



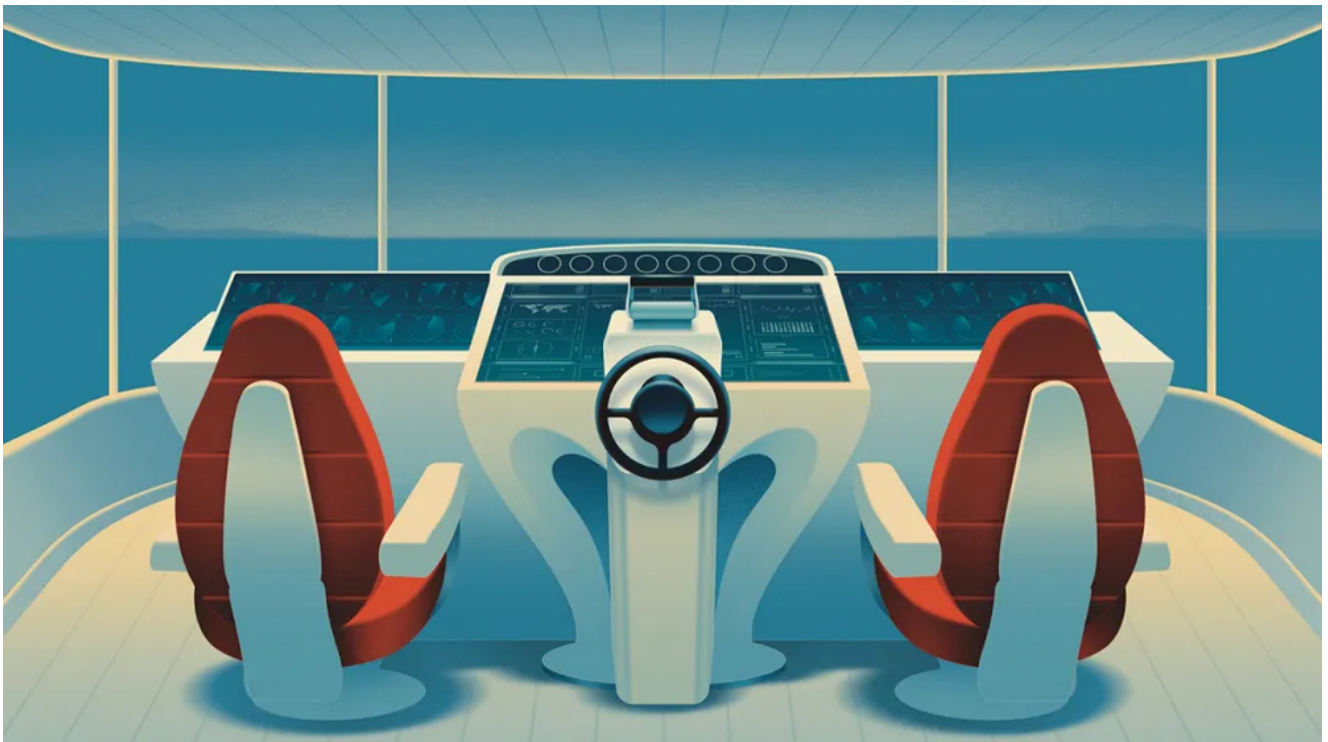
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A.I., Matey: Artificial Intelligence Is Changing Yachting as We Know It

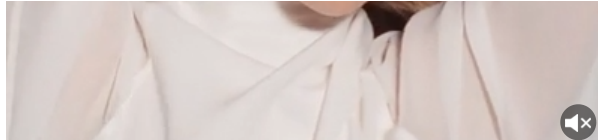
Self-adjusting lights, hull sensors, and collision avoidant technology are a few of today's smart boat features.

By MICHAEL VERDON, NICOLE HOEY



Illustrated by Nash Weerasekera

Augmented-reality screens doubling as windows? A humanoid butler on board? We're not there yet, but it's not far away. Shipyards are now delivering the first wave of smart boats, integrating artificial intelligence with the yacht's basic functions. Several Alexa-like iterations, such as [Azimut Yachts' Vertex AI](#) and [Numarine's Adonis](#), use voice prompts to turn on lights or vocalize weather forecasts.



But Rossinavi's 140-foot Seawolf X is a step beyond, the first to apply adaptive A.I. across multiple platforms. The main brief from the young tech-focused owner was to make the diesel-electric catamaran as efficient as possible, so RossinaviAI learns the habits of owners and guests and adjusts lighting and air-conditioning accordingly, while tweaking performance in a myriad of ways. At 5,400 nautical miles, *Seawolf X's* range is twice that of a similar-length monohull, thanks to the twin-hull shape, substantial battery-storage capacity, and A.I.-governed operational and engine efficiencies.

When does A.I. become too much? Francesco Pierpaoli, CIO at Videoworks, which developed RossinaviAI with the shipyard and the University of Pisa, points to the fear of A.I. taking over a vessel with humans losing control. The answer: a three-tier system controlled by the captain, with no A.I., limited A.I., or total A.I. Even total A.I. does not really encroach on passenger privacy, since it controls only the HVAC system.

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Other makers are employing the new technology for protection. Baltic Yachts is using SEA.AI on several new builds that are configured with hull sensors and cameras to detect floating objects in case radar misses them. In smaller yachts, Boston Whaler will roll out similar technology for collision avoidance on its 405 Conquest, supplemented by an autonomous-docking feature that takes over in certain situations.

Still, there's more on the horizon. Several years ago, Feadship floated a submarine-like Command Centre concept. Replacing a conventional top-deck bridge, this lower-deck A.I.-powered space has A.R. screens instead of windows to show what is happening outside. Today, the sci-fi bridge doesn't seem as far-fetched. "Nowadays [one can] develop a complete system that didn't seem possible a year ago," says Pierpaoli. Humanoid butlers and A.R. screens, he adds, could soon be superyacht options.

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“All A.I. is doing at the moment is being a superefficient human being,” says Paul Hunton, a maritime-cybersecurity specialist, noting that the superyacht sector must decide what types of applications A.I. will eventually have.

Until then, yachting will enjoy a honeymoon period of technical marvels.



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Nicole Hoey is Robb Report's digital editor. While studying at Boston University, she read, wrote and read some more as an English and journalism major. A class taught by a Boston Globe copy editor...

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