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THE YACHT EXPERT VIEW

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We do not simply report the yacht industry. We select what matters, verify what changes, and explain why it deserves attention.

MONTHLY INTELLIGENCE BRIEF

Monthly Brief - September

The Real State of Modern Yachting

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Editorial line New builds | Design | Regulation | Crew | Trends



Hybrid architecture moves into real-world operation

JFA Yachts delivers 50m hybrid explorer Canoa

JFA Yachts delivered the approximately 50m Canoa on 7 August. At just under 500 GT, she is the largest yacht built by JFA and combines an aluminium hull with a lightweight composite superstructure.

More importantly, Canoa uses a parallel diesel-electric hybrid system with twin MTU diesels and electric motors, supported by batteries, solar generation and dynamic positioning. Published figures indicate more than 5,000 nm of range at 12 knots, with the electric architecture intended to support quiet manoeuvring, low-speed operation and anchorage periods.

This is interesting because it moves hybridisation away from the very large 70-100m showcase projects and into a genuinely usable long-range 50m explorer platform.

Source: JFA Canoa delivery - YachtBuyer



Baglietto delivers the first T60 Kinda II

Baglietto delivered the first 60m T60, Kinda II, in early August. At about 1,100 GT, she is the largest yacht built by Baglietto in its 172-year history and the first of three T60 units already sold and under construction. Francesco Paszkowski designed the exterior and collaborated with Margherita Casprini on the interiors.

The significant point here is not simply the 60m length. It is the amount of volume being packaged into this size category and the commercial validation represented by another two units already committed.

Source: Baglietto T60 delivery - SuperYacht Times

Scale at the top, capability below it



Feadship launches 79.75m Project 716

Feadship launched the 79.75m Project 716 at its De Vries facility in Aalsmeer on 6 August. The steel-hulled, aluminium-superstructure yacht had been under construction since 2022 and is now progressing toward sea trials and delivery. Few technical details have been publicly disclosed so far.

This is more of a market signal than a technology story: the very-large full-custom sector remains active while smaller platforms simultaneously become more technically sophisticated.

Source: Feadship 716 launch - SuperYacht Times



Dearsan delivers 50.2m Queen Yaz

Turkish builder Dearsan delivered the 50.2m Queen Yaz in August. The 488 GT yacht has a steel hull, aluminium superstructure, naval architecture by Milimetriq and interior/exterior design by Red Yacht Design. It is Dearsan's first major private superyacht project after decades primarily associated with commercial and naval construction.

That makes the project particularly interesting from an industrial perspective: Turkish shipbuilding capacity continues moving into the high-value custom yacht market.

Source: Queen Yaz delivery - YachtBuyer

A market signal worth watching

The month shows two movements happening at once: the ultra-large full-custom segment remains active, while smaller 50m-class yachts become increasingly sophisticated in propulsion, volume management and industrial execution.

Design is moving from spectacle to how people actually live aboard



Personalisation moves into semi-custom platforms

On 28 August, Numarine revealed five completely different interior concepts for its new 38XPC and 39MXPC Classic Line, created by Hot Lab, Ofist, Vallicelli Design, Sturge & Toth and Carla Guilhem Design.

The interesting development is the commercial model: the underlying yacht platform remains common, but owners are offered substantially different architectural identities rather than simply different materials or colour packages.

This looks like a potentially important direction: industrialised engineering underneath, highly individualised lifestyle above it.

Source: Numarine Atelier interiors - YachtBuyer



Project Bond: design driven by how owners actually live aboard

Bilgin released the first detailed interiors of the 82m Project Bond on 26 August. H2 Yacht Design has created a contemporary Art Deco interior, but several architectural decisions are more interesting than the styling itself.

The yacht includes a direct open staircase between the main saloon and beach club, extensive glazing, long sightlines and a dedicated owner-focused arrangement designed around spending several weeks continuously aboard. The yacht is also designed for more than 5,000 nm of economical-range cruising.

The broader design message is important: rooms are increasingly being designed around circulation and real patterns of use, rather than as isolated showcase spaces.

Source: Inside Project Bond - YachtBuyer



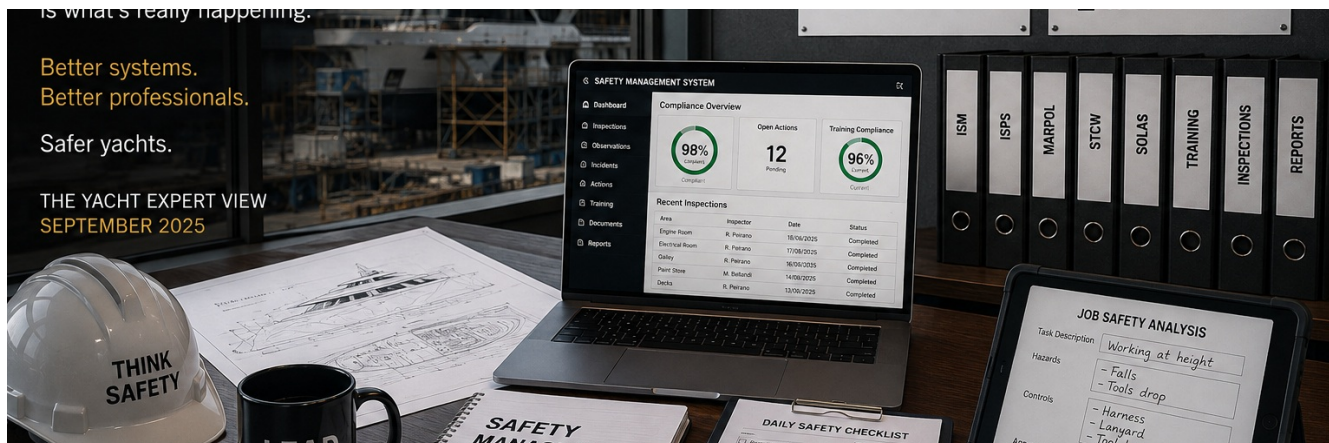
Wellness is becoming architecture

A review of major 2026 deliveries published in August highlights how gyms, hammams, saunas, cold-plunge facilities, treatment areas and spa environments are increasingly being integrated directly into beach clubs and lower-deck architecture.

Projects such as Sanlorenzo's Silver Fox and Amels 80 Netto II illustrate the direction: wellness is no longer a room added after the layout is finished; it is increasingly influencing the volume allocation, engineering and circulation of the yacht from the beginning.

Source: Wellness on the Water - YachtBuyer

Rules become operational when they change what yards, owners and managers must prove



New EU Marine Equipment Regulation entered into force on 31 August

Commission Implementing Regulation (EU) 2026/1434 entered into force on 31 August 2026, replacing Regulation 2025/1533 under the Marine Equipment Directive.

It updates design, performance and testing standards applicable to marine equipment installed aboard EU-flagged vessels. According to DNV, the update introduces no entirely new MED equipment categories but changes requirements and testing references across a range of existing equipment. Certain equipment approved under earlier national requirements benefits from transition arrangements extending to September 2028.

For yards and refit operations, this is the practical point: purchase specifications, MED certificates and Declarations of Conformity need to reference the correct current standard.

Source: EU Regulation 2026/1434 - EUR-Lex Source: DNV technical summary

Italy clarifies mixed private/commercial yacht operation

Italian Customs Circular 11/2026, originally issued on 15 May but attracting renewed attention in the yacht sector during August, clarifies application of the EU temporary-admission regime to vessels used for both private and commercial purposes.

Legal analysis suggests the clarification may provide a workable route for certain non-EU yachts operating under Yacht Engaged in Trade-type structures to undertake limited commercial activity in Italy while retaining a principally private operating model. Eligibility remains dependent on flag, ownership structure, customs status and individual circumstances.

This one deserves careful treatment rather than a headline saying simply “private yachts can now charter in Italy.”

Source: Italian Customs Agency - Circular 11/2026 Source: Yachting legal analysis - PG Legal

Compliance is becoming digital, continuous and more human

Major MCA clarification: PSSR update now required for existing seafarers

This is probably the most important crew-regulatory development of August.

On 18 August, the UK MCA published MGN 718, replacing its previous guidance and revising its interpretation of the 2026 STCW PSSR amendments covering prevention and response to violence, harassment, sexual harassment, bullying and sexual assault.

The MCA now requires all affected UK-certified seafarers, including holders of PSSR certificates issued before 1 January 2026 and UK CoC/CoP holders, to complete supplementary training. The deadline is 31 March 2027.

The MCA has made a roughly one-hour OneOcean online course available free of charge. Companies are expected to ensure personnel complete it and maintain training records; seafarers must retain digital evidence of completion.

This materially changes the position reported earlier in the year, when many existing certificate holders understood that they would not need supplementary training.

Source: MCA MGN 718 - PSSR 2026 amendment

UK Flag State Endorsements become electronic

The MCA also published an updated MIN on 24 August confirming that from 1 September 2026, UK STCW Flag State Endorsements will be issued electronically.

Existing physical endorsements remain valid until expiry, and physical and electronic certificates will coexist during a transition period that may extend for up to five years and six months.

This is another small but significant step toward fully digital seafarer certification.

Source: MCA MIN 655 Amendment 1

Important MLC clarification

There was no new global MLC amendment entering into force during August. The amendments adopted in 2025 were approved by the International Labour Conference but are currently expected to enter into force on 23 December 2027, subject to the Convention's acceptance process.

That distinction is worth preserving because several industry summaries are already mixing current STCW obligations with future MLC requirements.

Source: ILO - Maritime Labour Convention amendments

Six signals that connect the month

01

Hybrid is becoming an operational architecture, not a marketing label.

Canoa combines propulsion, batteries, solar generation, DP and long-range efficiency into one operational concept rather than treating hybrid propulsion as an isolated feature.

02

The 500 GT threshold remains strategically important.

Canoa at roughly 498 GT and Queen Yaz at 488 GT show how designers continue extracting substantial capability while remaining just below an important regulatory and operating threshold.

03

Türkiye continues climbing the value chain.

Bilgin's 82m flagship and Dearsan's first 50m private yacht show two different routes into the upper superyacht market: established yacht builders scaling upward and naval/commercial yards moving sideways into yachts.

04

Personalisation is separating from engineering.

Common technical platforms can increasingly support completely different interior identities, making semi-custom construction less visually "semi-custom."

05

Wellness, silence and usable range are converging.

Design and engineering are increasingly addressing how people actually spend weeks aboard rather than simply how a yacht photographs at launch.

06

Crew compliance is becoming digital and continuous.

Training evidence, electronic endorsements and updated competence requirements increasingly follow crew throughout their careers instead of being dealt with only during five-year certificate renewals.

What happened. Why it matters. What deserves watching.

A curated review of the month's most relevant yacht-building, design and regulatory developments, followed by the trends that connect them.

Sources referenced in this edition

- | | |
|----|---|
| 1 | JFA Canoa delivery - YachtBuyer |
| 2 | Baglietto T60 delivery - SuperYacht Times |
| 3 | Feadship 716 launch - SuperYacht Times |
| 4 | Queen Yaz delivery - YachtBuyer |
| 5 | Numarine Atelier interiors - YachtBuyer |
| 6 | Inside Project Bond - YachtBuyer |
| 7 | Wellness on the Water - YachtBuyer |
| 8 | EU Regulation 2026/1434 - EUR-Lex |
| 9 | DNV technical summary |
| 10 | Italian Customs Agency - Circular 11/2026 |
| 11 | Yachting legal analysis - PG Legal |
| 12 | MCA MGN 718 - PSSR 2026 amendment |
| 13 | MCA MIN 655 Amendment 1 |
| 14 | ILO - Maritime Labour Convention amendments |

EDITORIAL NOTE

This brief is an editorial intelligence summary, not legal or flag-state advice. Regulatory applicability depends on vessel status, flag, GT, operation and individual circumstances. Always verify against the competent authority and current official text.

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