



Islander November 2014

Technology Update

Boats, Planes and Automobiles – Monaco and Alicante

Following my comments in last month's column regarding the iPhone 6 and my desire to own one, well, I'm pleased to say that I now have one on order and am very much looking forward to getting my hands on it at the end of October. David, VP for our office in Florida, arrived at the Monaco Yacht Show armed with one of the first, and he hadn't been able to bend his - yet. If you haven't heard about the bendability of the iPhone 6 take a look at #bendgate on Twitter. There were some very imaginative ideas on our booth as to how to test the bendability in the back pocket of tight jean shorts!

Monaco Yacht Show

– Why weren't we selling aircraft and helicopters?

I suppose we really should have realised in advance that having a large **Airbus Defence and Space** logo on our booth might attract some potential purchasers who were looking for planes and helicopters rather than the services



of our premium VSAT service provider. Nothing surprises me any more at Monaco and, sure enough on consecutive days, we had enquires for both. Ever resourceful, Dermot our sales manager for France, took the helicopter enquirer to see the **Airbus helicopter** on the upper level, helped with the sale, then brought back a few brochures for our booth so that we were prepared for any future enquiries. Did we get the order? We are still waiting to hear!

So, what else did we get up to and see at Monaco? As per usual there was the usual excess of everything.

Following on from our show-stopping introduction of the **Kymeta** flat panel satellite antenna at the show in 2013, **Phasor Solutions** were showing their phased array flat panel. It was good to see this in the flesh, having found little information on the internet. This uses proven phased array technology that has been in use by the military for some years. It is totally different technology to the metamaterials new technology being used by **Kymeta**. The main difference is that phased array requires a lot more power, and as a result needs to be cooled and has cooling built in, whereas the **Kymeta** panels like heat and use a fraction of the power. They are both being developed for Ku and Ka band, and have similar scan angles.

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Kymeta has already tested both transmit and receive operations of their antenna, whereas the **Phasor** transmit testing is still to take place. It will be interesting to see the time to market and launch price for both these new systems.

On Monday 22nd September **Kymeta** successfully tested tracking a moving O3B satellite using a fixed panel on earth. This was the first real live test of their tracking systems.

The Show is scheduled to change over the next few years as the Darse Nord tent together with the Kiwi village will be moved to the dock outside Stars and Bars while that corner of the port is converted into a car park. They plan to take 4 years – must be one helluva car park! It is also planned to accommodate 120m yachts on the cruise ship dock. If they are closing off the Darse Nord corner of the port, I wonder what will happen to the Grand Prix circuit?

Volvo Ocean Race using Cobham technology

You will no doubt see coverage from the Editor in this issue of the **Volvo Ocean Race** start. Simon and I happened to be there at the same time, and found ourselves on neighbouring spectator boats on the start line taking a photo of each other taking a photo!



This, the 2014-2015 edition, is a nine-month marathon on the seas, passing through four oceans and five continents, and calling at 11 ports around the world. **Cobham SATCOM** has installed the same **SAILOR** satellite and radio communication equipment as used throughout the commercial maritime industry on each and every Volvo Ocean 65, in addition to providing the radio equipment that the organisers will use for logistics during in-port racing and leg starts.

I was a guest of **Cobham SATCOM** and had a very interesting few days. As you may be aware, each yacht is an identical “one-design” this year and there are very strict rules to make sure they stay that way. This will make the race very competitive; the race will be won by the best crew as there will not be a best boat. The “one-design” rule means it is cheaper for the sponsors, and each yacht should be capable of two Volvo campaigns before needing to be retired.

Seven state-of-the-art Volvo Ocean 65s, each equipped with a complete **SAILOR** satellite & communications package from **Cobham SATCOM** and broadcasting solutions from **Cobham Tactical Communications and Surveillance**, left Alicante bound

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for Cape Town on Saturday 11th October 2014, as the first leg of the **Volvo Ocean Race 2014-2015** edition got underway.

SAILOR FleetBroadband will enable voice and data connectivity during the 38,739 mile race. It will ensure the teams have access to the latest weather reports, whilst providing the reliable broadband link for each team's dedicated Onboard Reporter to send HD video, audio, pictures and stories back to VOR HQ, so the millions of race fans can follow the action. **Cobham Tactical Communications and Surveillance Broadcast Equipment** will also play a vital role in capturing the sights, sound and action of the race. Nearly 100 TV stations around the world have committed to broadcasting **Volvo Ocean Race** coverage so far.



What used to be an old warehouse in the dock at Alicante is now a fantastic high tech race HQ. All the communications from the yachts land there. They expect to process millions of terabytes of video footage.

“The **SAILOR** equipment allows this race to happen. It's how we share our story with the world. It allows us to know what the weather is doing and to get a jump on the shore side activity. When things break at sea, we can alert the shore crew and they can start sourcing solutions immediately, instead of waiting for us to get in. But not only does the **SAILOR** equipment exist to aid our performance and telemetry, it allows us to keep in touch with the outside world and is our lifeline if things were to go awry,” says Charlie Enright, Skipper, Team Alvimedica.



“We've shipped over **40,000 SAILOR FleetBroadband** units to date, making it by far the most popular terminal for the Inmarsat network,” says Jan Michelsen, Vice President, Maritime Business, **Cobham SATCOM**. “Thousands of commercial ships communicate using **SAILOR FleetBroadband** and this is the third time it has been used as the primary on-board communications system for the **Volvo Ocean Race**, so we're confident it can provide the connectivity needed even in the most extreme conditions the teams will face.”

Download the free App “Life at the Extreme” from any of the app stores for live tracking, video and updates of the race.



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