



SEASTEMA certified its SEAS-PILOT HCS autopilot

Seastema, a Fincantieri Group company, leader in the design and supply of integrated naval automation and navigation systems in the military, merchant and yacht sectors, has obtained from DNVGL the MED/4.16 Type Approval Certificate of Conformity, of its SEAS-PILOT HCS autopilot system.



With this result SEASTEMA becomes the only Italian manufacturer, and one of the first in the world, to own a certified autopilot system in accordance with the new European regulation MED (Marine Equipment Directive) 2019/1397 that are the highest international standard in the "Marine" field.

The SEAS-PILOT HCS system will be used on the new naval units that FINCANTIERI will deliver to the ITALIAN NAVY under the so-called "Legge Navale". The first installation will be operative on the LSS (Logistic Support Ship) followed by the new Benetti's yachts.



As a continuation of these activities Seastema is developing an automatic course control system (SEAS-PILOT TCS) that will be MED certified and is going to be installed on the LHD (Landing Helicopter Dock) of the Italian Navy.

SEAS-PILOT HCS and SEAS-PILOT TCS, together with the proprietary Dynamic Positioning (DP) already installed on the two Italian Coast Guard "Dattilo" and "Diciotti" units, constitute the SEASPILOT NAVY solution, an advanced autopilot capable of handling tactical maneuvering functions. SEASPILOT NAVY is going to be released also on the PPA units (Pattugliatori Polivalenti d'Altura) of the Italian Navy.

SEASTEMA is continuing, as these results show, to invest in research and development activities using control logic and innovative graphic technologies to make its products more and more competitive.

SEASTEMA is a global player in naval automation, navigation, command & control systems and integrated/innovative solutions for Military Ships, Merchant Ships, Yachts and Coastal and Maritime Systems.

www.seastema.it

Fincantieri is one of the world's largest shipbuilding groups and number one for diversification and innovation. It is leader in cruise ship design and construction and a reference player in all high-tech shipbuilding industry sectors, from naval to offshore vessels, from high-complexity special vessels and ferries to mega yachts, as well as in ship repairs and conversions, production of systems and mechanical and electrical component equipment and after-sales services. With over 230 years of history and more than 7,000 vessels built, Fincantieri has always kept its management offices, as well as all the engineering and production skills, in Italy.

With over 8,900 employees in Italy and a supplier network that employs nearly 50,000 people, Fincantieri has enhanced a fragmented production capacity over several shipyards into strength, acquiring the widest portfolio of clients and products in the cruise segment. To hold its own in relation to competition and assert itself at global level, Fincantieri has broadened its product portfolio becoming world leader in the sectors in which it operates.

With globalization, the Group has around 20 shipyards in 4 continents, over 19,000 employees and is the leading Western shipbuilder. It has among its clients the world's major cruise operators, the Italian and the US Navy, in addition to several foreign navies, and it is partner of some of the main European defense companies within supranational programs. Fincantieri's business is widely diversified by end markets, geographical exposure and by client base, with revenue mainly generated from cruise ship, naval and Offshore and Specialized vessel construction. Compared with less diversified players, such diversification allows it to mitigate the effects of any fluctuations in demand on the end markets served.

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