EURONAVAL

Daily 3

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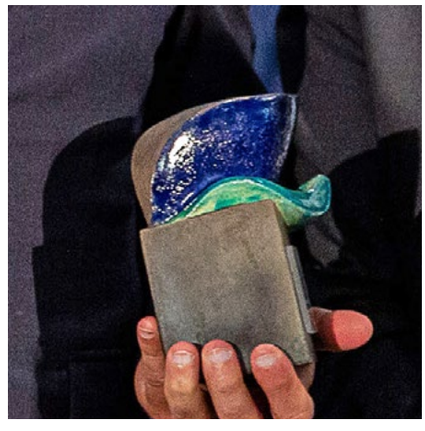

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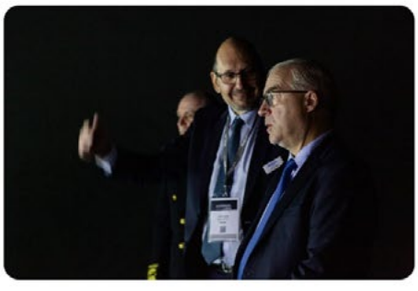
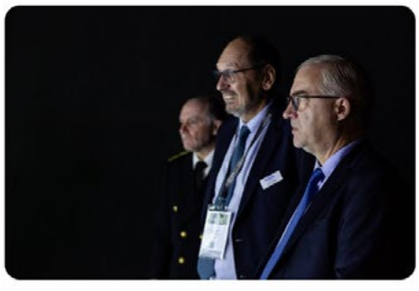




Interviews of the day - Foreign delegations

Among the many foreign delegations that have already walked the aisles of Euronaval 2024, focus on two of them: Greece and Finland. These major players explain why they came.

Focus on two major European delegations, Greece and Finland, who tell us why they are at Euronaval this year.

Three Questions to the Greek Delegation

Tassos Rozolis, President of the Hellenic Manufacturers of Defence Material Association, SEKPY, the Greek national organisation representing high-tech companies in the air, naval and land defence, electronics and software sectors.

SEKPY has some 140 members and employs over 10,000 researchers and technicians.

What has brought you to Euronaval?

Euronaval is the most important naval defence event in the world. So it's the best place to promote the naval and defence interests of our country.

What are your expectations?

It's the ideal place to develop synergies and cooperation between Greek naval defence groups and leading international naval equipment manufacturers.

Which equipment is of most interest to Greece at Euronaval?

The plans for Naval Group to deliver a fourth defence and intervention frigate (FDI) to Greece is currently the most important project for our naval defence industry. The contract with Naval Group is due to be signed in March 2025.
And for the very first time, we hope to equip our frigates with 'Scalp naval' cruise missiles from MBDA, with a firing range of 1,000 kilometres.

Paul Laquière

Three questions to the Finnish Delegation

Tuija Karanko, Secretary General of PIA, Finnish Defence and Aerospace Industries, a trade association of 195 Finnish Aerospace and Defence companies.

Why is it important for your delegation to be here?

This is the event where European naval industries come to meet. The Finnish industry is playing an increasingly important role in the naval world, particularly in capabilities in Northern Europe.

What are your expectations for this year's exhibition?

We want to meet all our partners, of course, but we also hope to find new contracts with industries. As a trade association representing Finnish companies, we want to find global opportunities of which they can be a part.

How long have you been coming to Euronaval?

This is the fourth time we've represented the Finnish pavilion at Euronaval since 2018. And we'll be back in two years' time!

S. Rose Joannis

DGA

Here come the drones

hey're everywhere. Uncrewed surface vehicles (USVs), unmanned aerial vehicles (UAVs), uncrewed underwater vehicles (UUVs)... They are present in large numbers at Euronaval, but nowhere to be found onboard French warships. "Be patient,» says Emmanuel Chiva, who heads the French Defence procurement and technology agency DGA.

Feedback from the Ukrainian theatre and the Red Sea, where the Houthis are attacking every ship they can, has convinced observers of the seriousness of the drone threat within the space of just a few months. «It's been a very long time since we've had missiles launched from the sea», insists the head of the DGA, echoing the words of the French Minister for the Armed Forces: military ships are indeed weapons of war, they are not pleasure craft.

Except that in the Red Sea, the problem arises of characterising and identifying targets: how to neutralise them, what weapon systems to use...
To date, 22 Aster missiles (MBDA) have been fired by French Navy vessels. But at around €1 million each, there is an urgent need to find the right solution to match the level of threat. A very short operational feedback loop for ships returning from the zone has been set up between the DGA, the French Navy and manufacturers. This has led, for example, to Paseo systems (Safran) being fitted on the FREMM multi-purpose frigates.
With so many drone solutions on offer, Emmanuel Chiva

feels that experimentation is still necessary: «You can't just put anything on a ship.» He won't give an exact date, but Emmanuel Chiva says that «things should come on board very shortly.»

Conversion to drones is under way in a number of programmes, such as mine warfare and the future hydrographic and oceanographic capability (CHOF).

Testing currently under way includes Naval Group's ocean drone demonstrator, which is a step towards the future unmanned combat underwater vehicle (UCUV) system. According to Emmanuel Chiva, the concept of operations has still to be defined: «Area denial? Anti-surface ship? Underwater detection? First and forcible entry?»

Launched by the French Navy, the first Dronathlon took place in October. The initial idea was to check that French organisations and structures were suitable. They are, according to Emmanuel Chiva, who says: «We are currently studying the creation of a state-run naval drone test centre and the conclusions of this study should be available before the end of the year.»

Other avenues under consideration include the use of drones at the entrance to the port of Brest or in the carrier battle group.

Aude Leroy

Industry – Export

Since the decommissioning of its two light frigates in 2019, Montenegro has been looking for a replacement. And it's to France, and in particular to Kership, that the country has turned. Founded and owned by Piriou and Naval Group, Kership will build the two 60-metre offshore patrol vessels (OPV) in France, at its shipyards in Concarneau and Lorient, in Brittany.
A victory for the manufacturer, but also for French diplomacy.

Three questions to Kership CEO, Pascal Le Roy.

Why did Montenegro select Kership to build these patrol vessels?

We had a product that had proven its worth and was already in service with a satisfied navy. At Kership, we don't sell our products like you would sell a car. Our products are tailored to our customer's needs. We held extensive talks with Montenegro to be sure to offer them the right product. We were the only French manufacturer in the running for the contract, but there were international competitors.

Did France help you to win the contract?

An agreement of this kind is only possible with political connections. We were greatly supported by the French camp on this contract, particularly by the French Defence procurement and technology agency, DGA, which established relations between the two countries' governments. The French government, through the Treasury, which is part of the Finance Ministry, also guaranteed the financing of the vessels, which was obviously a key factor of success.

Why did Montenegro turn to France?

`There were several reasons. Montenegro needs traditional patrol vessels to protect its coastlines from trafficking and illegal fishing. But there's another factor. Montenegro is keen to play an increasingly important role in NATO. Purchasing two vessels of this kind will enable it to take part in valuable operations within the Atlantic Alliance and will position it as a good partner.

So, there is a sovereign aspect, but also the ambition to contribute to international operations.

Finally, there is the diplomatic aspect linked to Montenegro's application to join the European Union. In this respect too, it made sense to supply sovereign vessels to a country that wishes to join the European Union.

Paul Laquière

Industry – C-UAS

Skyjacker spoofs enemy drones

©Safran

Presented last June and deployed during the 2024 Paris Olympic Games, this decoy system causes its targets to alter their trajectory in order to create a protective bubble around the ship.

Between now and the end of the year, three Skyjacker systems from Safran Electronics & Defense will be delivered to the French Navy. Tested by the FREMM Lorraine in the Red Sea, to counter the Houthis, the Skyjacker replaces the signals transmitted by navigation satellites (GNSS) to guide the UAVs, with other, modified signals: the drone alters its trajectory, deceived by this false information. And flies away from its target.

Coupled with radar detection and optronic identification, Skyjacker can defeat drone swarms in land and naval environments. It can also counter isolated, remotely-operated UAVs, and deliver effects at ranges from 1 to 10 km.

©Safran

Disorientated, the drones are unaware of what has happened, fly off in the opposite direction and follow an oval-shaped holding pattern before either being destroyed or running out of battery. This makes it possible to erect a virtual protective wall, or bubble, around an infrastructure or point of interest (POI).

Aude Leroy

Innovation

After Sky Warden, MBDA now offers Sea Warden

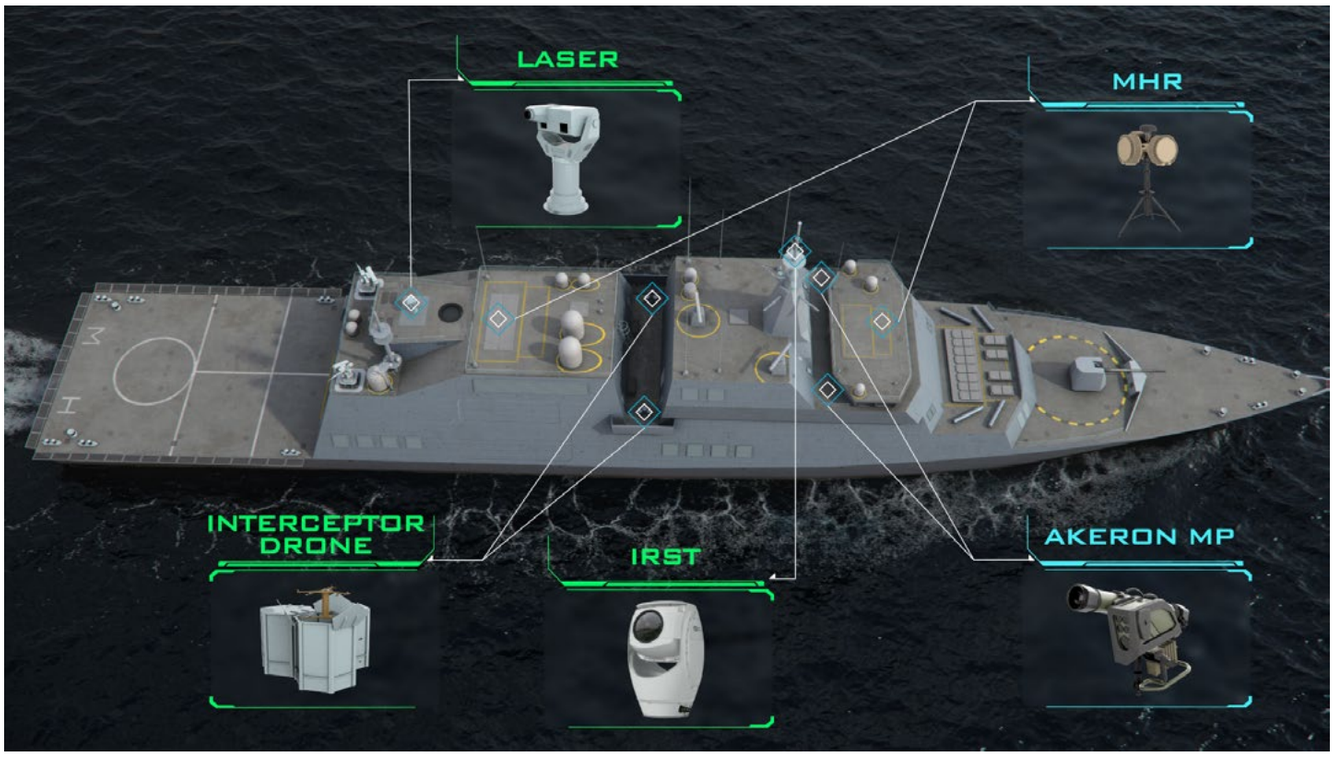
Why not develop variations of a successful product?

MBDA is using the technology building blocks from its “Sky Warden” product, which was designed for terrestrial environments, and navalising the system with a large panel of sensors and effectors to counter unmanned aerial and surface vehicles (like those used in the Red Sea and in Ukraine).

©MDBA

Modular options include laser, Mistral 3 missile, a “hit-to-kill” drone which intercepts using kinetic force alone, and jamming, selected according to the customer’s needs.
Sea Warden provides both self-protection for ships at anchor or at berth, and defence for merchant shipping, for example on a frigate.

Depending on the effector used, an enemy UAV can be destroyed at a distance of 1 or 2 km from the frigate. If the ship is equipped with Mistral 3, which has a range of 8 km, the



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protection radius will be even wider.
The manufacturer is working on solutions integrated onto unmanned surface vehicles (USVs), to further increase the range, and onto camera-mounted uncrewed vehicles for example, to be able to view the target like a fast craft.

The aim is to have a multi-layered defence system, and to use the most appropriate effector for each type of unmanned threat. Sea Warden can supplement other air-defence systems on front-line frigates.
This will avoid firing an Aster missile to destroy a ‘small’ drone.

Aude Leroy

Innovation - Mine warfare sensor

Elwave – CEDAR (Controlled Electric Detection And Ranging

A bio-inspired underwater sensor revolutionising identification beneath the waves

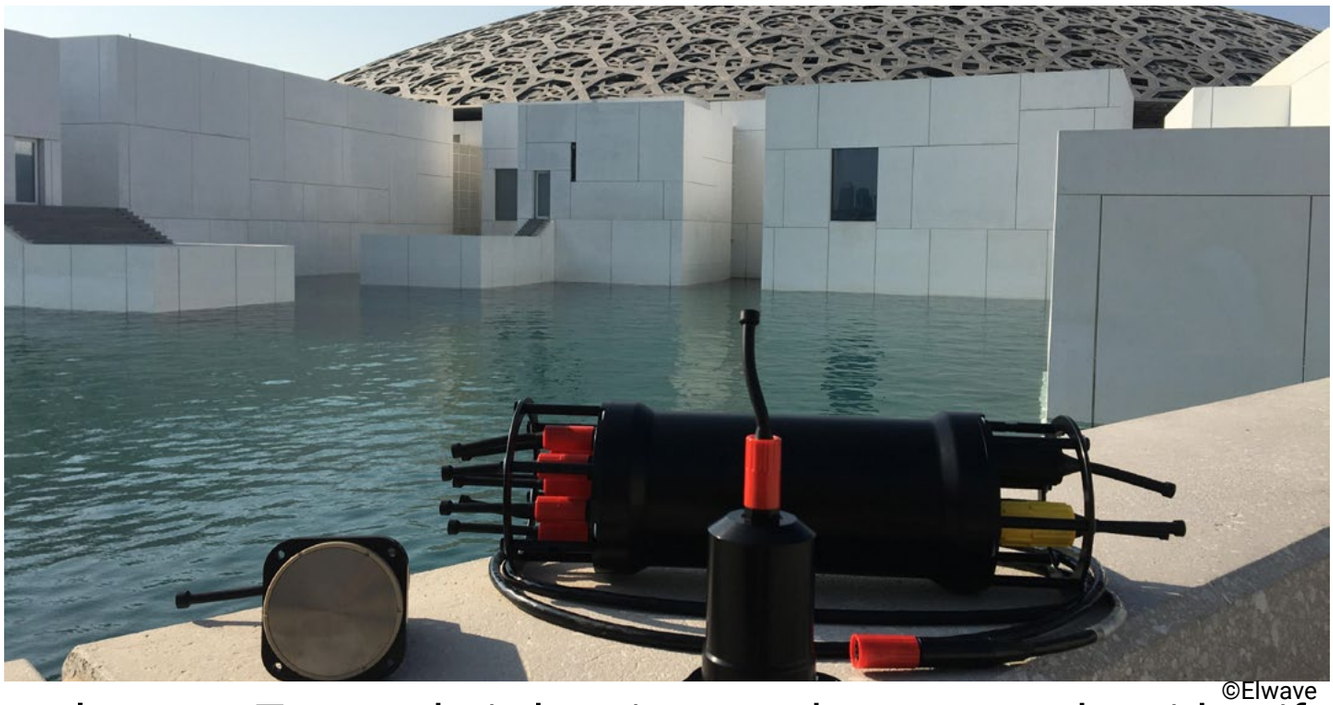
“Whether buried cables, mines or combat swimmers, to detect foreign bodies underwater, Elwave is launching a bio-inspired electromagnetic sensor, which is revolutionising identification beneath the waves and attracting both civilian and military interest.”

The French company Elwave, winner of the Innovation Award at Euronaval 2022, is finally launching their CEDAR (Controlled Electric Detection And Ranging) underwater electromagnetic sensor. The system promises major advances in underwater detection and exploration. As the product goes to market, the company is rolling out a series of demonstrations to a number of different navies and to the civilian sector (Total, BP, Ocean Wings). These sensors could be particularly useful for clearing mined sea areas destined to become wind farms, such as the Gulf of Lion, in southern

©Elwave

France. They could especially be used for naval surveillance or underwater exploration. Elwave have already signed the first sales contract for the CEDAR sensor with Abu Dhabi, UAE, for underwater archaeological research in the Persian Gulf.

When it came to creating the CEDAR technology, the researchers found inspiration in nature. They studied different species of fish that had evolved separately in South America and Africa, and noticed that these creatures had developed a new sense, called “magnetic sense”. These species shared one thing in common, namely that they had evolved in very murky, cluttered underwater environments in which vision is extremely poor. To get their bearings underwater and to identify their maritime environment, the fish emit a magnetic field, which inspired CEDAR. One of these sensors, called Octopulse, resembles an octopus with a 40cm-long tube which contains all of its brain. “At the end of this tube, there are eight electrodes which we polarise to create an active electromagnetic field”, explains Gary Bagot, Sales Director at Elwave. The more conductive the materials that enter this magnetic field, the stronger the electrical signal, and vice versa. “By interpreting the variations in this electrical signal, we can very precisely identify the shape of the foreign body, but also the materials it is made of – iron, plastic, sediment, human skin, etc. We can



©Elwave

also find out if the body is alive, dead or inert."

This new sensor technology could therefore be very useful in mine countermeasures (MCM) and against unexploded ordnance (UXO). Elwave is the only French company selected by NATO to join the first group of innovators within DIANA (Defence Innovation Accelerator for the North Atlantic). In February 2024, Elwave's CEDAR technology was tested at the UXO base of NATO's Centre for Maritime Research and Experimentation (CMRE). The Octopulse sensor detected the 12 targets in the calibration area with a high degree of precision. The CEDAR technology can also identify intruders, underwater cables or pipelines, in murky waters where an underwater camera would be of no use. Based on electromagnetic energy, the sensor could also be used to map the seabed or discover new species in deep ocean waters, without having to use disturbing lights.

The sensor is limited by the range of its electromagnetic field, the radius of which varies: a dozen metres or so in water and two metres when the target is buried. The sensor must therefore be brought to the site to be explored. While perfect technology doesn't exist, this one certainly complements other technologies. Elwave is already thinking about grafting its CEDAR sensors onto uncrewed underwater vehicles (UUVs).
This summer, the French company took part in the US Navy's ANTX CT24 (Advanced Naval Technology Exercise – Coastal Trident 2024). They demonstrated the capabilities of their CEDAR & TETRAPULSE sensor integrated into the Defender ROV (using Videoray) for MCM applications, in particular by taking over the identification of targets in murky waters, where a camera cannot penetrate. One thing is clear – with its new magnetic sense, CEDAR is opening up a whole new field of possibilities.

Paul Laquière

The Euronaval 2024 Innovation Awards

Here are the five winners:

1 / GICAN Special Award, presented by Timothée Moulinier:
Marinetech for their solution «Manta X – Marine Garde»

2 / Special Start-up Award from our Seannovation space, presented by Bertrand GOUILLART:
TIDAV for their solution «T-H3»

3 / EURONAVAL Special ICT Innovation Award, presented by Alain Bovis:
Amphenol for their «HDMI AOC Extenders»

4 / EURONAVAL Special Defense Innovation Award presented by Thibaut Farineau:
MC2 Technologies their solution «SPART»

5 / EURONAVAL Special Artificial Intelligence Award, presented by Luca Peruzzi:
AILiveSim for their solution «Next Generation Simulation for Autonomous Development»

Training – Mine Warfare

State-of-the-art training for mine clearance divers

In response to the use of drones in the naval world, training at DCI's military diving centre must now be adapted.

©DCI

Fifteen modernised mechanical closed circuit rebreathers (diving apparatus) have just been received at the DCI Group's international military diving training centre (CIF-PM) in Saint-Mandrier, in the south of France. They are the same ones as the 250 sold and delivered over the past two years to the French Navy by Aqualung, and available for export for the very first time at Euronaval 2024.

These rebreathers will enable CIF-PM to provide cutting-edge diving training in complete independence. "We took part in the qualification testing of this equipment for the French Navy", explains Thierry Delacroix, head of the centre since 2020, "and we have trained 47 mine clearance divers in the past two years. We are now quite experienced, after some 1,500 dives using this apparatus."

The acquisition of this equipment had become a necessity

following the return to the use of underwater mines since Russia's invasion of Ukraine. "And we have dropped the term 'mine warfare'", points out Hubert Dommartin, Military Business Developer for Aqualung, "which we now call 'seabed warfare'." The arrival of drones is requiring major changes in training for military mine clearance divers: "We're at a crossroads", says Thierry Delacroix, "and adapting to the new underwater vehicles and intervention robots."

The CIF-PM is teaming up with industrial manufacturers to offer training for countries buying French equipment. But the centre can also provide training in equipment from overseas. Thierry Delacroix explains: "We ran a four-week course for divers from Slovenia, equipped with their own Aqualung Amphora rebreathers and sonar. They practised clearing a passage as part of an amphibious operation. They will be back in 2025, this time with their new AUVs [Autonomous Underwater Vehicles] from the French company RTSys [seabed warfare drones] and an SR8 ROV [remotely operated vehicle] from the American company Oceanbotics."

Although the CFI-PM does not yet have its own underwater vehicles as the market is still maturing, it nonetheless provides the type of training for which France is renowned: a mine clearance diver with decision autonomy, diving deeper (down to 100 m) and for longer (up to 6h) while interoperating with a drone.

Aude Leroy

Industry – Electronic warfare

Saab antenna at cutting edge of electronic warfare

©Sabb

Navies still regard ESM (Electronic Support Measures) systems as key sensors in “radio silent” tracking operations, as radars are becoming smarter and difficult to detect.

It is against this backdrop that Swedish company Saab is launching an update to its family of EW (Electronic Warfare) antennas for ships and submarines, called the U/SME-400.

It is based on an antenna mounted on the mast of ships or submarines that can detect a wide range of signals, from 1 to 40 GHz, in extremely dense and crowded environments. It can now process signals much more easily, determining whether they are radar or communications signals.

ESM systems are particularly focused on radar signals from military vessels. The 25-kg antenna presented on booth i60 has above all gained in sensitivity and accuracy, being able to isolate up to 500 different frequencies simultaneously.

Paul Laquière

Industy – Decoy launching systems

Sylena decoy launchers celebrate 10th birthday; more innovations ahead

Lacroix has launched production of its 100th system and is working on projects with UAV specialist Milton Innovation.

©Lacroix

Only a decade after coming onto the market, Sylena decoy launching systems (DLSs) are fitted on more than 40 ships in eight navies, most of them non-French. Only the Sylena LW system (a launcher weighing less than 100 kg) has been delivered to France on the former OPV L'Adroit, sold to Argentina in 2018. However, discussions are under way with the French Navy to enable Lacroix to offer these Sylena systems on defence and intervention frigates (FDI), as is the case on Greek FDIs. In the meantime, Lacroix says it started production of the 100th Sylena system in September.

The French countermeasures expert confirms the production of around 14,000 units of Seaclad ammunition (naval countermeasures). This range offers several cutting-edge

technologies, including the Corner Reflector or CNR. Its particular geometric shape reflects the radar waves emitted by missiles and fools electromagnetic seekers. This technique is also used in conjunction with IR decoys to counter the latest generation of dual-mode missiles.

In addition, the Seamosc launcher and ammunition, unveiled in 2022, deploy an immense cloud of smoke to visually mask the ship from enemy missiles and prevent the precise aiming of laser-guided weapons.

In 2024, the Toulouse-based manufacturer will continue technology development efforts, with a particular focus on UAVs as a new deployment vector.

Following on from the Off Board Active Decoy (OBAD) project — which has been supported by France since 2020 and involves government bodies (defence innovation agency AID, defence procurement and technology agency DGA, Navy general staff, etc.) as well as a number of civil and DITB manufacturers, such as Thales — Lacroix is banking on synergies with its new Milton Innovation unit (specialising in UAVs and onboard systems integration).

Applications currently being investigated include optimising tactical decoy sequences, jamming, counter-drone warfare, and deterrence and maritime protection training, particularly for anti-piracy missions.

Aude Leroy

Industry – Signage

ARTISSOUM, a new range of Submarine Signals

Lacroix's latest generation of submarine-launched signals offers improvements designed to expand the operating domain and increase safety during handling.

©Lacroix

ARTISSOUM, the French acronym for artifice de signalisation pour sous-marin, is the name of the latest range of submarine signalling devices from Lacroix.

The original size of the products remains unchanged (around 47 cm long and 10 cm in diameter), as do the final effects (different possible payloads: coloured smoke, day/night marker or projected star).

In particular, the improvements will increase the depth at which the system can be used beneath the surface (no details given).

Personnel will also be better protected during handling, with a double safety system for pyrotechnic initiation. The addition of a safety cap ensures safety at every stage, from preparation to loading in the pyrotechnics workshop.

The systems have two functions: signalling or identification for aircraft or surface vessels. Depending on their colour, they can be used to transmit precise information using NATO codes, for example. A white smoke signal, a gas that ignites on contact with air, indicates the area where the submarine is due to surface. A rocket with a red star is a distress message, while one with a green star signals a simulated torpedo launch. Depending on the model, the effects can last from 10-15 seconds to more than ten minutes (smoke).

I

nitially developed by the French Arsenaux, these pyrotechnic products have been part of the Lacroix product portfolio for over 20 years.

Aude Leroy

©Lacroix

Industry - Radar

Spy-7,la technologie radar navale de nouvelle génération

L'entreprise américaine Lockheed Martin, qui figure à la première place du classement 2024 de Defense News des plus grandes industries de défense dans le monde, présente à Euronaval un radar de nouvelle génération baptisé.
Cette technologie radar à destination navale permet aux navires de prendre des décisions de combat avec davantage de précision et rapidité.

©Lockheed Martin

Le SPY-7 est capable, en mer ou depuis la terre, de détecter, de suivre et d'engager des missiles balistiques sophistiqués et des menaces aériennes avancées, en engageant simultanément plusieurs cibles avec des intercepteurs éprouvés.
La particularité de ce nouveau radar réside dans son autonomie. Il peut fonctionner 24/7 sans jamais être interrompu.

L'intérêt d'une telle innovation pour les navires est de ne jamais devenir aveugle, lors d'une opération de maintenance

du radar par exemple.

Ce système est également équipé, pour la première fois, d'une diversité de polarisation, une technologie lui permettant de détecter des menaces complexes que les autres radars ne voient pas.
La technologie séduit plusieurs partenaires internationaux. Les navires espagnols F-110 seront équipés du radar en 2028. Le Canada prévoit aussi d'équiper 15 de ses navires de combat de surface du Spy-7 pour le début de la décennie 2030.

Paul Laquière

©Lockheed Martin

Cybersecurity

Naval Drakon: New Communications System at Thales

Thales presents Naval Drakon, its new cyber-secure communications system designed to improve interoperability between different platforms during coalition operations.

©Thales

Olivier Ondet,
Directeur marketing et stratégie chez Thales

S. Rose Joannis

Innovation - Medical

CHIMS: An innovative solution for emergency medicine in space… or at sea

When we think of space, there are certain inevitable analogies with the maritime world. CHIMS, an emergency medicine application, is bringing this connection to life after attracting the attention of the French Navy.

Developed by Axeal, a subsidiary of the technology and digital engineering specialist Hevrett Group, in collaboration with the European Space Agency (ESA) and the Institute for Space Medicine and Physiology (MEDES), the CHIMS (Crew Health Integrated Management System) application is an innovative digital solution for emergency medicine in space: “The aim is to understand medicine in a constrained environment, such as in space. Since the person ‘up there’ is not a doctor, we must be able to give them as much information as possible even when they don’t have a good-quality connection with the medical platform on Earth”, explains Fabien Neveu, Chief Digital Officer of the Hevrett Group.

In practical terms, the application starts by collecting the patient’s daily data before and during the mission, on all aspects of their everyday life: nutrition, sleep, physical activity, medical history, etc. CHIMS also has the advantage of integrating, processing and exploiting all this data with weak signals (factors that emerge over time) thanks to AI. In other words, information can be detected about the patient from the data collected and analysed. At the same time, the software guides the patient with a set of questions and answers, in order to reach a diagnosis and propose medical measures in line with their data.

This multi-year project has recently caught the eye of the French Navy: “There is a powerful analogy, because both populations are in a metal box, have difficulty communicating with doctors, and can understand the need for rigorous data capture”, Fabien Neveu underlines. But before being transposed to the marine environment, the idea would need adapting in terms of logistics and cost: “We couldn’t have an entire crew linked up to our sensors; it would make sense for some, but not others”, says the CDO. At the moment, the project remains under consideration.

S. Rose Joannis

Industry

TWO NEW SPRING LINES FROM LACHANT GROUP

Lachant Group is presenting two new spring lines targeted at new equipment.

©Lachant Group

Springs are one of those overlooked components, yet they are essential to the operation of countless objects. This year, Lachant Group, a precision parts specialist, is presenting two types of spring lines that have been added to its product range.

The first is a large-diameter cold-formed wire spring line measuring up to 36 cm designed for aeronautical and naval equipment. Marc Guillemet, the company's general manager, explains that it will be used «for equipment that supports heavy weights: cannons, mooring springs and anchors.»

The difference lies in the way it is produced, which is «faster, more precise and more technical», he observes.

The second system is a wave spring line. It does not use a wire, but a flat length of material that is coiled and formed into waves, providing extra strength in environments that are highly constrained in terms of space. The structure incorporates a camera-based material control system to precisely measure the dimensions of the spring to ensure that it conforms to the customer's needs.

Thanks to these new, more complex and technical lines, Lachant Group is keen to extend the ability of vessels to remain at sea: «Whether in defence or civil applications, we need very high-performance equipment for large and small platforms. They have a much longer service life and require less maintenance», Guillemet explains. Orders are already coming in, and by January the company will reach 100% production capacity according to customer requirements.

S. Rose Joannis

©Lachant Group

Euronaval Talks 3

European industry cooperation in the naval domain

Over an hour, four panellists – three representatives from the industry and one representative from the European Defence Agency (EDA) – discussed the challenges and benefits of industrial cooperation across EU countries and the importance of a European framework to foster exchanges and provide a long-term vision.

Until a few years ago, the notion of European defence cooperation was more often dismissed than debated. European institutions' role in supporting European industry actors through a framework for cooperation seemed even more far-fetched.

Alix Valenti

read the full Talk 3

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