

Compotec's Italian debut

For the first time Italy is to have its own composites exhibition. The event, organised by Compotec, will run from October 29-31 and take place at Marina di Carrara on the north-west coast.

The exhibition will include a conference entitled *Advancing with Composites 2008*, organised by the University Federico II of Naples while Marino Quaresimin, associate professor at the University of Padova, will hold a special seminar dedicated to the 'Structural Application of Nanocomposite Materials'.

New production facility for Alliaura Marine?

French yacht builder Alliaura Marine Group is planning to build a new production plant in Lanester on Brittany's Atlantic coast, according to French newspaper *Ouest France*.

The group is currently negotiating the purchase of land at Lanester's Rohu port. The site is said to comprise of several hectares of land and 500m (1,640ft) of quay.

The new facility will concentrate on the production of the *Privilège 745*, a 23m (75ft) sailing catamaran. If it happens the site will create 150 jobs in two to three years and that Alliaura Marine wants to finish its first catamarans there before the end of 2009.

When contacted by *IBI*, Alliaura declined to confirm the information published by the newspaper. Last year the group had to abandon a project for a new facility at La Rochelle because of planning complications.

HISWA introduces paintwork standard

Dutch industry association HISWA has new paintwork standards for yachtbuilders. The regulations have been developed with yards, suppliers and painting companies and covers aspects such as gloss, coating, observable orange peel effect, runs and sags, and dust contamination.

"Until now there has been no objective standard for the painting of yachts," says Michael Steenhoff, manager of yachtbuilding at HISWA.

"While certain contracts mention quality of paintwork, this is not actually specified in terms of the performance values."

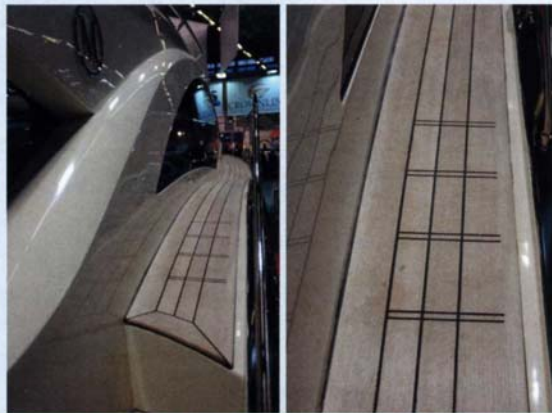
The new standard, which is non-compulsory for HISWA members, is designed to offer clarity to yards and owners regarding aesthetic aspects of paintwork. It is also expected to help prevent disputes over quality.

COT, an independent centre for research and technical consultancy, provided the necessary research and testing on behalf of HISWA.

Smart – Grip fill

The sweep of the side deck aboard this Marquis 40 Sports Coupe makes for a potentially slippery descent into the cockpit. So the builder has added an interesting pattern to the rubber caulking in order to give a little extra grip. Smart indeed.

Marquis Yachts is part of Carver Yachts, which in turn is owned by Irwin Jacobs' Genmar. With a 12m-21m (40-69ft) model range that takes in flys and hardtops, Marquis sells around 100 boats a year and has a turnover in the region of €65million (US\$100 million). This makes up an increasing proportion of Carver Yachts' operation, which employs around 1,000 people, has boats sales of €130 million (US\$200 million) and builds approximately 400 boats a year. Exports account for around half of Marquis' sales.



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