

EURMIG formally launched

The European Recreational Marine Industry Group (EURMIG) was formally launched at a reception towards the end of February in Brussels. UK MEP Martin Callanan hosted the event, where he welcomed EURMIG as the recognised voice of the recreational marine industry in Europe. Those in attendance included European Commission officials and Members of the European Parliament from across Europe.

Originally formed in 2003, EURMIG's members are marine industry associations belonging to the states of the European Union, and its role is to monitor and influence evolving EU regulations that will impact the recreational marine industry, identify issues of concern to EU members and make appropriate representations in order to ensure that the EU benefits the recreational marine industry.

According to ICOMIA (International Council of Marine Industry Associations), EURMIG represents 5,400 European marine companies

who are members of one of the associations; 18,500 commercial enterprises in the recreational marine sector; 149,000 employees; and companies with a total turnover €2,510 million.

The BMF provides the Secretariat for EURMIG, which has become the vehicle by which European marine industry associations (MIAs) co-ordinate representational efforts in Europe and lobby Brussels. Head of one of Germany's two industry federations, the BWVS, Jürgen Tracht is EURMIG's first chairman.

"The recreational marine industry is a young, growing, and increasingly successful sector of the European economy," said Tracht. "Our industry is comprised of small firms, generates revenues of €13 billion annually, and sustains 164,000 jobs across Europe. I'm delighted to have been elected as the first chairman of EURMIG, and aim to ensure that it delivers a strong and united voice for our industry in Brussels."

Smart – Bench mark



Designed especially for Ferretti by Italian manufacturer Besenconi, this is the electrically adjustable leather-upholstered bench seat aboard the new Ferretti flagship 880. For passage-making it provides a comfortable position for the helmsman, but once the boat is at rest, whether in harbour or at anchor, just one press of one button on the remote controller that comes with it will see the seat cushion drop down and the whole unit power forward on tracks so that it parks up against the wheel. Once 'parked' it gives plenty of room to walk behind to the galley and side-deck door.

Milan Engineering Conference 2004

The Quark Hotel Congress Centre in Milan was the venue for this year's Marine Engineering Conference (MEC) organised by Marine Composites Knowledge Management, run by consultants Pier Luigi Curatolo and Franco Morundi. Materials, equipment, machinery and software suppliers taking part included DSM, Ahlstrom, Lantor, DIAB, Airtech, Scott Bader, Delcam, CMS, Sika and MVP Italia.

Over 170 delegates, in all representing over 90 companies, attended the conference.

The programme began with an overview from Pier Luigi Curatolo concerning closed-mould processes, particularly vacuum infusion applications. Karl Heinz Mula from Turkish builder Numarine described how his company is building 16m powercruisers and flybridge motorcruisers using vacuum infusion.

The following morning a series of papers relating to vacuum infusion were presented. DSM-Euroresins' paper was on low-viscosity resins, specifically designed for use in infusion processes supported. Ahlstrom explained how its synthetic flow layer materials such as Combiflow, Multiflow and Xflow can be used to increase resin flow without compromising mechanical properties.

Lantor spoke on the suitability of its Soric polyester cell structure reinforcement with its high drapeability, while DIAB described its grooved core foams as a highly efficient transfer medium for resin infusion. Airtech's contribution focused on advances in vacuum bagging and related tools and materials.

The session entitled 'Improving Time to Market through Industrialisation' included presentations by MVP Italia on the systems support it has provided to a key Italian boatbuilder to industrialise gelcoat and resin spraying and the mechanised dispensing of bonders compounds and adhesives. Scott Bader described the advantages of structural bonding with its Crestomer acryl-urethane adhesives.

The final session was entitled 'Cutting the Time required for new Boat Plug Realisation'. Delcam spoke on CAD-CAM modelling and manufacturing software, followed by CMS on plug fabrication with CNC centres and Sika on tooling materials for plug shaping.

All four sessions were supported by panel discussions on the issues raised and simultaneous translation was provided for the presentations and during delegates questions.

The organisers plan to hold the third edition of MEC next February.