

ROSETTI MARINO GROUP TO START BUILDING LARGE YACHTS UNDER THE BRAND ROSETTI SUPERYACHTS

-The key Italian player in the new construction of high-tech vessels for the offshore/onshore oil & gas industry turns its shipbuilding experience and technical know-how to the superyacht sector -First media presentation will be held in Milan at the end of November 2017

Established in 1925, Rosetti Marino SpA is a global leader in the engineering and construction of a wide range of commercial ships from ocean-going tugs and platform supply vessels to passenger ferries, equipped with state-of-the-art equipment for propulsion, automation, navigational aids and control systems. Quoted on the Milan stock exchange and comprising 18 companies, 9 branch offices and 1,200 employees, the Group registered a turnover in excess of 213 million in 2016.

The company has established a global reputation for its highly efficient, custom-built vessels, for respecting delivery times and for its effective post-delivery support. Its San Vitale shipyard in the Italian port of Ravenna covers a total area of 240,000 sq/m including quays, berthage and a covered surface of approximately 17,000 sq/m comprising two construction sheds of 25mx100m each and a dry dock of 160mx25m. To date, the shipyard has delivered 119 vessels of between 40m and 140m.

Fulvio Dodich, a veteran executive in the superyacht industry who has held top management positions with brands such as Ferretti and Sanlorenzo, is a partner in and Chairman of Rosetti Superyachts, the new division with a branch office in Monte Carlo that aims to draw on the Group's extensive shipbuilding heritage to build luxury superyachts, long-range supply vessels and expedition yachts from 40m to 150m.

"We took the decision to launch this initiative based on Rosetti Marino's remarkable experience, solid financial background and exceptional facilities to create a series of high-level superyachts with semi-custom or fully customisable identities, as well as providing technical excellence and innovative solutions," says Dodich, who was born in Ravenna. "We are proposing Made in Italy yachts that are designed and built to the highest technical and safety standards that distinguish the whole Rosetti Marino Group of companies."

To execute this plan, Dodich has brought in the internationally renowned Italian designer Tommaso Spadolini to develop a fleet of concepts from 48m to 85m. The first of these concepts is an 85m expedition supply vessel of 2,200GT with

MTU main engines and propulsion systems supplied by Rolls Royce. Available in two deck arrangements with central or aft helipad, the renders display the version with a fully certified helicopter deck above a dedicated owner's area aft. The helipad and forward superstructure are connected by a central gangway with deck space in between for storing large tenders and toys. Dodich is already in advanced negotiations with prospective owners for this and other projects. Further details will be revealed in the coming months.

Moreover, Rossetti Superyachts will be also rely on the technical and engineering capabilities spread across the 18 companies part of the Group - including for example Basis Engineering. This is how the yard is able to propose custom solutions for the development and use of the latest technologies aboard their next generation of yachts.

FULVIO DODICH

A NEW CHALLENGE AT THE HELM OF ROSETTI SUPERYACHTS

After beginning his career in his family's business devoted to heavy earth-moving equipment, in 1996 Fulvio Dodich joined Ferretti SpA as Vice President of Sales & Marketing, tasked with increasing turnover and expanding the sales network on an international level.

In September 2002, he was appointed Managing Director of the Ferretti Yachts division, with the aim of creating a new team and achieving ambitious growth targets. In 2005, the Mochi Craft division passed under his management, and Custom Line followed a year later.

In August 2006, he was appointed General Manager of the holding company Ferretti SpA.

In February 2013, he joined Sanlorenzo SpA as CEO, where he pursued a growth strategy leading to an increase in turnover, a stronger dealer network and production improvements. After achieving these goals, in July 2014 he resigned from Sanlorenzo SpA for family reasons, but remained on the Board of Directors until the end of the year.

Between December 2014 and December 2015, he worked as an advisor to private equity companies developing new industrial projects, and contributed to university programs in the field of Complex Systems management.

As partner and chairman of Rosetti Superyachts, he has a 10% stake in the new yacht building division.