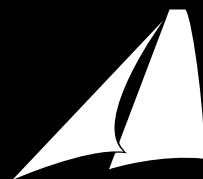


PRESS KIT

JUNE 2026



DMG MORI
SAILING TEAM

SUMMARY

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EDITORIAL

When DMG MORI as a machine tool manufacturer decided to enter professional offshore sailing, the vision was never limited to sponsorship in the classic sense. From the very beginning, the Sailing Team was conceived as a long-term, integrated project that reflects who we are as a company: technologically driven, internationally minded and deeply people-focused.

In the Global One Company, our ambition has always been to build a team that unites engineering excellence with cultural diversity. The DMG MORI Sailing Team is a living example of how high performance emerges when advanced technology and strong human collaboration work hand in hand. Just like in machine building, success in offshore sailing does not depend on technology alone. It requires people who challenge and continuously improve that technology.

Offshore sailing at the highest level demands extreme precision, reliability and continuous innovation. There is no margin for error. This is very similar to what we

expect from our high-tech machine tools. Both environments combine cutting-edge technology with human expertise and teamwork.

In offshore sailing, this means trust between skipper, engineers and shore team, the ability to make the right decisions under pressure and a deep understanding of the system as a whole. In machine building, it is exactly the same: our machines reach their full potential through the people who design them, operate them as well as continuously improve them.

Our goal is to push technological limits and create a living example of high performance driven by people. That is why a team race like The Ocean Race is the next logical step for us, as it translates this ambition into a setting where collective performance and teamwork are decisive.

One moment that still represents the spirit of this project very clearly for me goes back to the very beginning. When Dr. Mori first called me with the idea of founding a sailing team, the enthusiasm and

clarity of his vision were immediately tangible. Within a very short time, we went from that first conversation to building a team base in France, commissioning an IMOCA and consequently officially launching the DMG MORI Sailing Team. That phase perfectly reflects what this project stands for: courage to start something new, speed in execution and the conviction that ambitious ideas become reality when people truly believe in them and work together across borders.

*By Dr. Irene Bader,
Member of the Board
DMG MORI Co.Ltd,
Managing Director
DMG MORI Sports Marketing*



I. KOJIRO SHIRAISHI, THE SPIRIT OF WATER

How do you become one of the world's greatest offshore sailors when you are born in a country where ocean racing simply doesn't exist? For Kojiro Shiraishi, the answer is clear: *"You have to listen to your inner energy – and mine always leads me back to the sea."*

This is the story of a man driven by curiosity, who has never been afraid to chart his own course.

For a long time, Kojiro Shiraishi was a child of the shoreline, gazing at the Pacific Ocean as one might look toward a promise. Born in Tokyo in 1967 into what he describes as a "typical, modest Japanese family" – a salaryman father, a stay-at-home mother, and three children – he soon moved to the coastal town of Kamakura. There, something struck him deeply: not just the beauty of the ocean, but its vastness. A sense of space and possibility that would fuel his imagination.

In 1970s Japan, however, the sea belonged to fishermen and cargo ships. Sailing for the sheer joy of the elements did not exist.

At the age of five, tragedy struck when his mother died in an accident. Raised by a strict yet open-minded father, he grew up with a defining belief: *"You have to trust children. You cannot stand in the way of destiny."*

As a teenager, he enrolled in a maritime high school with near-military discipline. It was less out of vocation than out of a desire to open a door to the wider world.

THE MENTOR AND HIS DISCIPLE

In 1983, a television report changed everything. Kojiro discovered Yukoh Tada, a former taxi driver who

had become a sailor and had just won the BOC Challenge, a solo round-the-world race with stopovers. Fascinated, the young Kojiro tracked down his phone number in a directory and called him relentlessly for weeks.



One morning at dawn, Tada finally answered. That moment changed his life.

More than technical skills, Tada passed on a philosophy: to feel, to believe and above all, to know that anything is



possible if you commit yourself fully.



Sailing alongside this complex mentor, Kojiro Shiraishi learned about the sea, hardship, and total commitment. One stormy night, as he struggled at the helm, he saw Tada calmly cooking below deck. This was a striking display of composure for him that would become a lifelong benchmark.

"That image comes back to me every time I face something difficult at sea", remembers Kojiro Shiraishi.

After graduating, Kojiro became his mentor's right-hand man, discovering the world and the legends of offshore racing, including a new event: the Vendee Globe, a solo,

non-stop, unassisted circumnavigation.

"From the day I discovered the Vendee Globe existence, I could not think of anything else."

But during the 1991 BOC Challenge, tragedy struck. Although Yukoh Tada started the race in Australia, he withdrew from it because he was exhausted and later took his own life.

Kojiro lost a second father figure and sailed back to Japan alone.

"You see how fragile human beings can be? But I had no choice — I had to make it back."

YOUNGEST SAILOR TO CIRCUMNAVIGATE THE GLOBE

Kojiro found refuge in a shipyard where he was welcomed like family. There, he rebuilt the boat, renamed it *"Spirit of Yukoh"* and continued with a clear goal: to sail solo around the world.

His first attempt in 1993 ended in failure. So did the second.

"I told myself that if I didn't succeed on the third attempt, I would end my life."

In 1994, at just 26 years old, he completed his

circumnavigation in 176 days, becoming the youngest sailor in history to achieve the feat.

Six months alone at sea reshaped his worldview. Leaving, he realized, was not about isolation but about becoming one with the universe.

His philosophy remains simple: *"Joy is a decision."*

Change your perspective. Keep moving forward.

"When a room is dark, you turn on the light, don't you?"

"LIVING LIKE WATER"

His career then unfolded through opportunity and perseverance. He sailed with Bruno Peyron, breaking the Pacific crossing record, and went on to secure podium finishes in major solo races, including Around Alone (2002) and the Velux 5 Oceans Race (2006). In 2008, then he set a transpacific record alongside Lionel Lemonchois in 11 days, 12 min, 55 sec.

As an unconventional sailor who always ventured off the beaten path, Kojiro continued to evolve.

"Live like water" became his guiding principle: adaptable, resilient, and fluid. Water does not fight obstacles, it flows around

them.

"I am not trying to conquer anything. What I seek is unity with the Earth."

In 2011, the tsunami in Japan put his Vendee Globe ambitions on hold. He stepped away from competing, dedicating himself to sharing his passion with fellow Japanese, writing, speaking, and spending time with his daughter and discovering a different kind of fulfillment.

THE VENDEE GLOBE DREAM

Kojiro returned to offshore racing in 2016, securing an IMOCA yacht at the last minute to finally start the Vendee Globe. But one month into the race, while lying 12th, he was dismayed off Cape Town.

Rather than abandon, he chose to sail back to Japan to prove that failure does not mean defeat.

Back home, he met Dr. Eng. Masahiko Mori, President of DMG MORI. A shared vision of respect, teamwork, and bold ambition quickly forged a strong partnership. Together, they launched a new project: a state-of-the-art IMOCA, *DMG MORI GLOBAL ONE*.

On November 8, 2020, amid the global pandemic, Kojiro stood at the bow of

his carbon racing machine, dressed in a traditional keikogi, a wooden sword at his side.

His goal: to become the first Asian sailor to finish the Vendee Globe.

One week into the race, his mainsail tore. He spent six days repairing it at sea, refused to give up, and carried on.

He crossed the finish line in 16th place which was not only a personal achievement, but above all, a collective victory.

天如水！



“MY ROLE IS TO OPEN THE DOOR”

Driven by a desire to give back, Kojiro founded the DMG MORI Sailing Academy in 2022 to introduce young Japanese sailors to offshore racing.

“My role is to open the door. It’s my responsibility to pull the rope and help others climb.”

In 2024, he returned once again to the Vendee Globe, drawing energy from what he calls *“the infinite power of the elements.”* After 90 days at sea, he completed another circumnavigation and another journey within himself.

Is his curiosity still as strong as ever?

“Of course. The day it disappears, I will stop going to sea. But when I look at the horizon, I still want to go.”

Surrounded by a tighter, more united team than ever, this extraordinary sailor is now helping write the next technological chapter of a story that began on a beach in Kamakura, with a child wondering what lays beyond the horizon.

Ever since, he has never stopped finding out.

Like water, carving its own path.



II. DMG MORI GLOBAL ONE, THE GENESIS

A new chapter in offshore racing is unfolding with *DMG MORI GLOBAL ONE*. Inspired by the cutting-edge monohulls of the America's Cup, its groundbreaking IMOCA hull redefines the balance between power and control.

This is not an evolution but rather a leap forward. A full-scale laboratory where innovation becomes methodology.

Each expert involved in the project has drawn on their experience to rethink established practices and develop solutions that match the ambition of the collective.

By daring to explore uncharted territory in offshore racing while drawing from a constantly evolving ecosystem, the project demonstrates that true performance today lies in the freedom to think differently, built on trust and mutual respect.

ARCHITECT GUILLAUME VERDIER ABOUT A TECHNOLOGICAL REVOLUTION

In a short interview, the architect talks about the process behind this unique project.

Interviewer: Mr. Verdier, how would you describe the philosophy behind this new IMOCA?

Guillaume Verdier: Kojiro often speaks in metaphors, so I'll try to do the same.

Until now, IMOCA design has progressed on one side of the road. We've created incredible boats, but they've become extremely harsh for sailors. It was simply time to switch sides.

There's always risk in being the first to do things differently, but to me, this is a technological breakthrough on par with the introduction of foils in the 2016 generation.

Interviewer: Will the boat stand out in the harbor?

Guillaume Verdier: Absolutely, it has real presence. The hull shape is highly innovative.

It draws on multiple projects we've worked on, particularly in the America's Cup and

Ferrari's Hypersail program. That cross-pollination allowed us to make significant leaps forward.

Interviewer: What kind of performance can we expect?

Guillaume Verdier: This will be a more comfortable boat to sail than current designs – that was a key objective. Less about raw power, more about control: reducing impact, smoothing motion through waves.

For a long time, we believed that boats needed to lean against the side of its hull before the foils could engage. Here, we're reversing that logic. The foils are powerful and stable enough to prevent excessive heeling.

It's a fascinating challenge

because it forces us to rethink everything and rewrite established rules.

Interviewer: What was it like working with Kojiro Shiraishi?

Guillaume Verdier: Kojiro is truly impressive. He's incredibly respectful, deeply humble, a great listener and yet he has strong convictions.

He doesn't accept ready-made solutions; he wants to understand. His expectations are shaped by immense experience, but he never imposes them forcefully.

He's highly receptive to innovation and genuinely wants to push offshore racing forward by encouraging freedom of thought. I can't thank him enough for the trust he placed in us.



Interviewer: And the DMG MORI Sailing Team?

Guillaume Verdier: I discovered a team full of energy and enthusiasm. It's incredibly motivating.

You can design the best boat in the world, but without a committed and generous team behind it, the project won't succeed. Here, they've built a strong structure to support us, dedicating time and resources.

There's been a fantastic dynamic between us. Doing things differently is energizing.

This boat is already a great story and when the journey is this positive, it often leads to something truly special.



— *Name*
DMG MORI GLOBAL ONE

— *Naval architect*
GUILLAUME VERDIER
ARCHITECTURE NAVALE

— *Yard*
MULTIPLAST and DMG MORI
SAILING TEAM

— *Year*
2026

— *Sail number*
JPN11

— *Material*
Carbon

— *Rigging*
Sloop

— *Energy*
Solar panels, hydro generator,
diesel motor

— *Length*
18,28 m

— *Width*
5,85 m

— *Mast*
29 m

— *Upwind sail area*
148 m²

— *Downwind sail area*
282 m²

— *Manufacturing of parts by*
DMG MORI
Keel bearings
Fairlead cockpit (titan)
Constrictors
Sheaves supports backstay
and gennaker

— *Design*
Beaufort Studio (Axel
de Beaufort, Arthur Guinet),
JB Epron

SPECIFICATIONS





THE WAVE AND THE NAMI CHIDORI

– NAMI CHIDORI

A traditional Japanese motif depicting plovers flying above the waves. It symbolizes the ability to overcome difficulties, as well as harmony and solidarity, since the birds move forward together despite the rough sea.

– THE GREAT WAVE OF KANAGAWA

This famous Japanese woodblock print, created around 1830 by one of Japan's greatest artists, Katsushika Hokusai, depicts a raging sea, three boats, and Mount Fuji, Japan's highest peak.

This great wave in particular deeply inspired us as a symbol of the power of the sea and of human determination in the face of the forces of nature.

The sea portrayed in this artwork is also that of Kanagawa, where Kojiro grew up. During his childhood, he would gaze toward the distant horizon, already nurturing his dreams and adventurous spirit.

Through the design of the sails of *DMG MORI GLOBAL ONE*, we wanted to pay tribute to this iconic work of Japanese culture while expressing the spirit of challenge, endurance, and adventure that drives the team.



III.

THE TEAM, A VISION OF ITS OWN

“EVERYONE HAS LEFT
A SMALL PART
OF THEMSELVES
INSIDE THE BOAT.”

The new DMG MORI GLOBAL ONE IMOCA is a true concentration of innovation. It is the result of a collective journey shaped by dialogue, intuition, challenges, and passion. Behind the pride of pioneering “something never seen before in offshore racing”, as construction specialist Léo Gonin puts it, lies, the pursuit of both, technical and human harmony.

For nearly two years, the DMG MORI Sailing Team’s new project has taken shape in Lorient with hours filled with precise. A technical challenge, certainly, but also a human one, pushing each individual to rise to the level of the collective.

“WE STARTED WITH VERY FEW CERTAINTIES”

From the very early stages, the design took

bold, unconventional, and ambitious directions.

“When you choose to work with Guillaume Verdier and his team, you know to expect the unexpected,” smiles Paul Félix Bresson, one of the six engineers in the DMG MORI GLOBAL ONE design office.

“Guillaume sets no limits. He never approaches a project thinking about incremental improvement. He goes back to first principles every time, free from any mental constraints,” adds project manager Philibert Chesnais, who orchestrates the collaboration between designers, the team, and Multiplast, the shipyard where this high-performance carbon machine is being built.

“On a boat like this, you can’t just replicate existing solutions,” explains IMOCA boat captain Stan Delbarre, a veteran of nearly forty years in offshore racing.

“Everything has to be rethought. It’s like bringing Formula 1 into rally racing. And yet, you must never lose sight of seamanship fundamentals and common sense.”

So, like an orchestra tuning before a performance, the





team began by listening to each other.

"We came in with very few certainties, a lot of humility, and above all, a willingness to trust one another," confirms Léo Gonin, head of composites and site manager for the project.

Ideas, methods, and needs were welcomed openly. There is no rigid hierarchy here but instead an environment where everyone is encouraged

to propose, test, and innovate. A rare and valuable freedom that has quickly become the project's signature, fully aligned with skipper Kojiro Shiraishi's vision.

"WE GLADLY TOOK THE CHALLENGE."

New shapes bring new constraints, especially as the IMOCA class introduces, an ambitious eco-score for the first time. This requires teams to rethink not only design, but also their methods.

"This is an extremely complex boat that demanded a huge amount of intellectual effort," says design engineer Robin Lordon. *"We pushed the geometric limits across the board. For every parameter, we're operating right at the edge."*

A level of ambition that *"was a bit intimidating at first,"* admits Samuel Napoleoni, project manager at Multiplast. The yard represents a benchmark in composite craftsmanship and the birthplace of many legendary boats. *"It's exciting to be entrusted with a project that offers a great deal of freedom of action. But everything was built through dialogue and mutual respect, giving ourselves the time and means to succeed together."*



Week after week, systems are refined, shapes take form, and every detail finds its purpose. Instead of the usual two sections, the hull will be built in four parts.

"On paper, it wasn't a given, but we stuck together. When issues arose, we didn't look for blame, we looked for solutions," says Léo Gonin.

"In the end, despite the project's extreme complexity, everything

stayed on schedule. There have been no surprises, no overtime," adds Samuel Napoleoni. *"We gladly took the challenge and appreciate to be able to work on such an exciting projects like this."*

"WRITING A CHAPTER OF OFFSHORE RACING HISTORY"

Throughout the process, one feeling has stood out and driven the team

forward: the sense of being part of something bigger than themselves.

"The connection between us formed very quickly," says Véronique Soulé, a fluid mechanics engineer who has worked alongside Guillaume Verdier for nearly fifteen years.

"We have realized that this project is helping us to further develop offshore racing. That created a





powerful and enthusiastic mindset."

"When you're all deeply involved, you take ownership of the boat much faster because everyone has left a piece of themselves in this project," adds design engineer Pierre-Antoine Tesson.

"What makes me especially proud is that we succeeded under these conditions — through respect, co-design, and trust," says Robin Lordon. That is where the uniqueness of this collective effort lies: in the care given to the people behind it.

Kojiro Shiraishi constantly asks his team a simple question: "Are you happy working on this project?" "The real added value is the passion everyone puts into what they build," explains Léo Gonin. "Kojiro brings us into his dream. He talks about values before tools or performance metrics. That's what makes you want to go beyond your limits."

A dynamic that cannot be imposed, but only shared and passed on, especially to the younger generation, described by Stan Delbarre as "a wave of brilliant young talents full of fresh energy." He adds: "Everyone contributes, sharing their experience. For it to work, everyone needs to

be involved in everything and thinking beyond their assigned roles."

"WHAT MATTERS MOST IS ALREADY THERE"

Appointed Team Manager in July 2025, Jacques Caraës, former Vendée Globe race director, is dedicated to sustaining this strong team dynamic: *"My role is to maintain this energy, resolve issues before they arise, and ensure that everyone's passion remains that passion of everyone is still just as strong".* A human challenge as ambitious as the technical feat of designing this groundbreaking IMOCA.

"Our way of working has evolved tremendously because we allowed ourselves to be more ambitious and to become initiators rather than followers," says Alexandre Demange, former skipper of the DMG MORI Sailing Academy and third-place finisher in the 2025 Mini Transat, now in charge of performance development. "Today, I'm excited to see how far we can go and to push my limits for this team."

"There will still be adjustments, fine-tuning, and unexpected challenges," anticipates Jacques Caraës. "That's the beauty

of this sport: nothing is ever simple, and there's always a huge element of the unknown." He continues: "We could have stayed in Lorient refining the boat in isolation. But what we want is to race, to learn, to explore, to challenge ourselves."

He finishes proudly: "What matters most is already there: today, our team is united and ready."



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IV. IMOCA RACE CALENDAR 2026-2029

2026

JUNE

Launching

SEPTEMBER 1st

The Ocean Race Atlantic (New York – Lorient), crew handed



2027

JANUARY 17th

The Ocean Race, around the world, 6 legs, crew handed

SEPTEMBER

Défi Azimut Lorient Agglomération, double handed

OCTOBER

Transat Café l'Or (Le Havre – Fort de France), double handed

DECEMBER

Retour à la Base (Fort de France – Lorient), single handed

2028

APRIL

The Transat CIC, single handed

MAY

New York – Vendee, single handed

SEPTEMBER

Défi Azimut Lorient Agglomération, single handed

NOVEMBER 10th

Vendee Globe, single handed

2029

...

Vendee Globe arrival



V.

THE OCEAN RACE ATLANTIC, THE CREW

EXPERIENCE, COHESION AND KNOWLEDGE-SHARING:
THE FOUNDATIONS OF THE DMG MORI GLOBAL ONE
CREW.

Building a crew is never just about résumés or miles sailed. There is always an intuitive element, something that cannot be engineered.

For the DMG MORI Sailing Team, as they prepare for *The Ocean Race Atlantic 2026*, that balance between sporting excellence and human connection has been carefully shaped over time, driven by a clear ambition: to bring together sailors capable not only of performing at the highest level, but of working together over the long term on a project as demanding as it is innovative.

It all begins with a vision shared by Kojiro Shiraishi and team manager Jacques Caraës: to approach *The Ocean Race Atlantic*, starting on September 1, 2026, in New York, as a foundational milestone ahead of The Ocean Race 2027, the fully crewed round-the-world challenge.

Finally, it had to be decided who would join the DMG MORI Sailing Team.



A NATURAL CHOICE: NICOLAS LUNVEN

The first obvious choice was Nicolas Lunven. *"He was the person we*



immediately thought of in terms of experience, values, and temperament," explains Jacques Caraës. As a discreet yet highly respected figure in offshore racing, the Breton sailor and double winner of the legendary Solitaire du Figaro has established himself as one of the most complete and reliable sailors of his generation. At 43, and fresh from a sixth-place finish in the Vendée Globe 2024, Lunven combines sporting excellence, technical precision, and a strong team mindset. *"He brings a calmness and pragmatism*

that are incredibly valuable when developing a new boat," adds Caraës.

"WE WON'T HAVE ALL THE ANSWERS HANDED TO US."

Drawn by the project's spirit of innovation and freedom, Lunven joined the team at the end of 2025, quickly taking on a role that goes far beyond that of a crew member. *"I'm not a naval architect, but I hope to bring experience and knowledge of these boats."* Sails, setup, ergonomics, energy systems – nothing escapes the sharp and methodical eye of the man nicknamed *"The Brain"* in the offshore world.

"The goal is to develop almost a user manual for the boat before it even hits the water. We won't have all the answers handed to us, but it will save us time." He continues: *"It's also the beauty of our sport: if you don't take risks, you only achieve small gains. Here, we know we've taken a big gamble, but that suits us, because we all love a challenge."*

AN OBVIOUS FIT: SAMANTHA DAVIES

To complement this challenge, the team needed another exceptional sailor, someone equally talented,

driven, and human. *"Samantha Davies was the other obvious choice,"* says Jacques Caraës. Kojiro Shiraishi had already approached the British skipper during his third Vendée Globe campaign, *"with something in mind."* *"Sam's kindness and expertise made the decision feel completely natural,"* explains Shiraishi. *"She combines experience and performance with a strong ability to connect, to share, and to transmit knowledge."*

At 51, the sailor who finished 4th in the Vendée Globe 2008 and 13th in 2024 brings rare depth to the crew, along with undiminished enthusiasm. She states: *"The dream of sailing a brand-new boat that pushes design and performance even further... it's an incredible opportunity."*

Her proven partnership with Nicolas Lunven, notably a strong 5th place in the 2021 Transat Jacques Vabre, further strengthens the team dynamic. *"Nico is incredibly well-rounded and a pleasure to sail with. It creates immediate trust,"* she says.

THE NEXT GENERATION: ARISA MORIYA

Alongside this experienced core, the project also embraces the next

generation. Arisa Moriya is one of its most promising faces. Recognized for her determination and commitment, particularly during a tour of Japan with Kojiro Shiraishi, the 30-year-old Japanese sailor, who also trained in Australia, embodies the bridge between heritage and the future. *"She has incredible motivation — we're excited to see what she can deliver on the water,"* says Jacques Caraës, emphasizing that *"knowledge transmission is at the very heart of the DMG MORI Sailing Team's DNA."*



TELLING THE STORY FROM WITHIN: ANNE BEAUGÉ

Also onboard will be a voice and a perspective, Anne Beaugé, the On Board Reporter. In a race where human intensity is

as strong as the sporting challenge, her role will be to capture the story from within, especially those defining moments that shape team spirit.



A MULTICULTURAL STRENGTH

The DMG MORI Sailing Team stands out for its great diversity. *"Multicultural, with very different profiles and backgrounds... I see that as a real strength,"* says Nicolas Lunven. *"I hope everyone will be able to contribute their piece to the project."* The next step is to test this alchemy at sea and unlock its full potential, reflecting a project that is unafraid to step off the beaten path and define its own trajectory.



THE DMG MORI SAILING VI. ACADEMY

DEVELOPING THE NEXT GENERATION OF OFFSHORE
RACING SKIPPERS

"When you receive a lot, you have to give back." This philosophy of sharing is very close to Kojiro Shiraishi's heart. The DMG MORI Sailing Academy was founded in 2022 with the aim of training the next generation of international offshore racing skippers, particularly in Japan, where the discipline is still in its early stages.

To make offshore racing more accessible to young talents, as experts in boat construction, the team has built a Mini prototype and has equipped itself with one production Mini. These small 6.50-meters racing boats, serve as true laboratories for nautical innovation. By competing on this circuit and combining technical training, mentorship, and hands-on sailing experience within the DMG MORI Sailing Academy, the Academy offers a unique and valuable gateway into the world of professional sailing.

Following Laure Galley and Federico Sampei, it was Japan's Hajime Kokumai and France's Alexandre Demange who proudly represented DMG MORI Sailing Academy in 2024 and 2025, notably securing an impressive third-place finish for the Academy in the Mini Transat La Boulangère.

"Being part of this program is a once-in-a-lifetime opportunity," says Alexandre Demange, now part of the DMG MORI GLOBAL ONE project as a performance engineer. "Everything was designed to help us become good sailors, skilled technicians, and capable project

managers. I never imagined I could launch my career under such ideal conditions, surrounded by so many experienced people to guide me. I feel incredibly lucky, and I'm happy today to share what I've learned with the newly selected skippers."

At the beginning of 2026, two new Japanese skippers joined the Academy to prepare for the 2027 Mini Transat: Kodai Endo and Koki Sawada. In turn, they will train for the 2027 race and help open new pathways for those who follow.





VII.

DMG MORI

ENGINEERING PERFORMANCE TOGETHER

DMG MORI and the DMG MORI Sailing Team combine high-performance sport with high-precision manufacturing technology. As a technology partner and a leading global machine tool manufacturer, DMG MORI has been actively involved in the construction of the IMOCA from the very beginning. Experts at various DMG MORI sites manufactured numerous key boat components on DMG MORI machines, including high-stress components such as keel parts and cockpit organizer systems, which must withstand extreme forces in offshore racing.

Manufactured from titanium, these components reflect DMG MORI's core expertise in precision machining. As the material

is very hard and thin-walled components had to be produced from it for the keel plates, the cutting tools must be of very high quality. DMG MORI's high-precision machines meet these requirements.

The close collaboration between the DMG MORI Sailing Team and the production experts enabled an intensive technical exchange and optimal solutions for manufacturing the yacht's components in accordance with the requirements for withstanding the highest stresses on the high seas.

Dr. Eng. Masahiko Mori, President of DMG MORI, sees a compelling parallel between sailing and mechanical engineering: just as in sailing, it is a matter of precisely controlling forces, maintaining balance and moving continuously forward. It is precisely this

philosophy that makes the partnership a powerful symbol of innovative spirit, precision and teamwork.



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VIII. THE PARTNERS

 テイケイグループ

 Goldwin



 SMFL

Hakkaisan

 RUDY
PROJECT

 SUZUKI

KDDI

KODEN

COAST



料亭 三長

 TOKYO D TOWER
HOSPITAL





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