconda pelle delle cose

Bamboo: towards a new era of sustainable Boats

Have you ever heard of **green composite fibres**? When people talk about sustainable boats, they almost think about the propulsion systems. However, the world of the "nautica green" now also extends to the materials used to build cabin cruisers, yachts and sailing boats, affecting the construction process and above all the disposal of these units. Over the last 70 years, **fibreglass** has been the most widely used material in boat construction worldwide. Today, however, its supremacy is being challenged not only by more advanced technological materials, such as **carbon** in the quest for performance, but also by materials that are completely new to the nautical industry and, above all, 100% natural.

Bamboo is an evergreen plant from which it is possible to obtain bamboo fiber, an artificial viscose of natural origin



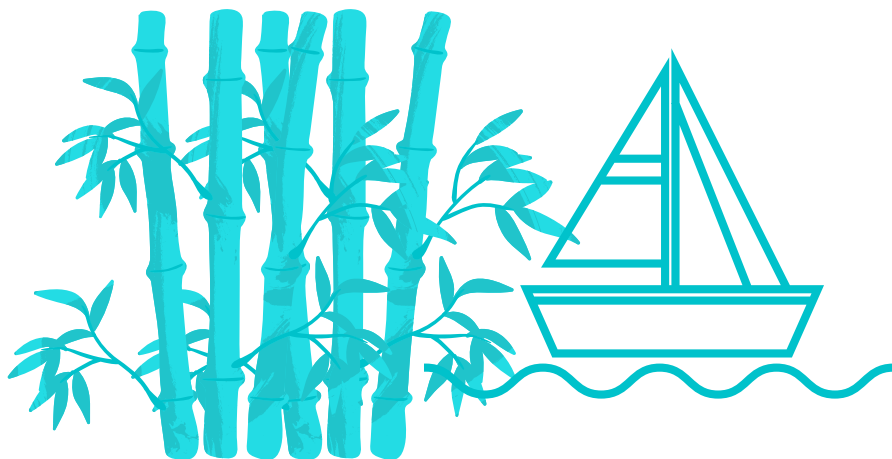
Among them a great alternative is the **bamboo fibre**. Thanks to its aesthetic qualities and its features, the bamboo fibre is becoming one of the most used green alternative in the nautical industry. Three times **lighter than fibreglass**, with a density of between 0.7 and 0.9, bamboo has mechanical characteristics equivalent to fibreglass, while being absolutely more ecological.



Bamboo fabrics should soon be used for interior design, furniture and interior additions to yachts and sailing boats. In addition to this, a structural use of bamboo could soon see the light of day! Some tests are underway by **VCobratex** Company in partnership with the **EcoTransat** association. One of the designers in Italy who has been working on implement the use of bamboo fibre in the nautic, is the aerospace engineer **Davide Tagliapietra**, a former member of Luna Rossa's design team. In collaboration with the Politecnico of Milan, Tagliapietra has designed the **50 Green Cruiser**, a sailboat conceived with a structural spider where glass has been replaced by unidirectional bamboo fibre to be impregnated in epoxy.

In the panorama of **green composite fibres**, bamboo therefore represents the material of the future towards a more **sustainable boating industry**.

Michela Chiesa



New Habits



It is time to veer

OYour green Experience



New Habits

Four-legged friends on board!

It's holiday time! Have you considered to bring your four-legged friends with you? Even if you are going to travel by boat, there are just a few arrangements to care about, so you can spend your holiday together in the best possible way!

The feeling of being on board can be very different for each dog, but there are **some general precautions to bear in mind** in order to enjoy this experience at its best.

Let's start from the very beginning...

The gangway for getting on and off the boat must be comfortable and must have the right size. It is advisable to let your four-legged friend try it out a few times before setting sail because this passage could result unpleasant and the dog may need time to get used to it.

It is extremely important to have an adequate area of shade on board as well as water always available.

In addition to this, it could be very useful to equip the boat with a protective net (for example it can be attached to the runner) for a safer navigation and anchoring, even with the dog moving on board.



Another important aspect to take into consideration is a life jacket for your dog to wear during navigation: there are several types available on the market and you can secure it with a leash or a rope along the safety lines.

If you want to take your dog ashore for a walk, you should have a suitable tender at disposal. It will be very useful to let him wear a life jacket with a handle when getting off the boat so that, if he ends up in the water, it is easy to get him back on board avoiding any traumatic or stressful situation.





We should always take in mind that dogs can also suffer from sea sickness, just like us. The most common dog's symptoms are shortness of breath and an abnormal increase in salivation. That's why, before embarking on a long cruise with your four-legged friend, it would be better to let him try short sailings first, to observe his behaviour. If necessary you can then consult a veterinary and ask for some suggestions. Among the natural remedies, ginger is a great option for seasickness for both humans and animals. Ginger should be used in dry extract (because the fresh one would be too spicy for the dog) with a dosage varying from 25 to 75 mg depending on the size. It should be used about half an hour before departure and every 2-3 hours during the journey.

Don't forget that, it is also possible to consciously choose eco-sustainable products for your four-legged companions, from food to your "travel kit", **everything now can be green, even on holiday!**

For more information on the possibility of bringing your dog by booking a rental boat, you can consult the site <https://blog.clickandboat.com/it/vacanza-con-il-cane/>;
for a selection of beaches equipped for your 4-legged friends:
<https://www.destinazioneavventura.it/le-spiagge-italiane-piu-pet-friendly/>
for a selection of eco-friendly products for your 4-legged friends:
<https://www.robinsonpetshop.it/news/notizie/robinson-green-prodotti-sostenibili>

Silvia Cuffaro



The evolution of the Personal Water Craft

In pursuit of the next generation of **eco-friendly water toys**, Taiga is an innovative company, a true trailblazer in the Personal Watercraft sector.

The **Orca PWC** has got to be one of the best performing, well-designed **electric PWC's** aka jet ski on the market, jam-packed with dynamic user features as well as the speed, torque, and range to match and exceed any conventional PWC on the market today.

Taiga Motors, a Canadian company has launched their first electric personal watercraft, "Orca".

Representing the next phase in a new segment of personal watercraft, defined by conscious luxury, high performance, and connectivity.



Fonte: Taiga Motors

Effortless energizing, no refueling, and no engine maintenance, just unplug and hit the water. Orca's connected dashboard opens up new horizons for outdoor adventures.

Orca introduces a new era of design sophistication for personal watercraft, from its **aerodynamically** sculpted body to its unique seat design. At the same time, it retains the unmistakable Taiga DNA, from the organic hyperbolic upper profile lines to the signature lateral fins.





New Habits

Taiga's electric drive platform integrates a jet propulsion system that sends the craft gliding **silently** across the water with precise control. Orca features a full carbon fiber hull construction, clean puristic body lines, and a floating seat made possible by the absence of a combustion engine.

At under 600lbs (270kg) ready to drive and up to 180 horsepower available with instant torque, the craft offers leading power to weight and agility for an unmatched ride experience. With an incredible **top speed of 65mph** (104km/h) and an est. range of 32nm (60km) or 2 hours breaking water and having fun.



Orca is more connected with PS, LTE, Wi-Fi, Bluetooth, wireless updates, configurable parameters, and an all-in-one display. It is available in **2 main models** Sport and Performance with a variety of mind-blowing specs and they also have a premium version with a full carbon body.

Link: <https://taigamotors.ca/watercraft/>

Jonathan Fieberg



New Habits

HAKA Rowing

In the last two editions of our Magazine, we have told you about the electric push scooter and the water bike as **sustainable means of transportation** by land and water; in this new edition we would like to focus on the sea to talk about an innovation that has combined rowing and sailing in the same boat. How is this possible? The new international **"Haka Rowing"** class does explain it.



INTERNATIONAL
HAKA CLASS
ASSOCIATION

Sailing has always been the sport that most attracted sea lovers, and year after year it has seen an increase in the number of people practicing it. In the nautical history the sailing propulsion has given a new impulse to navigation, that's why the maritime culture is deeply attached to this ancient discipline, even if it was born only after the practice of **rowing**. Rowing, on the other hand, from being a "must-do" sport for seaside destinations, has gone through an almost purely agonistic evolution in the last few years, until substantially disappearing from coastal towns and villages.

But now something is about to change. To bring the oar back to the beaches and the cities, from France have arrived the first examples of rowing boats usable even with rough sea. They are equipped with self-priming hulls similar to those of the sailboats, open at the stern, and therefore they are able to dispose of the water embarked through the wave motion.





The new measures of **adaptation to the sea of the rowing boats**, have made possible the fusion of sailboats with rowing boats, thus creating the international class "Haka Rowing": the proper rowing boat is replaced with the sailing boat of the "Laser" class, a very popular model used for both competitive purposes or for training reasons in sailing schools.

But how is it possible to switch from one mode to another?



Haka rowing has become to all intents and purposes an interesting project for the development of **recreational sport activities**, combining the practice of sailing and other sea sports with coastal rowing. Last but not least, it perfectly fits with the new proposals of creative and sustainable mobility, with the final goal of raising awareness towards the use of more sustainable boats.

Federico Gambelli

The Haka Rowing class uses a **"rowing bench"** that is applied inside the Laser, transforming it from a sailing boat into a rowing boat. The assembly of the device does not involve any structural changes: the Laser, once removed the rowing bench, returns to being a sailing dinghy.

The **versatility** of the Haka Rowing has been particularly appreciated by sport federations, that have already launched a new project to involve all the affiliated partners that also own Laser class boats.



AN HAKA FRAME

Chef on board: cooking meets sustainability



Did you know that the Italian edition of the Lagoon 55 World Tour has started exactly from **Sanremo – Portosole**?

The brand new model of Lagoon will sail across the Italian sea for the whole summer before heading to the boat shows of Cannes and Genoa next autumn.

Many events took place during the catamaran's first week of the Italian tour, including visits on board and sea trials, with performances beyond the expectations.

It was a great opportunity to try different experiences on board, and among them to enjoy a lunch cooked by **Samuele Maio** - a young Chef from Imperia and owner of the **Casa della Rocca Restaurant** in Dolcedo located in Imperia - who was invited to test the new catamaran's cuisine.

The spacious kitchen has turned out to be the perfect setting for preparing a truly delicious lunch, that was served in a large and comfortable table up to 12 people.

Samuele cooked two traditional western **Ligurian dishes**: trofie pasta with pesto sauce and Sanremo prawns with asparagus and edible flowers.

He explained that the real "secret" for a superb dish is using first quality natural ingredients. The scent of fresh basil and the colours of the flowers made the dishes prepared by Samuele two truly **masterpieces**.





The second course deserves a closer look because the purple prawns, also known as **Sanremo prawns** (*Aristeus Antennatus*), are a real resource for the local economy, as explained by **Dr. Fulvio Garibaldi** - marine biologist and professor at the University of Genoa, who gave us more information about sustainable fishing.

Sanremo shrimp fishing takes place in the canyons along the coast from Capo Mele to Ventimiglia at depths ranging **from 500 to 700 metres** (at depths below 50 metres it is prohibited) using trawls made of a 40 mm mesh. This type of fishing is permitted almost all year round, but is more abundant during the summer season.



Controlled fishing is what makes this activity sustainable. As always, it is a delicate balance between the local economy and the traditional fishermen's activity, and the safeguard of the marine fauna and the ecosystem.

Cooking on board can really be a magical experience, and thanks to Samuel we had the opportunity to enjoy a perfect time made up of **flavours, fragrances and imagination**. In addition to this it was also a moment to think about the importance of choosing natural ingredients and raw materials that respect the eco-system.

Only if we start to pay attention to these simple daily acts, we will be able to define new habits and change our approach to the sea and the environment.

Silvia Ciuffreda

Experiences & Destinations



Finding new
routes

OYour green Experience



Santo Stefano al Mare shoal: an underwater paradise



Source: La stampa.it

More than 100 different species can be found in a square metre of coral, creating an extremely proliferate habitat.

The large **Poseidonia meadows** act as a home for many marine species that come here to reproduce. It is an ideal habitat for groupers, scorpion fish, salps, lobsters, cuttlefish, squid, sponges, anglerfish and St. Peter's fish, but also for barracudas, snappers, sunfish and catsharks, which are attracted by the enormous presence of small fish and crustaceans.

In short, where there are Poseidonia meadows, there is life. It is important to let tourists and residents know that the accumulations on the beaches of these plants, which are usually seen as waste, are actually an asset for our sea. They also act as **natural barriers** to the coastline, holding back the waves and preventing erosion.

Santo Stefano al Mare shoal, located halfway between Imperia and Sanremo, is an area well known to diving enthusiasts and it is one of the most interesting underwater locations of the Ligurian Sea.

The promontory stretches for about 8 km with a depth varying from about 20 to 40 metres, and boasts a seascape rich in biodiversity. It is about a mile and a half from the coast and it guarantees a smooth and easy diving experience for everyone. At an accessible depth it is already possible to see both **Poseidonia** meadows and coralligenous concretions: a type of substrate created by marine organisms.

For more experienced divers, a little further out, there are other deeper shoals perfect for a **technical diving experience**. This particular feature is what makes this area so famous and fascinating at the same time.



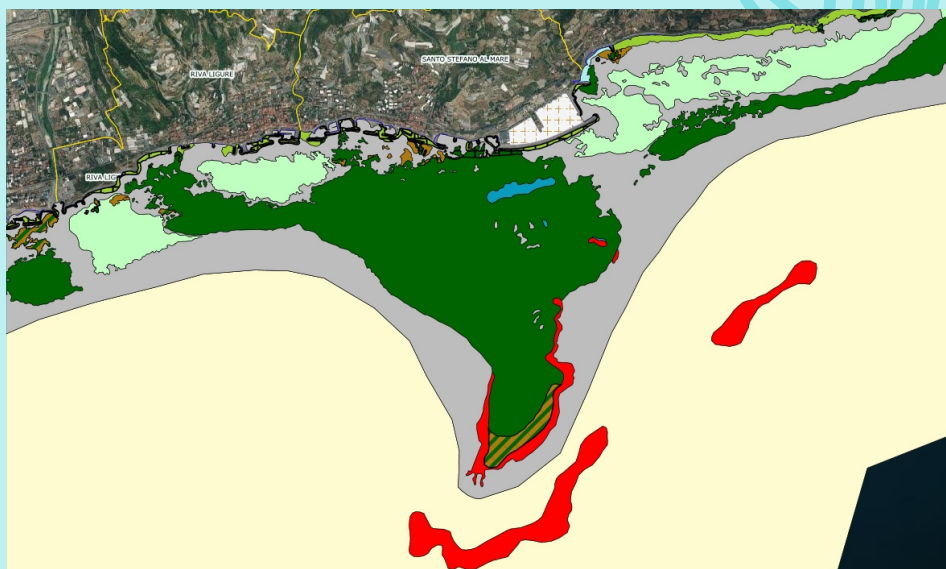
Source: Riviera24



Speaking of **waste**, the bad news is that a lot of waste were found on the bottom of the shoal during the diving. As is well known, macro and micro plastics are a major problem not only for the marine environment, but also for human health.

The impact of fishing gear such as longlines, abandoned lines and nets, as well as sea pollution, often coming from rivers wastes such as plastic bottles and bags, are damaging badly the marine organisms.

This material can suffocate, break up, violently eradicate and kill **gorgonians and sponges**, slow-growing organisms that take hundreds of years to reach the average size seen along the shoals.



Santo Stefano al Mare's Poseidonia meadows

Source: Regione Liguria

As a result, this area is an extremely delicate environment, characterised by high vulnerability, requiring a proper protection and management system.

That's why last year the Administration of Santo Stefano al Mare approved a resolution to start the procedure to make it a **national marine protected area** as the one of Portofino and Bergeggi.

In addition to this, some new projects have been launched, such as the SEA-TY in collaboration with the Municipality, to raise awareness among citizens, tourists and schools about the richness and fragility of this marine area.



This stretch of sea is also known for the presence of the underwater **wreck** of the BR20 Cicogna, lying on the sandy seabed at 47 metres.

This is a twin-engine medium bomber, produced FIAT Aviation in the 1930s and used during the **Second World War**. It is still one of the best preserved aircraft wrecks in the entire Mediterranean Sea.

There is also a **Roman wreck**, a vessel sunk at a depth of about **58 metres**, whose presence is shown by dozens of mostly intact terracotta amphorae dating back to the 1st century B.C.

It represents one of the most important proof of the maritime traffic of the Ligurian coast during the Roman period.



Source: diving liguria



Source: Incantoblu



Source: Nautilustdc





The Municipality of Santo Stefano has implemented a new project that involves the use of a multifunctional hall as an **interactive museum**. At the same time, an underwater video surveillance system has been set up to allow the live transmission of images from the seabed, thus ensuring the interactivity of the historical and archaeological heritage. The creation of an underwater video surveillance system guarantees the proper protection of the wreck, as well as a **constant monitoring with non-invasive methods**: the underwater video system, connected to a transmission system on a floating buoy, is powered by a solar panel system.

The images are sent live to the museum, a multimedia, sensory exhibition space with a life-size reconstruction of the wreck. There is also the possibility of constantly viewing images of the wreck and taking a virtual trip to the bottom of the sea, thanks to a set design that reproduces sounds, lights and colours typical of the underwater habitat.

In short, if you are a **sea lover** and a you are fascinated by the underwater life, this stretch of coastline is definitely a must-see for this summer!

Source: La stampa, Riviera 24, Incantoblu

Federico Gariboldi



Fonte: Rivieratime



Experience & Destinations

Balzi Rossi: a corner of Paradise at the border of Italy

Just a stone's throw away from the French border, the town of **Ventimiglia** in Italy is home to a truly corner of paradise where you can discover history, enjoy the sea and taste the traditional cuisine of the Italian Riviera.

Balzi Rossi is a **unique place**, famous throughout Europe for its Archaeological Site and its museum, its enchanting beach, as well as its fine restaurant.



Source: Italian-Riviera

A journey through history, nature and culinary traditions



The Archaeological Site

Are you passionate about history? In Balzi Rossi you can experience a **25.000-year** plunge into the past and discover the life of the prehistoric man in one of the most important archaeological sites in the Mediterranean representing human history.

The **research and excavation** works started at the beginning of the 19th century and in 1898 a **Prehistoric Museum** was established to keep the exceptional artifacts that were found, such as stone sculptures, icons and different kind of tools used daily by the prehistoric man.

The archaeological site also hosts some **caves**, located behind the Museum, that can be visited crossing a proper path. The Caviglione Cave, one of the most unique caves in the world, was home to the discovery of skeletons dating back to the famous Palaeolithic triple burial of three men (one adult Homo sapiens and two younger ones) buried with mammoth ivory, shells and deer teeth. In addition to this, in the cave you can also admire the famous wall engraving of the **wild horse**, which has become the symbol of Balzi Rossi.

The Beach

Not far from the museum and the caves, you can admire the "Balzi Rossi" beach, surely one of the most fascinating beaches in Liguria.

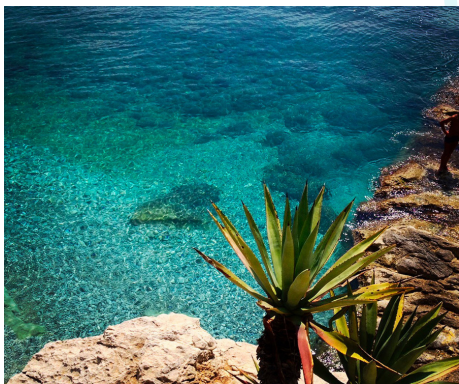
The Balzi Rossi beach is a **public beach** boasting a reddish cliff wall overlooking the crystal-clear sea, that gives the name to this unique and unparalleled location of the Italian Riviera. If you are passionate about diving then you will not miss exploring the seabed for an unforgettable underwater experience. This beach is definitely the right choice if you are looking for unspoilt nature.



Source: Il gustonauta



If you are looking for comfort, service and attention to details, then the private beach **"Spiaggia delle Uova"** – Egg Beach – is perfect for you. Its name comes from the particular shape of its pebbles, which remind some small eggs due to their spherical shape, white colour and perfect smoothness. The elegant sunbeds and white umbrellas, the gourmet restaurant specialised in sea-food dishes, and a special lounge-bar service on the sea shore at sunset, make this beach even more exclusive. Last but not least, a **tender service** provides transfer from the boat on request.



Source: Balzirossi.it



Source: TripAdvisor

The Restaurant

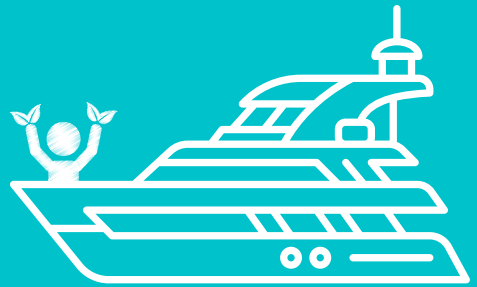
The famous Balzi Rossi Restaurant is a place you can not miss if you are passionate about gourmet cuisine. Over the past few years it has been awarded as **the best restaurant in Liguria** and one of the best in Italy!

An elegant, modern and refined setting, with breathtaking views over the Gulf of Menton. It is just the perfect place to taste the best of the Ligurian culinary tradition, enhanced with a gourmet touch.

Balzi Rossi is definitely a must-see destination to discover the Ligurian territory at its best: **through its culture, its traditions.**

Liguria Di Fio

Super Yachts



Beyond any
limit

OYour green Experience



Lürssen: the pioneers' family

Towards the first hydrogen fuel-cell powered superyacht

Did you know that the first world's motorboat was created by the grandfather of **Peter Lürssen**, CEO of Lürssen?

Today the company is back to the origins as it has just announced the launch of a brand new project which is incredibly innovating: the first **superyacht powered by hydrogen fuel-cell** technology.

The fuel cell is flanking the conventional generators and is a big step to an emission free superyacht.

This **innovative technology** will make it possible to anchor **emission-free** for 15 days or cruise 1000 miles at slow speed!

The first vessel to feature the technology will reportedly be delivered in 2025 and, as Lürssen said "It will push the eco-friendliness of yachts to a new dimension in the new future".

The new technology should make it possible to anchor emission-free for 15 days or cruise 1000 nautical miles at a slow speed

LÜRSEN



"My grandfather built the world's first motorboat in 1886, my dream is to be the first to build a yacht without a combustion engine"



In the meantime Lürssen sets-up an **Innovation Laboratory** to simulate and test the integration and operation of a **Marine Hybrid Fuel Cell System** on board a yacht powered by methanol. Essentially, the plant converts **methanol** into hydrogen, which is then used in fuel cells to generate electricity.

This isn't the first time we've seen fuel cells pop up in superyacht design. In September 2019, **Sinot** unveiled the radical 360-foot concept Aqua which was fitted with a hydrogen propulsion system. However, **Aqua's** setup will be fully powered by liquid hydrogen whereas Lürssen's plant converts methanol into hydrogen. Methanol is much easier to handle and store than liquid hydrogen and can still carry a lot of hydrogen within its chemical composition.

This new project is a milestone to a greener era of the superyacht industry. It will definitely bring Peter Lürssen a step closer to realize his dream:

"My grandfather built the world's first motorboat in 1886, my dream is to be the first to build a yacht without a combustion engine"

Chiara de Girolamo

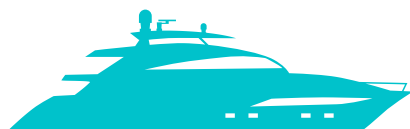


M/Y Beluga: charter goes green!

M/Y Beluga is a **35-metre superyacht** based in Port Douglas Queensland, custom-built by Moonen with a robust elegant style.

It was already recognized for being leader in marine conservation and this year it has been crowned **Yacht of the Year in Boat International's Ocean Awards 2021**, introduced by the Australia-based yacht agency Ocean Alliance.

This award, sponsored by Arksen, acknowledges private vessels, their owners, and crew that have actively helped enhance the health of the ocean.



M/Y Beluga was awarded for its contribution to the marine ecosystem as it was the first superyacht ever to take part in the **Great Reef Census**, a citizen-science initiative launched in October 2020 by the Association Citizens of the Great Barrier Reef. The Great Reef Census was designed to pilot new ways of capturing large-scale reconnaissance data across the Australian Great Barrier Reef, up to 40% of which had never been mapped previously.

During a charter in Beluga, guests can choose to have biologists and scientists on board as part of a customized itinerary to contribute to marine research



Thanks to this project, anyone can give its support to the marine research by simply chartering MY Beluga. During a charter individuals can host biologists and scientists onboard as part of a custom itinerary, and at the same time they can learn about the Reef's diverse ecosystem and follow the progress and results of their survey.

The contribution of M/Y Beluga is playing a **crucial role** as the data collected with their photographs will allow researchers better understand how the reef is changing year by year under climate change.

As the Founder of Ocean Alliance said, "this is a great opportunity to encourage a culture of **yachting for purpose** and offer charterers the ability to incorporate a meaningful contribution to the ecosystem in which they are experiencing"



We believe this is a powerful way to raise awareness about the ocean conservation and we really hope this Award will encourage more superyacht owners and charter guests to be part of this exciting project in 2021, supporting to the future of our oceans while **enjoying the sea!**



Chiara de Geronzi

Events & Media



Stay tuned –
not only via
VHF

OYour green Experience

Seaspiracy: the shocking documentary about fishing

Seaspiracy, an iconic title for one of the most controversial **Netflix documentaries** of the year: the syneresis between **Sea and Conspiracy** let us clearly understand the ultimate goal of the 90-minute Netflix documentary directed by Ali Tabrizi, a British 27-year-old filmmaker.

The film's director is also the main character of the movie, who guides us through reports, statistics and interviews in search of an answer to the (difficult) question: how much does **uncontrolled fishing harm** our seas and our planet?

The documentary, which entered the Netflix **Top 10 in more than 32 countries**, has raised different and **controversial reactions** among viewers, creating a real debate especially online.

From one side there are those who have radically changed their habits after watching the movie. Lots of VIP have already joined this revolution, like Kourtney Kardashian, who has announced to have definitely removed fish from her diet.

From the other side there are those who consider the film misleading, due to some false or out of context statistics. One example is the statement "by 2048 oceans will be empty of fish" which refers to a study that was already denied by its author.

**Sea and
Conspiracy, in
the
controversial
and shocking
Netflix
documentary**



Source: InfoSOSTenibile

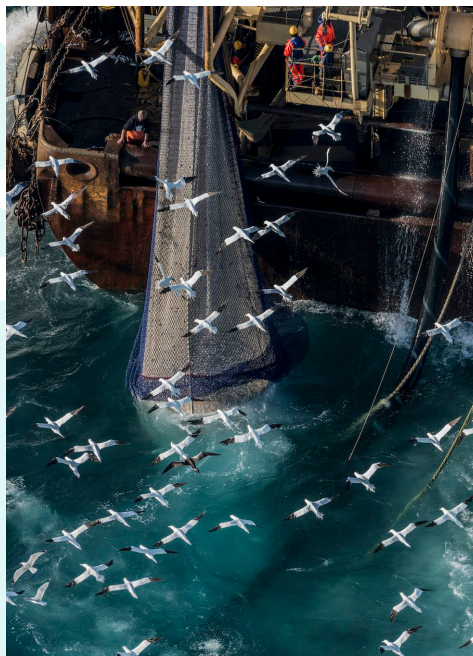


Events & Media

The film is about the impact of uncontrolled fishing on the marine ecosystems: starting from the slaughter of the much-loved dolphins, moving to the slaughter of the much-feared sharks, whose fins are used in some Asian countries to prepare sought-after dishes.

It is hard to imagine that about **10 people die from shark attacks** every year, while humans kill between 11,000 and **30,000 sharks every hour**.

The victims of fishing are countless, both in species and quantity, and very often they are even caught by mistake. The documentary also deals with the issue of **plastics** in the sea, most of which come from fishing nets and other fishing materials.



Source: InfoSOSTenibile



Source: Recenserie

90 minutes of suspense, hidden filming and attempted censorship, in which there is no lack of intimidation. We don't want to reveal too much as we want to leave it to you to draw your own conclusion, but certainly a merit to Seaspiracy must be recognized: it has brought to the surface many issues, often forgotten.

Lozada Di Feo



Events & Media

The long way by Moitessier

The book is about the story of Bernard Moitessier, one of the **world's best-known sailors** who set off from Plymouth on his sailboat Joshua in 1968, to take part in the **first non-stop solo Golden Globe race**.

"Alone, between sky and sea "

After ten months of sailing he had already passed **Cape Horn**, a month ahead of the other participants, when he decided to quit the race and renounce to the award, to continue the navigation alone.

The Long way describes the **story of this incredible journey**, including the battles against bad weather and storms faced during the navigation, and the techniques used. It's a personal introspection where we find important themes such as the search for the meaning of life and the rediscovery of **essential values**, in contrast with a society where speed and excess are often dominant.

An interesting and **committed reading**, that can truly be a source of inspiration for all of us.

It's a **must-read book** for those who are passionate about the sea and sailing.



Longue Vie For

Source: Nautica Report



Venice Boat Show 2021

"The art of shipbuilding is backhome" – with this slogan Venice has opened its doors to the **Venice Boat Show** for the second edition, an exhibition showcasing the best of the Italian and international boating in one of the most beautiful city of the world!

The Venice Boat Show took place from May 29th to June 6th at the Arsenale of Venice and has welcomed more than 220 boats and 160 exhibitors, with a water basin of 50,000 m2, over 1000 linear metres of pontoons, 30,000 m2 of outdoor exhibition spaces, and 5,000 m2 indoor pavilions.



Tradition, innovation and sustainability have been the protagonists of this year, with an entire section dedicated to hybrid engines and full electric technology, the **E-Village**, as well as a calendar of events about sustainability.

Among them the conference devoted to **"Yacht Design and Sustainability"**, which saw the participation of various players from the world of production and design who explored the different positions regarding the reduction of environmental impact at sea. The "transversal" conclusion of the various speeches was that it is not enough to say "electric" to change the impact, but that we need to consider the entire life cycle of a ship or boat, from its construction to its energy consumption.

Tradition and innovation, engineering and eco-sustainability were the protagonists of the 9-day exhibition in the characteristic setting of the Arsenale



Events & Media

Another key moment was the conference **"Oceani sunt servandi"**, organised by the Italian Navy: two days of study and in-depth analysis on the issues related to the protection of the oceans as an essential resource for human life. While the conference **"Waterfronts: reflections on water fronts"** focused on the design of coastlines, sea fronts, respecting the environment and the coastline from an urban, tourist, and economic point of view, with a view to sustainable innovation, focusing on the vulnerability of the coastline following climate change.



One of the most important events in program was the **first Full Electric Regatta called "E REGATTA"**: an intensive 3-day event aimed to show the world the performance and new innovations of tomorrow's more environmentally friendly boats.

What else can we say? During these 9 days the Arsenale has been the stage to launch Venice as the **world capital of sustainability!** More than just a Boat Show, this event was an opportunity to show the glorious past of Venice, the boat innovations of today, and a bright future with new technologies for the boats of tomorrow.

Stéphane Louis Mercier





Events & Media

Next events

VELE D'EPOCA

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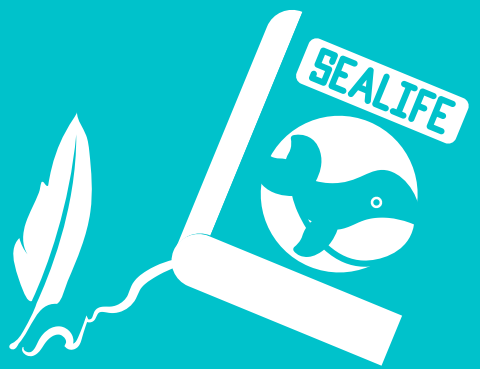
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MONACO
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22 - 25 SEPTEMBER 2021



Stories from the sea



Log Book
OYour green Experiences



Stories from the sea

Sophie Bellando

From Pain To Gain

Winning Over Sea Sickness

Today, we have chosen to interview **Sophie Bellando**, an inspiring woman, who, for all of her life, has suffered from **motion sickness**, but decided to face her biggest fear and eventually won over it.

Since Sophie was a little girl, travelling by car was always a nightmare to her. She told us that she remembers very well, when simply going to the supermarket by car with her father was getting her sick after 10 minutes of road only.



Unfortunately, this has never changed, not even when she turned into an adult...

Riding a car, a boat even on a train or on a plane... She could not talk, read nor look at a screen or to her phone without being sick...

Only taking a walk on the port of Menton, her hometown, got her feeling really bad, simply by being on the moving dock..

Although she had this strong sickness since the very beginning of her life, that was never a big deal to her, until she started a relationship with.... Nevertheless than.... **A Captain!**

Her partner not only is passionate about the Sea, **he made the sea his own job!** In that very moment Sophie realized that something had to change but the very big step was taken when, a year ago, she got the opportunity to do a yacht cruise with some good friends who invited her and her boyfriend.

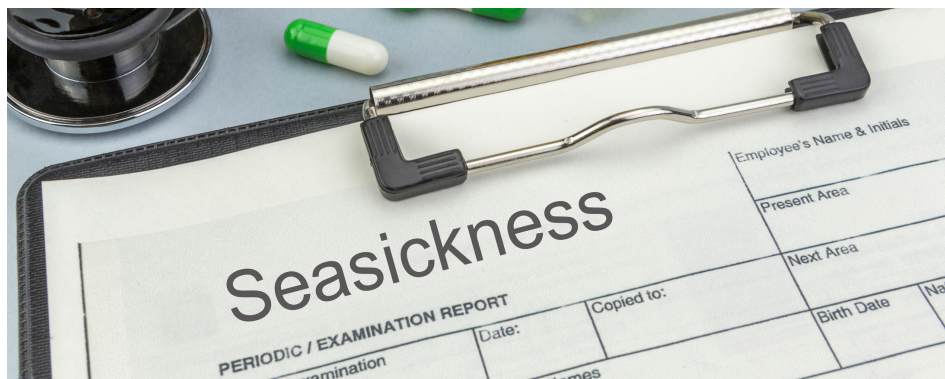
Imagine... Will (her partner) was really **enthusiastic** about this idea, but Sophie, on her side, was absolutely stressed and worried. Indeed, just the concept of sleeping and living on the boat for a week made her nauseous!



But as we were saying, Sophie is **a strong and inspiring girl**, who loves challenges and most of all.... She loves Will, so she wanted to her best to overcome this condition to please him and make him happy. In that very moment, she also realized she was missing out so many parts of the beautiful French Riviera, where she lived her whole life, and because of this, she has never really discovered the **wonderful coastal landscapes** of the area.

At that point one thing was left to be done:

Sophie went to see her doctor and the doc. advised her to meet a **specialist of the inner ear** to do some sessions called: **"vestibular rehabilitation"**. The idea was to train the brain to get use to this conflict between the perception of the eyes and the inner ear in order to diminish the disbalance. So basically, to trick the brain with different exercises. Some examples that she quoted, where having her standing on her feet on a moving smooth floor (trampoline or foam) while wearing 3D glasses that was spreading videos in which she was the co-pilot in a car on mountain roads... Obviously, she got sick really often doing this exercise, but step by step she was more and more resistant... And, after 10 sessions, it became easy! Sophie even started being optimistic for the upcoming yacht cruise (without really knowing if it will work for real!)



So, on the D Day, Sophie was really not confident about this first real trial.

After 30 years of sea sickness, Sophie was obviously a bit skeptical... but against all odds, she **did not feel sick once!!**

It was such a victory for her, my partner and my friends on board... Can you imagine having a guest feeling bad all day for one week on board!! Everybody was relieved!

The holidays was perfectly enjoyed, the objective was totally hit!

After few days, she did not even felt the difference being on board and on the ground. She managed to make the most out this amazing trip with her friends and can't wait to do it again!



"Eating on board, sleeping on board, reading on board.... if you told me that 1 year ago, I would have told you that it's impossible! **Mais impossible n'est pas Français** (nothing is impossible for french people!" She says.

Many people are convinced that motion sickness, and in particular sea sickness is **only psychological** (due to fear and apprehension). This is absolutely NOT the case.

The motion sickness, it is generated by the disbalance between the information given by the vision (perception of the eyes) and the inner ear to the brain. So, the good news is that you can heal from this condition. **Just like she did.**

When we asked Sophie, what is her suggestion for other people, this is how this incredible girl replied: "**Trust yourself** and don't listen to people that think that you are seasick just because you are scared!

If you have the willingness to get rid of it and if you have the desire to feel comfortable on a boat trip, you can do it! You just need a good inner ear rehab center and a good motivation!" Well, what can we say?! If she, as a suffering child, made it happen, what could stop you?!

Well done Sophie, may you **keep enjoying your rides, everywhere!!!!**



Trust yourself and don't listen to people who think seasickness is caused by fear! If you have the will to get rid of it and if you have the desire to feel comfortable during a boat trip, you can do it!



Stories from the sea

Flying back home

Do you remember the environmental disaster of the Deepwater Horizon station, which caused unimaginable damages in the Gulf of Mexico?

Since then eleven years have passed and there are finally some good news coming. It's about the **"homecoming" of the pelican Red33Z**, who has been able to return to its eco-system after this long time.

But let's take a step back to the beginning of the story.

Deepwater Horizon was a semi-submersible ultra-deepwater drilling rig, with dynamic positioning, owned by Transocean. It was built in 2001 in South Korea by Hyundai Heavy Industries.

On April 20th 2010, during a drilling campaign in the Macondo well, located at a depth of 1,500 metres, there was an explosion on the platform that caused the death of eleven crew members. It was impossible to put down the fire and after two days the Horizon sank, leaving the well with no back pressure on the seabed and, as a consequence, causing the largest marine oil spill of the history.

The oil continued to spill into the ocean for about **106 days** and rivers of oil washed up on the coasts of Louisiana, Mississippi, Alabama and Florida, not to mention the amount of oil flowed into the seabed.



Having survived the environmental disaster, the pelican Red33Z was released into the wild on the coasts of Georgia

During the 'oil spill' disaster, rescuers tried to save many marine animals, including the pelican named Red33Z. He was almost **entirely covered** with crude oil and he was about to die. The pelican was thus transferred to a veterinary facility, where he immediately showed good signs of recovery. However, once he had fully recovered, it was impossible to put him back to its natural habitat, so he was reintroduced in a new habitat in Georgia, back to the freedom.



Stories from the sea



It seems that after eleven years, Red33Z has been spotted in the same area where he was rescued; therefore he has been **flying over 77 miles**, that means approximately 1120 kilometres!

Seabirds tend to return to their native land mainly for the breeding season.

Over the last few years, the state of Louisiana has been working hard to clean up and restore the ecosystem, making the island of Queen Bess habitable again. **It seems that now it's time for Red33Z to return home!**

This short story is emblematic of what is happening on a large scale all over the world. The carelessness and violence of human beings towards the planet, especially since the industrial revolution, have inevitably led to some environmental disasters, and now we have to face the consequences trying to solve them. There is still a lot of work to be done, because in many cases there are very badly damaged areas to be restored. At the same time we should completely change our approach to Nature and the ecosystem where we live.

Only if we change our attitude and start to act consciously towards the environment, we will be able to "return home", just like Red33Z, to whom we wish a safe flight!

Fonte : wikipedia e UAM.TV



Stories from the sea

420 World Championships in Marina degli Aregai



In the first edition of our magazine we have told the story of **Aurora**, a young 420 champion who began her "adventure" related to the sea and the world of sailing in 2003 in Marina degli Aregai. Everything started when Aurora, together with her parents, participated in the delivery of **Oceanis 393**, which became the family boat for many years.

So far she has already taken part in the **2018 World Championship in Newport** and she has also gained a new qualification, but unfortunately it remained without a follow because the last edition was not disputed due to the health situation.

It was difficult to get qualified again this year but **Aurora Casertano and Sofia Liseli Renzi** followed by their coach **Simone Spina** managed to do it, coming in fifth place overall female category. So they entered within the 7 crews who played in the World Championship that was held at the beginning of July in Marina degli Aregai, finishing in half ranking!

This was the **last race onboard the 420**, before moving to the 470 category.

Sometimes life can surprise us with some special coincidences...Her "love story" with the sea started from Marina degli Aregai many years ago and now she has returned there to compete in the World Championship...

Come on Aurora and Sofia, may the **wind always be at your back!**



Silvia Gualfardi



Stories from the sea

Tell us your story
to be the protagonist
in the next issue of
O Your Green Experience

 oceanis@oceanis.it
 [@oceanisyachts](https://www.instagram.com/oceanisyachts)

Traveling...in Green Style!

The summer season has finally arrived and it's almost time to **pack your luggage!**
Have you considered **traveling in green style?**

Wherever you're traveling to on your next adventure, there are plenty of ways to reduce the impact your trip has on the environment. By simply choosing **eco-friendly travel products** instead of common commercial products, you can give your own contribution to the health of our environment with very little effort.



That's why we have decided to end this third edition of OYour Green Experience magazine with a short list of natural and eco-friendly travel products.

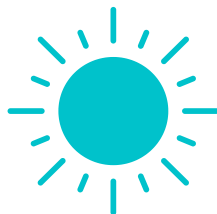
The must-have for traveling in green style!

- **Organic sunscreen:** did you know that traditional sunscreens contain chemicals that are harmful to coral reefs and marine life? That's why choosing a sunscreen based on organic natural ingredients is the right choice for every ocean lover. It's an act of kindness not only to the health of the sea but also the health of your skin.
- **Solid toiletries:** soap, shampoo & conditioner bars are a great alternative to the common ones. They are zero waste, reduce the environmental impact, last longer and they can easily be placed inside hand luggage without restrictions on liquids. It doesn't get better than this!
- **Bamboo toothbrush:** millions of plastic toothbrushes are thrown away every year. That's why bamboo is the perfect eco-friendly alternative: it is a fast-growing, low-maintenance crop and it's 100% biodegradable.

- **Plastic free toothpaste:** toothpaste is a major culprit for plastic pollution, with roughly 1.5 billion tubes being thrown away every year across the globe. To avoid adding to that statistic, you can go tube-free by choosing a sustainable toothpaste in powder, tablets or in a glass jar.
- **Ecological deodorant:** zero-waste deodorants are a great way to reduce your personal waste. There are a lot of packaging alternatives like cardboard, cork or bamboo. Additionally an organic and natural product is not only an excellent choice for the environment but also for your body.
- **Biodegradable cotton buds:** a huge amount of cotton buds every year is not recycled and end up in our oceans. Why not replacing traditional cotton buds with a biodegradable alternative?
- **Solar Power Bank:** the solar power bank will turn into your best friend when traveling as it allows to recharge the batteries of your phone wherever you will go, while respecting the environment.
- **Reusable water bottle:** buying plastic bottled water has a terrible impact on the environment. Traveling with a reusable water bottle made from sustainable materials is definitely a much better, less waste-creating choice. There are so many beautiful stainless steel and bamboo eco water bottle options on the market, that you are spoiled for choice!

The above suggestions are only a few simple tips **to inspire the change**. They may sound just like a drop in the ocean, but the truth is that it's small steps like these that ultimately make the biggest impact! So let's start thinking and traveling in a more sustainable way. With our choices and our lifestyle **we can make a difference. We can do it together!**

Thank you so much





We want to be by your side especially during your holidays: come and visit us and collect the gift that awaits you!



Come to our offices

Sanremo | Portosole
Via del Castillo 17, 18038

Aregai | Marina degli Aregai
Via Gianni Cozzi 1, 18010

Are you too curious?
Look up the words in the crossword puzzle and discover the
homage that awaits you!

Varazze
XXMiglia
Aregai
Charter
Dealer
Broker



Beneteau
CNB
Delta
Lagoon
Pardo
Sanremo





"The world is a fine place, and
worth fighting for"

Ernest Hemingway

The logo for Oceanis Yachts features a dark blue circle containing a white compass rose icon. To the right of this circle, the word "OCEANIS" is written in a light grey, uppercase, sans-serif font. Below "OCEANIS", the word "YACHTS" is written in a dark blue, uppercase, sans-serif font. Underneath "YACHTS", the phrase "POWERED BY EXPERIENCE" is written in a smaller, dark blue, uppercase, sans-serif font with wide letter spacing.

OCEANIS YACHTS

POWERED BY EXPERIENCE

OYour Green Experience is printed on recycled paper

Third Edition | July 2021

www.oceanis.it