



A new era for boating – from recreational to transport

SEALENCE
nothing like us

DeepSpeed

Outboard Hydrojet High-Speed – High Efficiency

2021



We are developing the most efficient naval propulsion that has ever been designed. We'll spend less to arrive before and water is the only trace we'll leave behind.



Our competitive advantage lies in having conceived fluid dynamic innovations that led us to design propulsion that didn't exist before: our jets DeepSpeed.

That's it.



Phase 1
Concept



Phase 2
Business Plan 2020-2025

William Gobbo (Sealence CEO), April 2020: DeepSpeed Project Presentaion at Premio Gaetano Marzotto

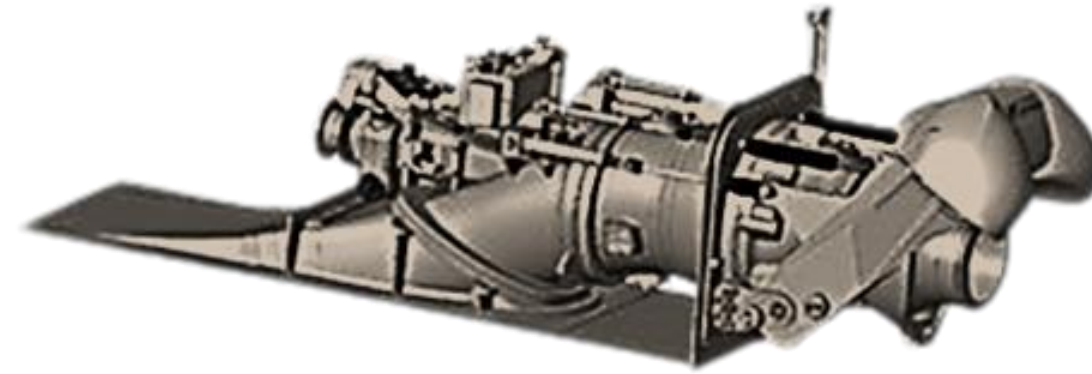
OUR INNOVATION

INNOVATIVENESS

CURRENT PROPULSION SYSTEMS



PROPELLER



INBOARD HYDROJET

Over 50-65% of the energy used to accelerate the fluid does not generate thrust, but turbulence

Physical limit beyond which it can no longer accelerate the flow

As speed increases, the efficiency decreases

Heavy and bulky inside the hull

Conduct needed to bring water to the jet, which requires huge energy

Inefficiency at low speeds

THIS RESULTS IN



NEW PROPULSION SYSTEM



OUTBOARD ELECTRIC JET

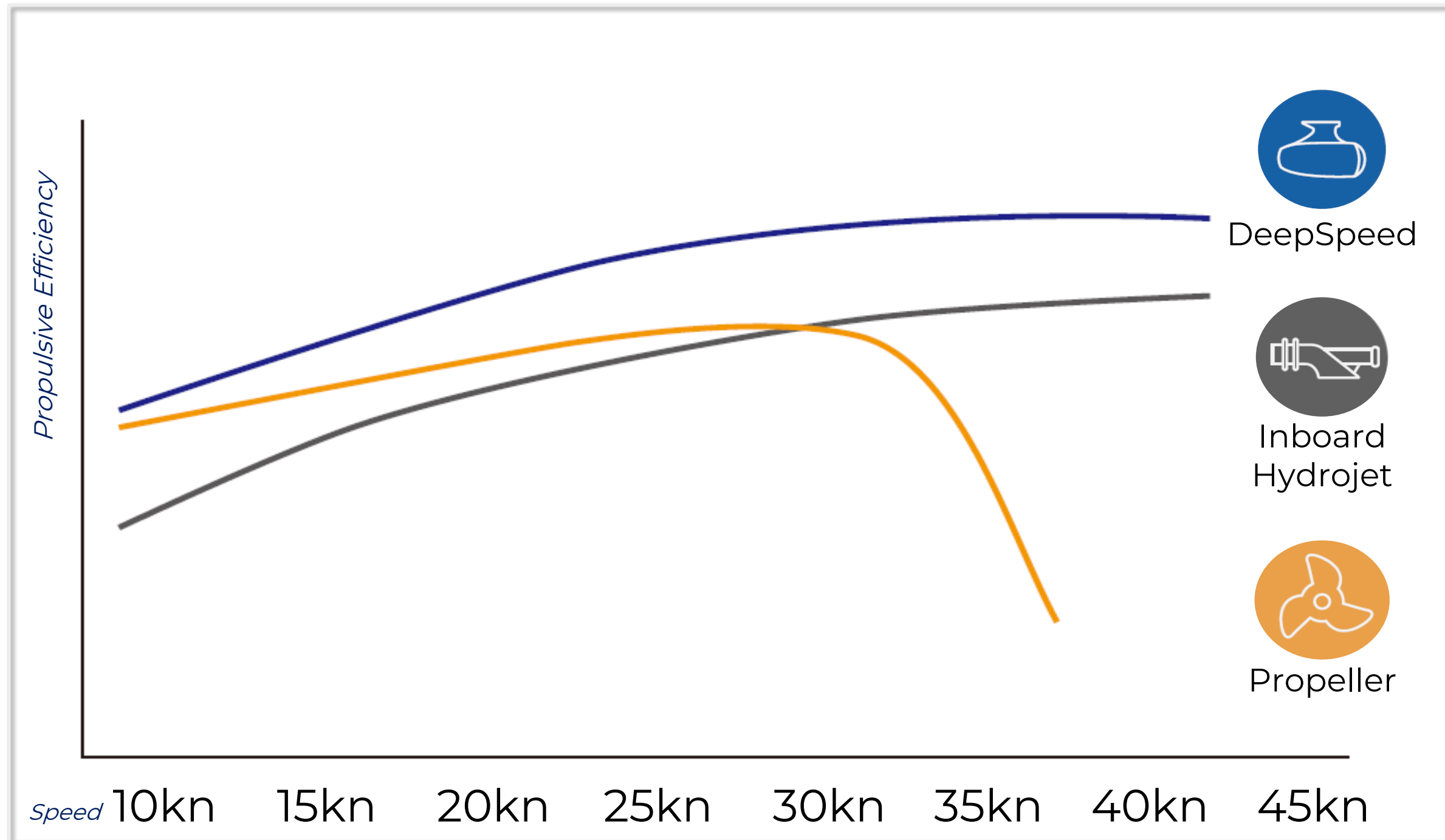
FLUID DYNAMIC INNOVATIONS



INNOVATION PATENTED 47 countries Worldwide



EFFICIENCY



- DeepSpeed efficiency curve is always higher at all speeds, comparing with traditional propulsion systems
- The efficiency has been reachable thanks to fluid-dynamic innovations not technically possible on current systems
- There is no jet for boats on the market able to be efficient and, yet guarantee high speed, performance and sustainability

CHANGING PROPULSIVE PARADIGM

Since the torque is provided by DeepSpeed outboard jet, the engine inside the hull can be:

- Replaced with a range extender for batteries charging
- Downsized to fewer cylinder and less displacement



RESULTS IN



**LESS CONSUMPTION
LOWER EMISSIONS**

	Hydorcarbon + Nitrogen Oxides	Nitrogen Oxides	Hydorcarbon	Particulate Matter
DeepSpeed	0,17	0,08		0,0045
Tier 3	5,8			0,15
Tier 4		1,8	0,19	0,04

Comparison between DeepSpeed powertrains emission values and European Tier 3 / Tier 4 limits

MARKET & STRATEGY

MARKET READINESS



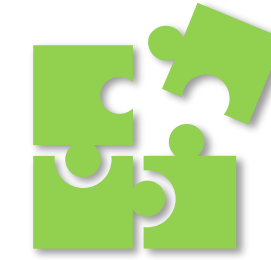
LEGISLATIVE PUSH TO SUSTAINABLE TRANSITIONING

- Reduce total annual GHG emissions from shipping by **at least 50% by 2050**
- Ships are required to comply with MARPOL Annex VI: stricter limits on emission of marine fuels
- European Parliament has approved draft legislation to include emissions from ships in the EU Emissions Trading System (ETS)



Shipowners and navigation companies will have to adapt to strict regulations for transitioning to sustainability

DeepSpeed IS THE TECHNOLOGY ABLE TO ADDRESS THIS NEED : THE PROPULSION OF THE FUTURE FOR A SUSTAINABLE NAVIGATION



MARKET NEED

Today electric boating is polarized either on small boats or on large hybrid commercial ships



RECREATIONAL BOATING AND YACHTING (39 to 160 ft)

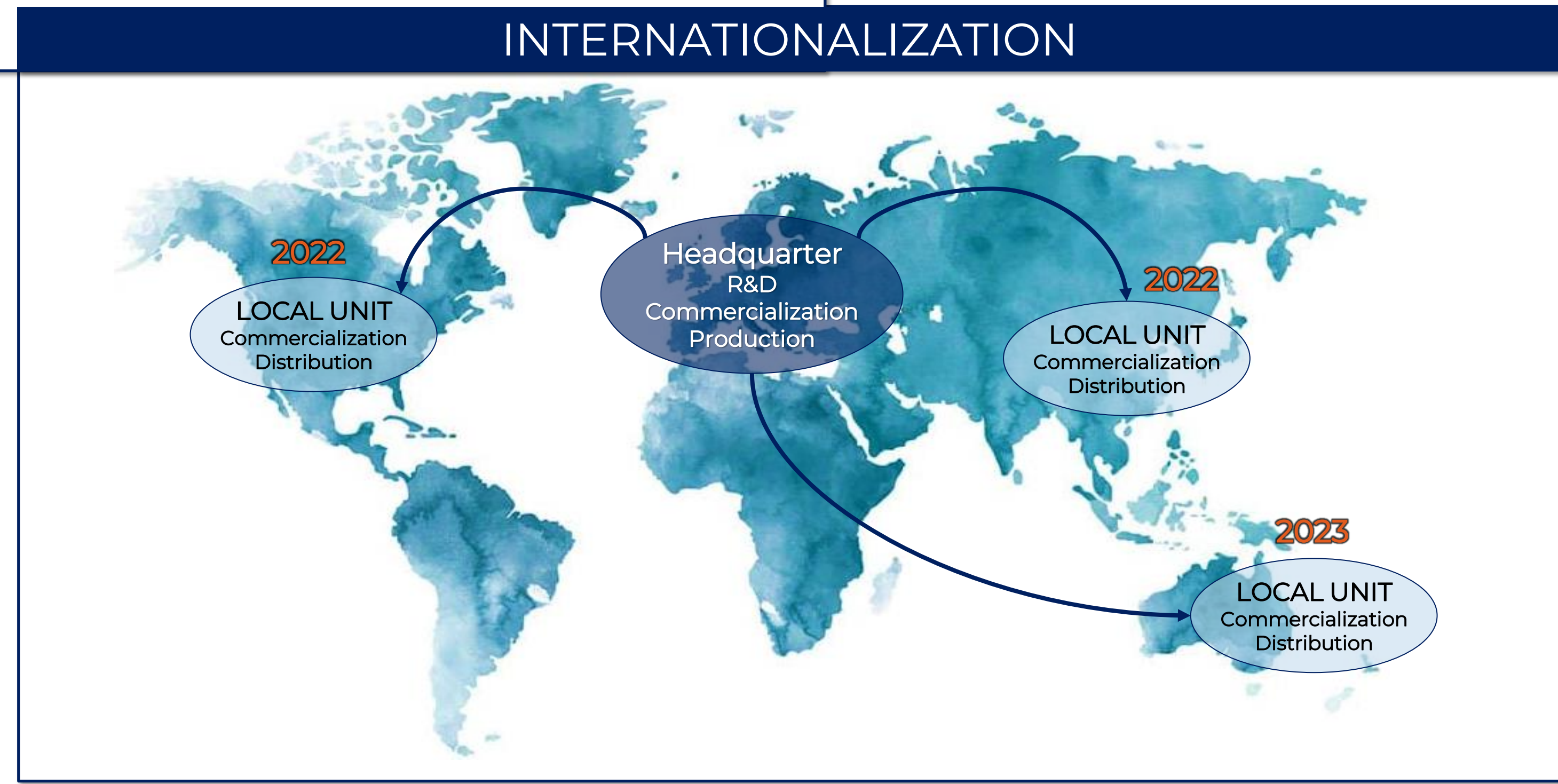
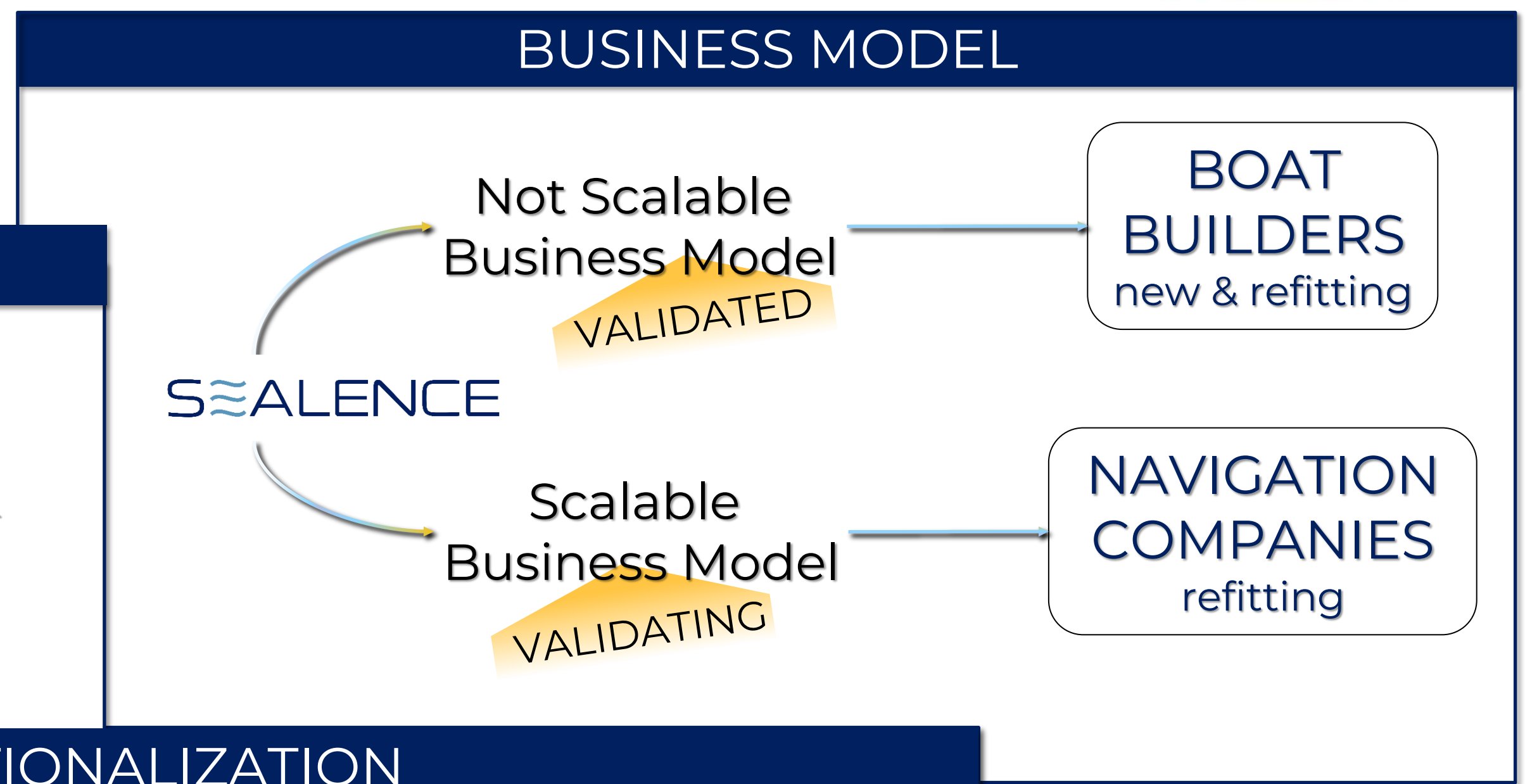
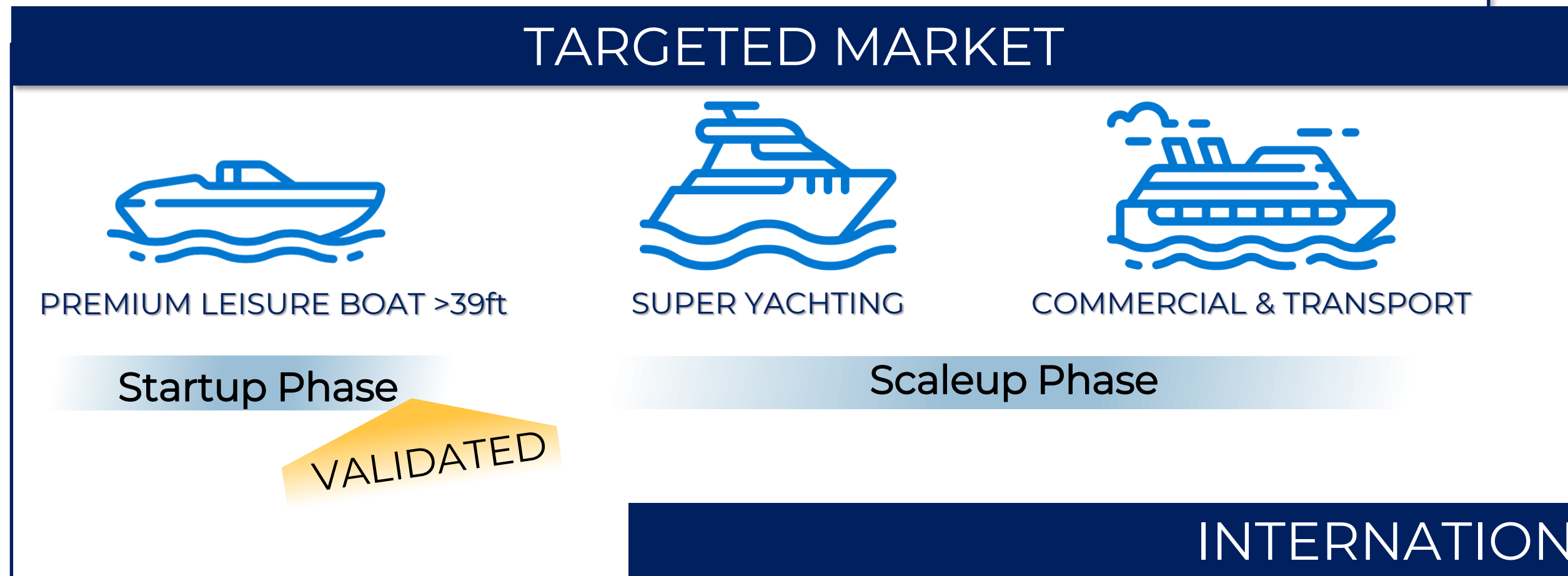
There is no electrical solution addressing this segment. DeepSpeed will ease the adoption of electric solutions for pleasure boating



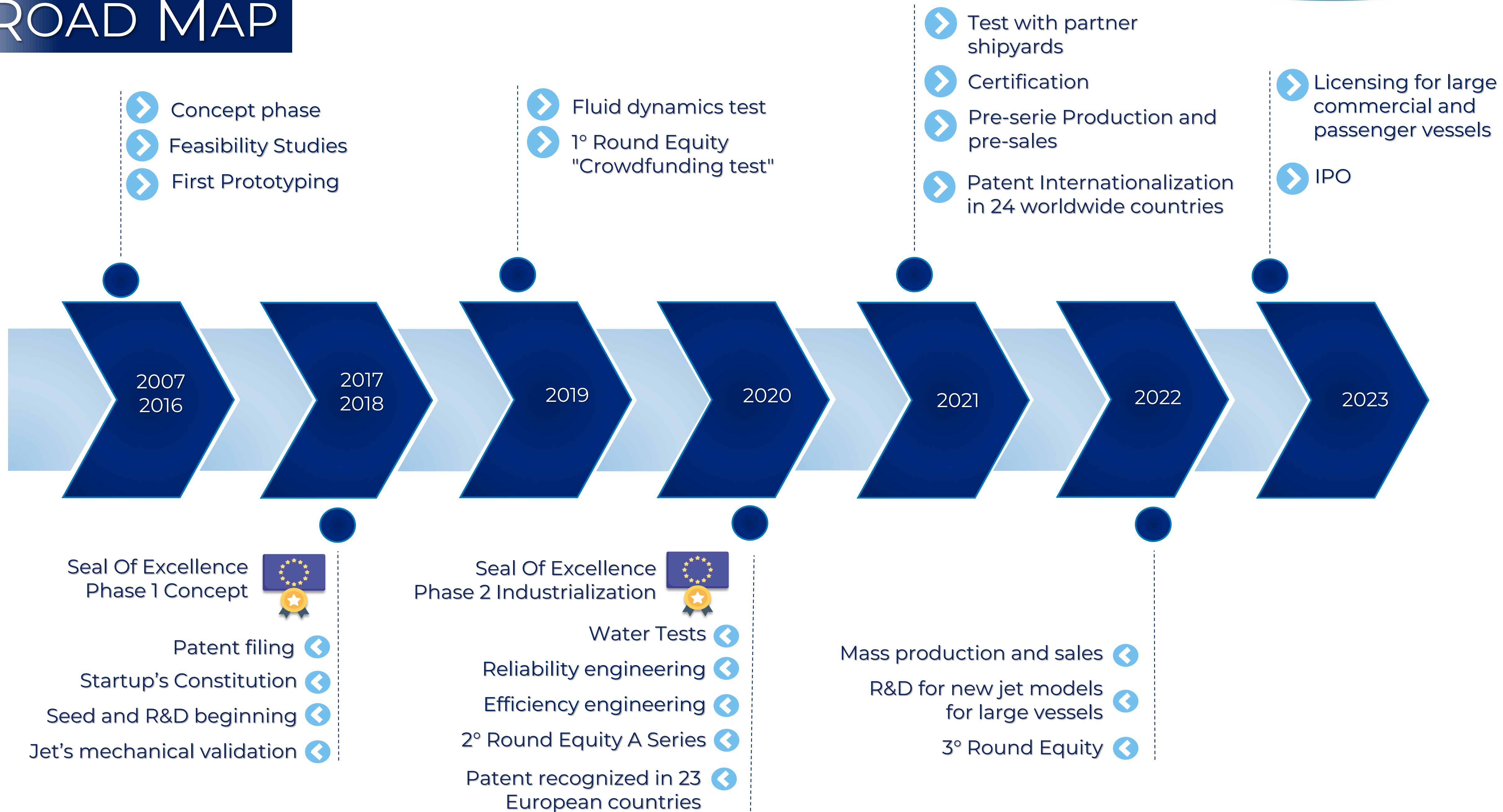
COMMERCIAL AND MILITARY BOATING

For large hybrid ships, increasing efficiency with DeepSpeed would mean tons of fuel saved, halve emissions and comply with regulations

GO TO MARKET STRATEGY



ROAD MAP



TEAM

MANAGEMENT

WILLIAM GOBBO - CEO

- Professional Project Manager
- Entrepreneur
- Startup Funder & Founders
- Project Manager of Strategic Plan projects for major Italian banks and for FCA (automotive sector)
- Co-author of books on Project Management
- Co-author of scientific publications on innovation issues

In addition to the role of CEO, William Gobbo assumes responsibility for the coordination of the development of the project, as well as having responsibility for the management control of the budget.

- Professor at the Faculty of Engineering of the University of Padova
- Professor of the course in «Advanced Optimization Methods for Fluid Machines»
- Expert in the design of aeronautical jets and marine hydrojets
- Scientific Consultant of many projects for important aerospace industries
- More than 300 scientific papers published on the main international scientific magazines
- Member of the Club 2% according to Stanford University, which brings together 2% of the most quoted scientist in the world.

ERNESTO BENINI

Scientific Supervision
Fluid Dynamics Optimization

Within DeepSpeed project Professor Benini holds the position of scientific coordinator and designer in the development of jet fluid dynamics

MARCO CASSINELLI - CTO

- Mechanical engineer
- CTO in MVAgusta
- Lamborghini engine development manager for the new 10- and 12-cylinder internal combustion engines
- Head of Alfa Romeo engine design
- Calculation Office for Offshore Engine Isotta Fraschini

As CTO he coordinates the team of engineers as well as the development of DeepSpeed jets. He assists Professor Benini and the Ceo in defining the development strategy of the technical team.

WINNING TEAM



WILLIAM GOBBO
CEO & Project Manager
Previously Project Manager of Strategic Plan for major Italian banks and for FCA (automotive sector)



ERNESTO BENINI
Scientific Coordinator
Professor at Univ. Of Padua in Advanced Optimization Methods for Fluid Machines. Club 2% member including the 2% of the most quoted scientist in the world



MARCO CASSINELLI
CTO
Mechanical Engineer, previously CTO in MVAgusta with experience in Lamborghini, Alfa Romeo, Maserati and Audi



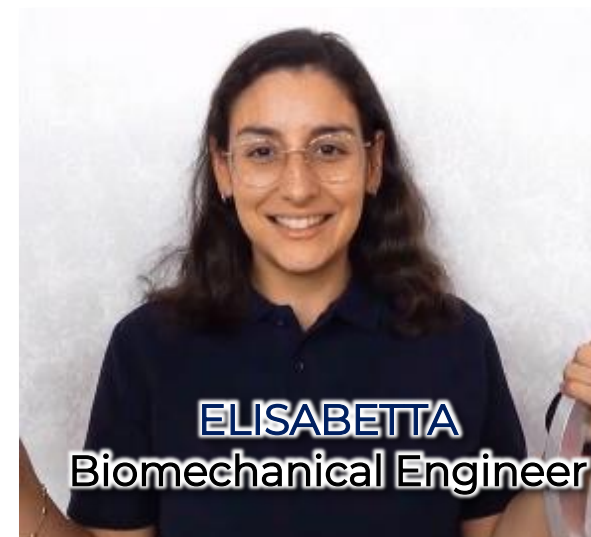
ROBERTO GREGORI
CFO
Accountant and legal auditor, previously CFO at Perfetti, De Agostini and Vodafone Automotive.



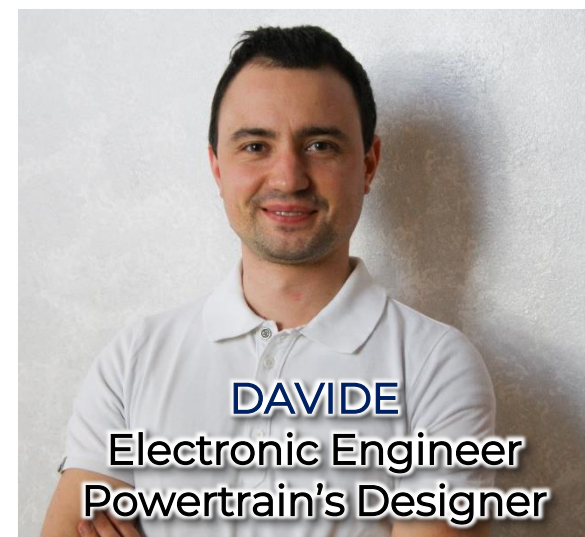
FABIO
Aerospace Engineer
Fluidynamic Designer



ANTONIO
Mechanical Engineer



ELISABETTA
Biomechanical Engineer



DAVIDE
Electronic Engineer
Powertrain's Designer



FRANCESCO
F1 H2O Pilot



LUCA
Electronic Engineer



VINCENZO
Mechanical Engineer



FILIPPO
Aerospace Engineer
PhD student



PAOLO
Computer Engineer



ANTONIO
Aerospace Engineer



FILIPPO
Mechanical Engineer



FRANCESCO
Mechanical Engineer



SELVAM
Automation Engineer



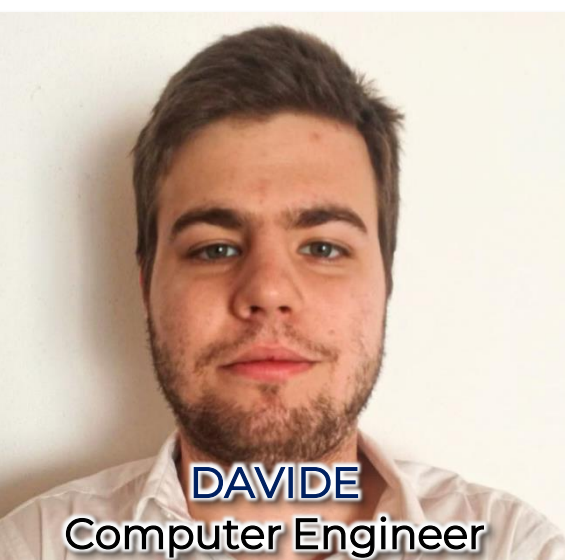
MARCO
Mechanical Engineer



FILIPPO
Mechanical Engineer



DOMENICO
Management Engineer



DAVIDE
Computer Engineer



SARA
Relationship Manager



GIULIA
Marketing Responsible



ZHIWEI
Product Designer



INES
General Services



PATRIZIA
Safety Responsible



4 PARTNER UNIVERSITIES
1 RESEARCH INSTITUTE

- University of Padua
- University of Parma
- University of Modena and Reggio Emilia
- Polytechnic of Milan
- CNR - The National Research Council

S  ALENCE
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2021