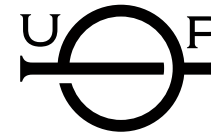


PALUMBO
UPFIT

SINCE 1967

Continuity
Through Evolution



MANIFESTO

For decades, we have worked with vessels through every stage of their evolution.

Refit has traditionally meant bringing a vessel back to where it was. With Palumbo Upfit, we take a broader view of our responsibility: not only restoring what exists, but understanding what each vessel will need next.

Across our seven shipyards in the Mediterranean, we bring together experience, specialist knowledge and industrial capability around every vessel. We share expertise, carry solutions from one location to another and make each intervention part of a longer journey.

Because for us, looking after a vessel means more than returning it to perfect condition.

It means protecting its continuity, supporting its evolution and keeping it ready for what lies ahead.

**PALUMBO
UPFIT**
SINCE 1967

Continuity
Through Evolution



01 *Before a Name*
02 *Since 1967*
03 *Family*
04 *Responsibility*
05 *Scale without Distance*
06 *The Mediterranean Network*
07 *Infrastructure*
08 *Technical Disciplines*
09 *The Process*
10 *Responsible Evolution*
11 *In Numbers*
12 *Projects*



MORE THAN A MARK

The Plimsoll mark has been part of maritime history since the nineteenth century. Created to indicate the maximum depth to which a vessel can be safely loaded, it became compulsory under the Merchant Shipping Act of 1876. Its purpose was practical and essential: to protect the vessel, its stability and the people aboard. The mark remains visible on commercial ships around the world and forms part of the regulatory language of large commercial yachts subject to load-line requirements.

For Palumbo Upfit, its meaning is particularly close. Our roots lie in the commercial maritime industry, in the practical knowledge of vessels and in the responsibility of returning them safely to sea.

Within the mark, familiar elements take on new meaning. UP emerges naturally from the geometry. A line travels through the form, suggesting continuity, direction and movement. The overall structure carries an echo of the Greek Φ , with its sense of balance, proportion and permanence. The result is a symbol with several layers, all connected to the same idea: strength built on knowledge, continuity shaped by evolution, and a responsibility that has always been part of our world. Strength in its roots. Continuity in its line. Evolution in its form.

*Born from maritime responsibility.
Evolved into Palumbo Upfit.*

THROUGH EVERY CHAPTER OF A YACHT'S LIFE

For years, we never questioned the word refit. It was the language of our industry and it described a vast part of the work we carried out: repair, maintenance, conversion, renewal, technical upgrades and major transformation. The word was never the problem. What changed was our understanding of the responsibility behind the work. A vessel may enter the yard for one specific reason, but no intervention exists on its own. A structural decision affects systems. A new system changes the way the vessel is operated. A conversion can alter the balance between what was originally designed and what the yacht is now expected to do.

The deeper our involvement became, the clearer this became to us. Our responsibility was not confined to completing a scope correctly. It was also to understand the consequences of every decision we made and how those decisions would live with the vessel long after it left the yard. Refit still describes much of what we do. It simply no longer describes all of what we feel responsible for. That is where Upfit began. Not as a replacement for refit, but as a name for the way we had already learned to think about the work.



SERVING VESSELS
SINCE 1967



A MARITIME HISTORY CARRIED FORWARD

Our story began in Naples in 1967, in a maritime environment where engineering, repair and construction were part of everyday working life.

We started with commercial vessels, where every decision had to work in practice, at sea. That taught us early that technical accuracy, operational reliability and accountability are not abstract standards. They are part of the responsibility that comes with the work.

Over time, the projects became larger, our facilities expanded and our technical capabilities grew. Superyachts became an increasingly important part of what we do.

But the way we approach a vessel has remained remarkably consistent.

Understand it before acting. Respect the original intent. Intervene with care. And stand behind the result.

What began in 1967 is still present in the way we work today as a standard that has been tested, refined and carried into every project since.



Four generations.
One continuous responsibility

FAMILY GUIDES THE WAY WE WORK. IT KEEPS PEOPLE, KNOWLEDGE AND DECISIONS CONNECTED

We remain a family-led Group, with the fourth generation now involved in its management. For us, that means staying personally connected to the yards, to the people and to the decisions that shape each project. As our Group has grown, that direct involvement has become even more important. It keeps relationships close, gives continuity to

commitments and ensures that responsibility is never reduced to a process or a title.

Family leadership does not replace professional structure but gives it something more personal: the knowledge that decisions are remembered, commitments are carried through and someone stands behind the result.





THE PRINCIPLE BEHIND EVERY DECISION

An Upfit project is a sequence of connected decisions.
Responsibility must remain clear throughout.

Every project brings together owners, captains, representatives, designers, engineers, surveyors, classification societies, suppliers and yard teams.
The work may be distributed across many disciplines,
but accountability cannot become fragmented.

Our role is to keep the whole vessel in view. That means understanding the consequences of each intervention beyond its immediate scope.
It means making decisions that respect safety, programmes, quality, budget and the long-term integrity of the yacht.

It also means communicating clearly when conditions change,
as they often do once a vessel is opened and examined.

Responsibility is demonstrated through preparation, coordination and delivery: in the questions asked early, in the problems addressed directly and in the willingness to remain close to the work until it is complete.



GREATER CAPABILITY, DIRECT INVOLVEMENT



As we have grown, we have added shipyards, infrastructure, teams and greater technical capability.
With scale comes complexity.

Our challenge is to make that complexity work for the vessel without allowing it to create distance between a decision and the people responsible for carrying it through.

Across the Mediterranean, each of our shipyards is connected by a shared way of working. Common standards. Shared experience. Direct involvement.

For us, greater infrastructure should mean greater capability, never less accountability.

Growth adds capability.
Not distance.



ACROSS THE
MEDITERRANEAN
OUR CAPABILITY IS
DISTRIBUTED,
OUR WAY OF WORKING
REMAINS CONNECTED

SEVEN SHIPYARDS, ONE TECHNICAL CULTURE

The value of the network lies in making those capabilities work together without losing clarity in how decisions are made. Local knowledge remains local. Experience is shared.

Standards are common. Decisions remain close to the project.

One coastline does not define the network. Continuity does.

THE

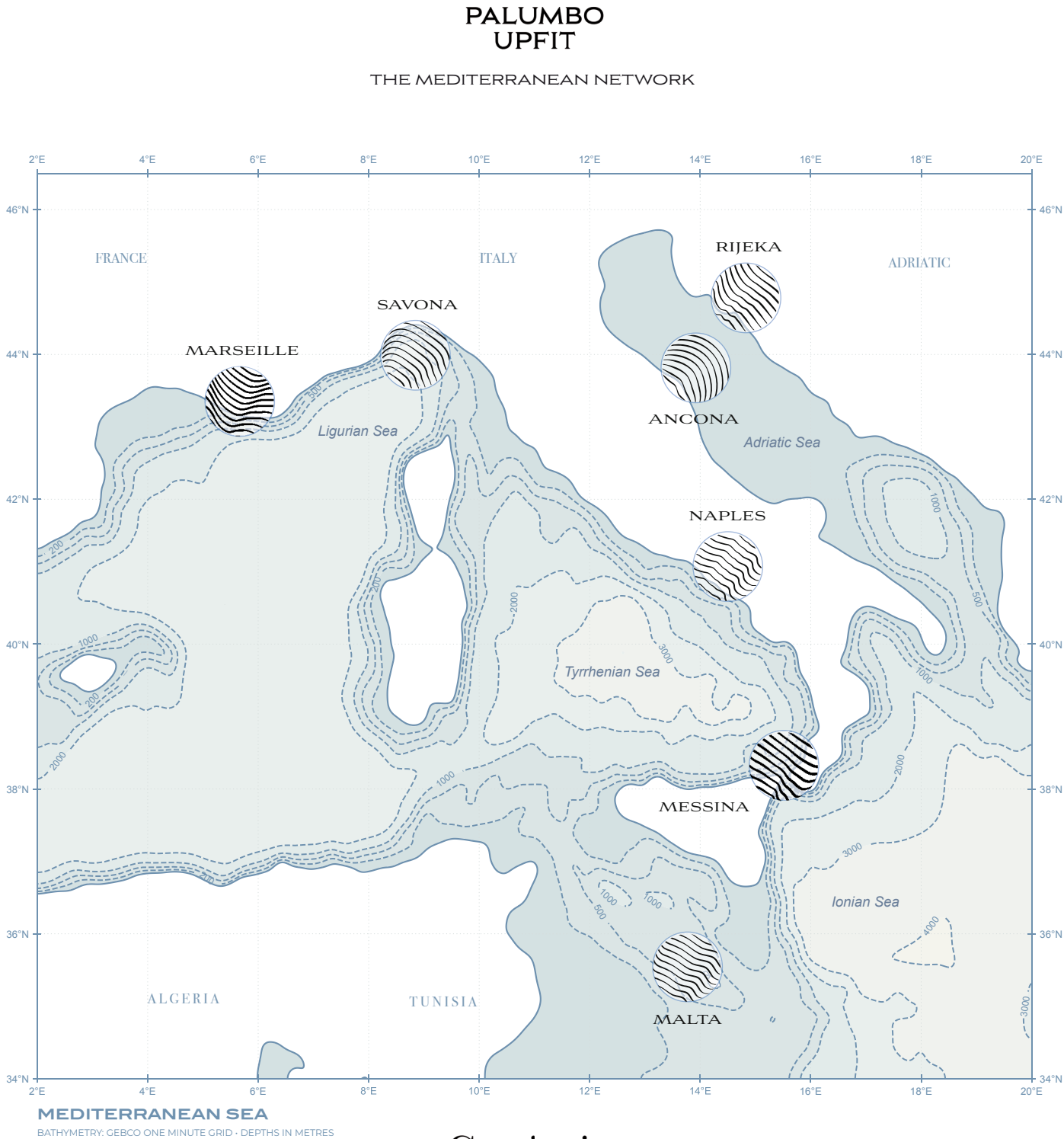
MED

SEVEN SHIPYARDS, ONE TECHNICAL CULTURE

The Mediterranean has long been one of the world's most established and sought-after cruising grounds, where vessels move from one season to the next and where being close can make a real difference.

Our seven shipyards give us a presence that follows that reality. From Marseille and Savona to Naples, Messina, Malta, Ancona and Rijeka, Palumbo is there across the routes yachts actually travel. For an owner, captain or crew, this means more than convenience. It means knowing that the relationship with Palumbo does not end at the gate of one yard. A vessel can continue its programme and still remain within reach of the same network. The understanding already built around it can stay connected from one location to the next, without having to begin again each time. That continuity is difficult to replicate. And for us, it is one of the greatest strengths of what we have built across the Mediterranean.

- Seven shipyards.
- One Mediterranean network.
- One continuity of care.



Continuity
Through Evolution



DRY DOCKS
 FLOATING DOCKS
 SYNCRO LIFTS
 TRAVEL LIFTS
 COVERED WORKSPACES
 SPECIALIST WORKSHOPS
 ALONGSIDE BERTHING
 WATERSHED

CAPABILITY IS MEASURED THROUGH INFRASTRUCTURE, TRUST IS BUILT THROUGH THE PEOPLE WHO USE IT

When you work around vessels every day, you quickly understand the value of having the right infrastructure behind you.

A dry dock large enough. The right lifting capacity. Space to work properly. Workshops close at hand.

The ability to bring a vessel in, open it up, inspect it and deal with what you find without compromise.

Across our yards, that capability has been built to support the work we actually do.

It gives our teams room to think, to organise difficult operations properly and to react when

a project reveals something that could not have been seen before.

We know the scale of our infrastructure is important. We also know that, on its own, it means very little.

What matters is having experienced people who know how to use it, who understand the vessel in front of them and who can make the right decision when the situation changes.

That is when infrastructure becomes more than capacity. It becomes confidence in the work we are able to take on.





ENGINEERING
MECHANICAL AND HYDRAULIC
ELECTRICAL AND ELECTRONIC
STRUCTURAL
PAINTING
JOINERY AND INTERIORS
TEAK AND DECK WORKS
CLASS AND CERTIFICATION
PROJECT MANAGEMENT

EVERY DISCIPLINE, ONE TECHNICAL DIRECTION

On board, no technical discipline works in isolation. Engineering, structure, systems and interiors continuously shape one another, requiring every decision to be taken as part of a greater whole.

Technical capability must therefore be coordinated across disciplines rather than managed as a series of isolated services.

Naval architecture and engineering, mechanical and hydraulic systems, electrical and electronic systems, steel and aluminium works, piping, painting, joinery, interiors, upholstery, teak,

logistics and class support, to name just a few, must be coordinated around the vessel as a whole.

Our in-house yard teams work alongside specialist partners selected according to the technical requirements of each project. In both cases, the objective is the same: one technical direction, clear interfaces and responsibility that remains visible.

The quality of an individual task matters, but what matters even more is how it relates to everything around it.





- 01 UNDERSTAND
- 02 INSPECT
- 03 DEFINE
- 04 COORDINATE
- 05 EXECUTE
- 06 TEST
- 07 RETURN TO OPERATION
- 08 UPFIT ONGOING ASSISTANCE 24/7

METHOD, RIGOUR AND CONTROL

Every yacht is different. Our approach is not. We begin by understanding the vessel, the client's priorities and the real scope of the project. From there, we create a clear structure around the work, defining responsibilities, sequencing, resources, procurement, class requirements, testing and delivery.

Our teams work from the same information, the same programme and the same priorities. Findings are recorded. Changes are assessed. Decisions are communicated and remain traceable throughout the project.

When the unexpected happens, experience guides the response, but method keeps the project under control.

For us, organisation means knowing what has to happen, who is responsible for it and how each decision affects the vessel as a whole.

Experienced people.
A rigorous system.
One clear direction.





LEAVING LESS BEHIND

For us, the responsibility is to keep improving the way the work is carried out, with the same attention we apply to the vessel itself. That principle also guides the way we invest in our yards.

Renewable-energy installations, shore power, hydro jetting and energy-efficiency measures are part of a continuous effort to reduce impact while maintaining the industrial capability our projects require.

We know there is no single solution and no finished point of arrival. What matters is to keep questioning how we operate and to turn better choices into normal working practice.

The standard we set for the vessel should also apply to the way we work around it.







11_IN NUMBERS

SCALE IS MOST USEFUL WHEN IT CAN BE STATED SIMPLY

Seven locations, connected through shared technical standards and direct responsibility

60

YEARS

in shipbuilding, repair, maintenance and conversion knowledge since 1967

7

LOCATIONS

across the Mediterranean (Italy, France, Malta and Croatia)

600+

YACHTS

projects completed in the latest 5 years

10

DRY DOCKS

up to 268 m

7

FLOATING DOCKS

with a combined lifting capacity of 40,000 T

5,6^{KM}

BERTHING

combined capacity

44,5^{HA}

SURFACE

total combined area

5

TRAVEL LIFTS + SYNCRO LIFT

up to 3,300 T

1

WATERSHED



1 UNIQUE SERVICE NETWORK

EVERY COMPLETED PROJECT BECOMES PART OF THE NEXT ONE

The vessels presented on the following pages represent different periods, dimensions, builders and types of intervention across the network. The selection spans planned maintenance, technical repair, systems upgrades, structural work and conversion across yachts of different dimensions, ages and original build configurations.

Each reference should identify the intervention, location and year, allowing the projects

to demonstrate the technical range of the network rather than scale alone.

Each project begins with its own requirements. Each contributes to a shared body of knowledge.

We are grateful to the owners, captains and crews who have entrusted these vessels to us, and for the confidence they continue to place in our work.

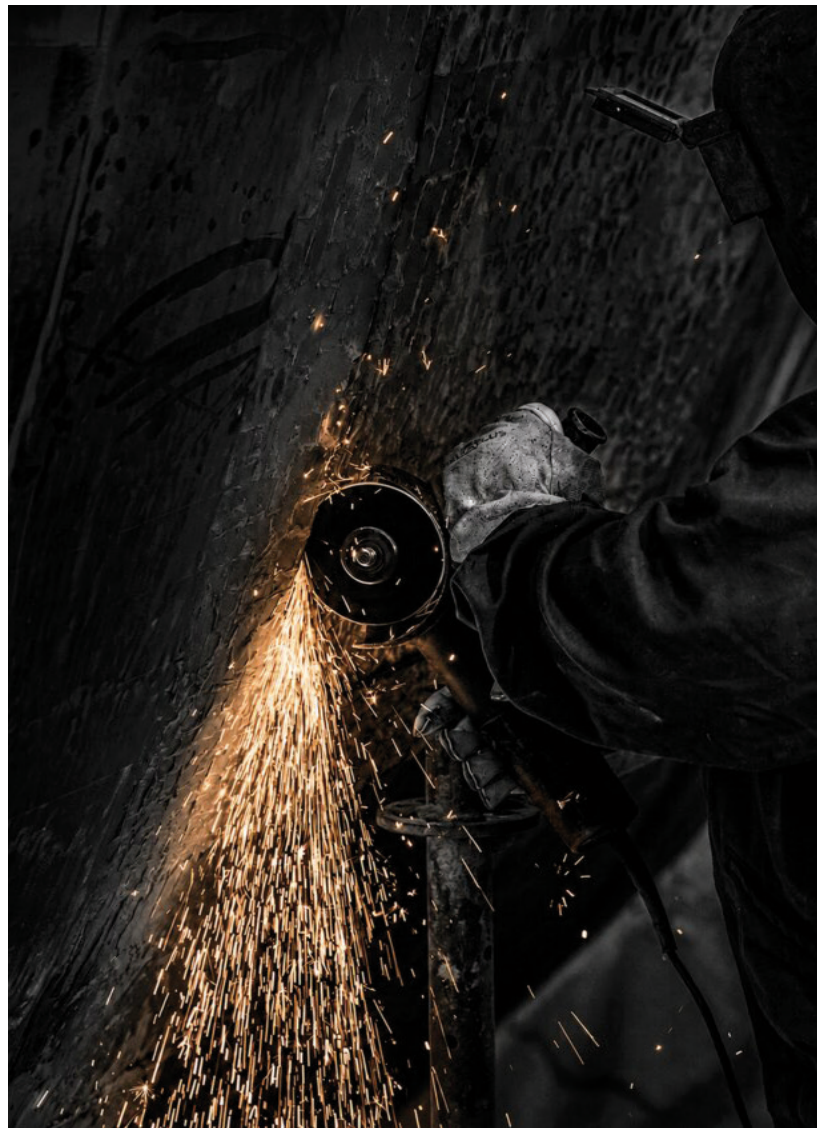


A SELECTED PORTFOLIO OF PROJECTS

M/Y A	BLOHM + VOSS	119 M
M/Y A+	LÜRSSEN	147.25 M
M/Y ADDICTION	AMELS	55 M
M/Y ALKHOR	BENETTI	70 M
M/Y AMEVI	OCEANCO	80 M
S/Y AQUIGO	OCEANCO	86 M
M/Y ARCTIC P	SCHICHAU UNTERWESER	88 M
MAY ARKLEY	LÜRSSEN	60 M
M/Y ARMADA	COLUMBUS YACHTS	54 M
M/Y ATLANTIS II	HELLENIC SHIPYARDS	115.76 M
S/Y ATMOSPHERE	PERINI NAVI	53 M
M/Y AVIVA	ABEKING & RASMUSSEN	98.4 M
M/Y AVIVA	ABEKING & RASMUSSEN	68 M
M/Y AXIOMA	DUNYA YACHTS	72 M
M/Y BASH	BENETTI	56 M
M/Y BELLA VITA	LÜRSSEN	75.4 M
M/Y BLUE SHADOW	CAMPBELL SHIPYARD	67 M
M/Y BOADICEA	AMELS	75 M
M/Y BURKUT	BAGLIETTO	54 M
S/Y BURRASCA	PERINI NAVI	56 M
M/Y CAPRI	LÜRSSEN	58.55 M
M/Y CHOPi CHOPi	CRN	80.5
M/Y CLEOPATRA	AMELS	57 M
M/Y COCOA BEAN	TRINITY YACHTS	74 M
M/Y DEJA TOO	AMELS	52 M
M/Y DELPHINE II	GREAT LAKES EW	79 M
M/Y DOUBLE DOWN	CODECASA	65.2 M
M/Y DRAGON	COLUMBUS YACHTS	80 M
M/Y DREAM	ABEKING & RASMUSSEN	60 M
M/Y ECLIPSE	BLOHM + VOSS	162.5 M
S/Y EOS	LÜRSSEN	93 M
M/Y ESMERALDA	CODECASA	61.5 M
M/Y FORCE BLUE	ROYAL DENSHIP	63 M
MN FOREVER ONE	ISA YACHTS	54.5 M
M/Y GO	TURQUOISE YACHTS	77 M
M/Y GOLDEN ODYSSEY	LÜRSSEN	123.2 M
M/Y GRACEFUL	BLOHM + VOSS	82 M
M/Y I DYNASTY	KUSCH YACHTS	100.8 M
M/Y IL VAGABONDO	CRN	65. M
M/Y IRIMARI	SURISE YACHTS	63 M
M/Y KAISER	ABEKING & RASMUSSEN	60 M
M/Y KOLAHA	ISA YACHTS	63 M
M/Y LA BLANCA	BENETTI	59.37 M
M/Y LADY E	AMELS	69 M
M/Y LADY M	PALMER JOHNSON	65 M
M/Y LADY MARINA	FEADSHIP	64 M
M/Y LADY MOURA	BLOHM + VOSS	104 M
M/Y LADY MONA K	AMELS	57.7 M
M/Y L' ALBATROS	NISHII SHIPYARDS	44 M
M/Y LEONA	BILGIN YACHTS	80 M

M/Y LIVA	
M/Y LUNA	
M/Y LUNA B	
S/Y MALTESE FALCON	
M/Y MARY JEAN II	
M/Y MARINA WONDER	
M/Y MARYAH	
M/Y MULTIVERSE	
M/Y MUSASHI	
M/Y NEW DREAM	
M/Y NIRVANA	
M/Y NOURAH OF RIYAD	
M/Y ODESSA II	
M/Y ODYSSEY II	
M/Y OKTO	
M/Y PALOMA	
M/Y PEGASUS VIII	
M/Y CONFIDENCIAL	
M/Y QUINTA ESSENTIA	
M/Y REGINA D' ITALIA	
M/Y RESILIENCE	
M/Y ROLA	
M/Y ROYAL ROMANCE	
M/Y SALUZI	
M/Y SAMAR	
M/Y SAMAX	
M/Y SANOO	
M/Y SARASTAR	
S/Y SEA CLOUD	
M/Y SEA PEARL	
S/Y SELENE	
M/Y SENSEI	
M/Y SERENE	
M/Y SHERAKHAN	
M/Y SIREN	
M/Y SIRONA III	
M/Y SKAT	
M/Y SLIPSTREAM	
M/Y SOLANDGE	
M/Y SONEY	
M/Y SOUNDWAVE	
M/Y ST. DAVID	
M/Y STEEL	
M/Y SUNRISE	
M/Y TAIBA	
M/Y TALES	
M/Y TALISMAN C	
MN TALISMAN MAITON	
S/Y TAOUEY	
M/Y THE JEWEL	
M/Y TITANIA	
M/Y TOMMY	
M/Y TRANQUILITY	
M/Y TV	
MAY VIRGINIAN	
M/Y VOICE	
M/Y WERE DREAMS	
M/Y WHEELS	
M/Y WHITE ROSE OF DRACHS	
M/Y YALLA	
M/Y YERSIN	
M/Y ZENOBIA	

ABEKING & RASMUSSEN	118 M
OCEANCO	90 M
OCEANCO	65.99 M
PERINI NAVI	88 M
ISA YACHTS	62 M
GULF CRAFT	38.4 M
ELEFSIS	125 M
KLEVEN	110 M
FEADSHIP	88 M
AMELS	74 M
OCEANCO	88.5 M
YACHTLEY	70 M
NOBISKRUG	73 M
CRN	74 M
ISA YACHTS	66 M
ISHIKAWAJIMA-HARIMA	60.25 M
ROYAL DENSHIP	78 M
HELSINGOR VAERFT	147 M
ADMIRAL	55 M
CODECASA	65 M
ISA YACHTS	65 M
ISA YACHTS	47.7 M
FEADSHIP	93 M
AUSTAL	69,1 M
DEVONPORT YACHTS	76 M
FEADSHIP	55 M
FEADSHIP	60 M
MONDOMARINE	60 M
FRIEDRICH KRUPP GERMANIA WERFT	90 M
SOUTHERN AFRICAN SHIPYARD	60 M
PERINI NAVI	56 M
MITSUBISHI HEAVY IND	39 M
FINCANTIERI	134 M
VUYK	69.65 M
NOBISKRUG	73.5 M
OCEANFAST	56.4 M
LURSSSEN	71 M
CMN YACHTS	60 M
LÜRSSEN	85.1 M
EXTRA YACHTS	30.4 M
BENETTI	63 M
BENETTI	60 M
PENDENNIS	55 M
OCEANCO	52.8 M
COLUMBUS YACHTS	57 M
TURQUOISE YACHTS	53.4 M
TURQUOISE YACHTS	70.54 M
TURQUOISE YACHTS	54.2 M
PERINI NAVI	58 M
BENETTI	63 M
LÜRSSEN	73 M
BENETTI	52 M
OCEANCO	91.5 M
LÜRSSEN	78.4 M
FEADSHIP	62.3 M
CRN	62 M
AMELS	52 M
OCEANCO	75 M
KUSCH YACHTS	65 M
CRN	74 M
PIRIOU	76.6 M
ABEKING & RASMUSSEN	57 M



PALUMBO UPFIT

SINCE 1967

Continuity
Through Evolution

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