



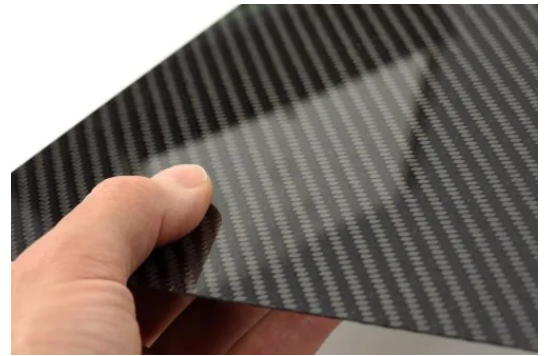
**MARINA**  
**MERIDIONAL**

**Steve**  
**Kozloff**  
Designs

## **PRESS RELEASE - JUNE 2024**

Marina Meridional, a Division of Grupo Meridional, and Steve Kozloff Designs are very pleased to announce a unique Design and Build collaboration, meshing the huge capacity and history of Meridional Group having been in business since 1919, and the incredible ingenuity of Steve Kozloff Designs. This marriage of capabilities provides the world with a unique turnkey offering , at an incredibly cost effective price, for almost any vessel type and size.

**Substantial capability fused with old school quality and leading edge technology**



**GRUPO**  
**MERIDIONAL**



# Steve Kozloff Designs

[www.marinameridional.com](http://www.marinameridional.com)

[www.thegoliathseries.com](http://www.thegoliathseries.com)







Born in 1954, Steve Kozloff was introduced to sailing craft early in life. His father, Alex Kozloff was a significant influence—a man with a large presence in the nautical world as a nautical engineer, world class designer, and racer.

At the young age of 8, Steve started drawing mega luxury yacht concepts. Five decades later, thousands of designs later, Steve's abilities have evolved to a place where he is ready to publish his nautical designs and concepts.

Steve has been using computer aided design programs since 1984 and photo editing software since its inception for his nautical, aeronautical, and general engineering designs. Steve has the capability to produce stunning and convincing design presentations.

The yacht concept Steve personally prefers, is the expedition full displacement long-range type with minimal crew, or no crew, depending on the yacht size. With the advent of azipods, bow thrusters, GPS and modern system management, Steve's concepts are viable.

Not many people know the depth of who Steve Kozloff is. He is a humble, quiet and introspective man. At the age of 6, Steve sat down at the family piano and in two weeks learned all the triad chords. He didn't know the name of the chords—he just knew the chords. "I didn't hear the chords in other music to replicate it; it just sounded right." He plays his own music, and not music anyone has ever heard. "I play what is in my heart."

Before his teenage years, Steve would study how airplanes flew—the wind and the controls. He would look up the controls in the encyclopedia and would visualize how to use them. He would make airplane models and imagine how they would fly. Steve said, "I studied airplanes for years and years." Steve is a self-taught engineer—not an engineer of one discipline, but an engineer of many disciplines. He is a jeweler of fine jewelry, a carpenter, an electrician, a builder, a mechanic, a plumber, graphic designer and so much more—a true Renaissance man.

Steve understands what people are saying in other languages, even though he does not read or speak the language. He is an animal whisperer. He trains dogs with no words, but with a simple glance. Birds are found waiting for him to pick them up—he holds them, talks to them, and then sends them on their way.

Steve has traveled the world on a dime only carrying with him the gift of his mind. His gifts are what pay his way and he never runs short.

## For Inquiries Contact

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The yard at San Enrique has been selected to as the home of any future Steve Kozloff designed vessel, accessibility from anywhere Europe speaks for itself and the beauty of the region is an enticing opportunity to take advantage of at any time of the year.







▶ **Bespoke Design**

Individuality is at the heart of every build we undertake which is why we commission some of the world's finest designers to express their art and craft on behalf of our clients. They work with the latest software and the finest materials. They create the most luxurious living spaces, like those of a contemporary home. They produce the most fluid of forms. And they bring your personality to life. Such luminaries as Ed Burnett, Rob Humphreys and Ibrahim Karataş have already worked with us on specific projects.

▶ **Quality Testing**

Our belief in 'pure craftsmanship' manifests itself in every aspect of the building process : from the initial pencil lines to the second the yacht's bow touches the ocean for the first time. And our ultra-rigorous quality-testing programme ensures that exemplary levels of quality are attained at every critical point along the way. Extensive evaluations and gruelling sea trials ensure our craft are as close to sheer perfection as possible and can therefore match up to the most demanding of expectations.

▶ **Refittings and Rebuildings**

Sometimes, the best way to get the craft you want is to buy an existing vessel and refit her. And of course, after time, some boats may need work to keep them in commission. Arkin Pruva Shipyard has the facilities and capabilities to undertake refits and repairs ranging from minor works to a full refit. You may want to return a boat to her original condition or strip a yacht down to the bare hull and completely rebuild the systems, engines, and interior. Just about anything is possible. In fact, adding entirely new decks and overall length extensions are not that uncommon. Whatever your requirements, at Arkin Pruva we pride ourselves on the ability to provide a truly bespoke service whilst always paying obsessive attention to pure craft.

**Carbon Fibre - Carpentry - Metal Workshops - Leather Workshhops - Engineering - Surface Finishing**

Since our company was founded, in 1919, we have strived to adapt to the prevailing circumstances, particularly as far as market competitiveness is concerned.

In this manner, our advanced technology has enabled us to specialize in a range of added value ships: Epoxy and Stainless Steel Chemical & Oil Tanker Vessels, Offshore Construction Vessels, 3D Seismic Vessels or Supply Support Vessels.

The Company's most important asset is its personnel. Management team, highly qualified, adapted to the new technologies and production process methods, is composed of 32 Naval Architects and Engineers, 16 Bachelors and a highly qualified work force.

In summary, we are a Company with considerable prestige and acknowledgement, earned through years of experience, committed to on-going improvement of competitiveness at national and international levels.

**1919:** Started out as repairers of railway engines mainly, later introducing the manufacture of steam boilers and repair of wooden hull fishing vessels.

**1950:** The construction of steel hull fishing vessels commences.

**1963:** The first tug is built.

**1974:** The first roll-on/roll-off vessel is built, followed by different types of carrier ships.

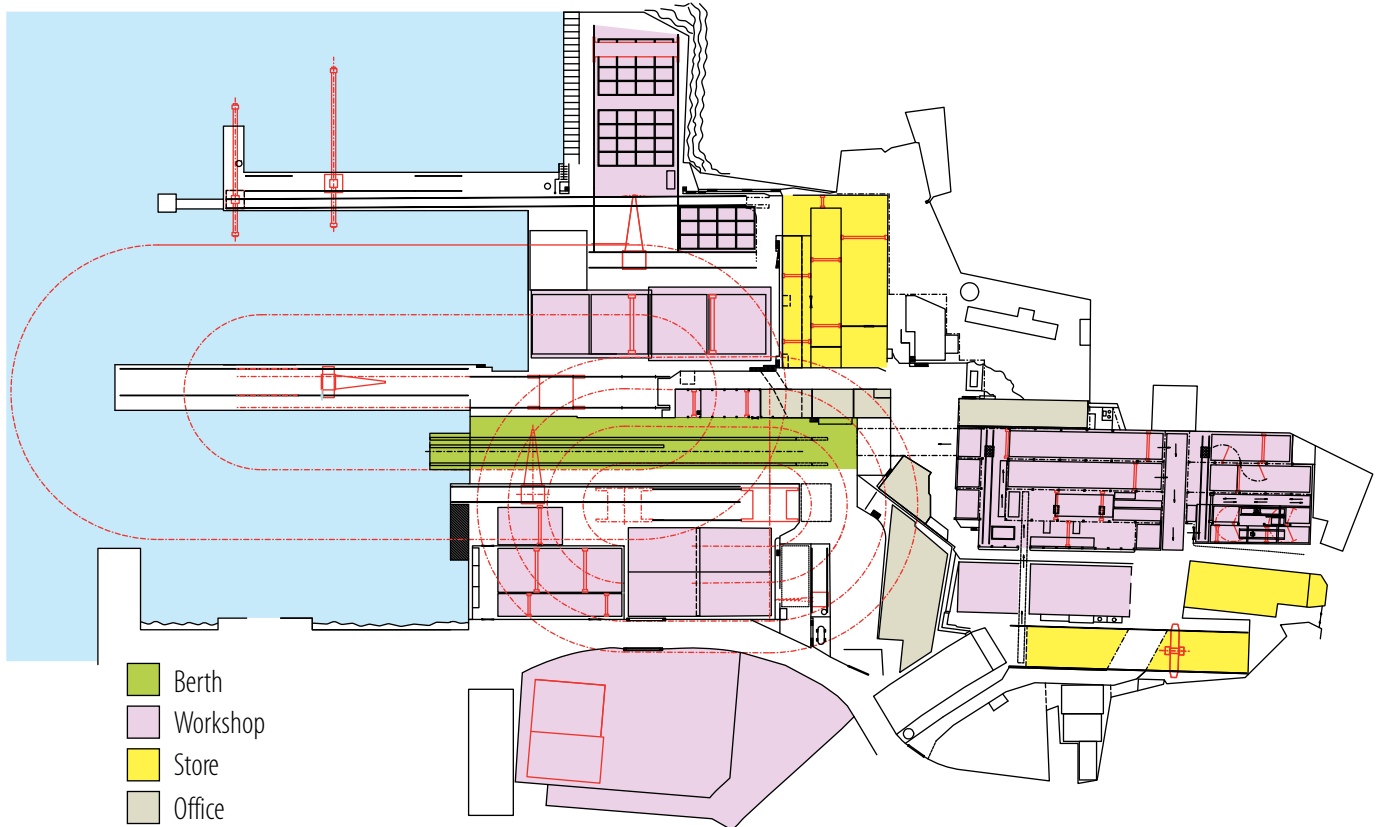
**1999:** Hydrographic/Oceanographic vessels and chemical tankers of latest design.

**2008:** The construction of first 3D Seismic vessels.



Located in the Norwest of Spain right on the Atlantic Ocean in the city of Vigo.

Distances : 12 Km. far from Vigo international airport  
597 km far from Madrid  
153 km far from Porto city



- Berth
- Workshop
- Store
- Office

**Historical Production:**

- Chemical Tankers
- Container Carriers
- Ferries
- Fishing Vessels
- General Cargoes
- L.P.G. 's
- Product Tankers
- Reefers
- Roll-on/Roll-off

**Shipyards last buildings:**

- Chemical Parcel Tankers (Stainless Steel Tanks)
- Offshore Construction Vessels
- 3D Seismic Vessels

Total Area:	68.550 m <sup>2</sup>
Workshops Total Area:	25.600 m <sup>2</sup>
Covered Area: 61 %	15.616 m <sup>2</sup>
Slipways & Quays:	8.522 m <sup>2</sup>
Warehouse & Office Area:	13.515 m <sup>2</sup>
<b>Facilities:</b>	
Slipway:	170x26 m
South Quay	1 x 160 m
	1 x 120 m
North Quay	1 x 120 m
	1 x 140 m
<b>Cranes:</b>	
2 Cranes	125 Tm
2 Cranes	25 Tm
1 Crane	30 Tm
1 Crane	12 Tm
2 Tower Cranes	10 Tm
1 Gantry Crane	20 Tm













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The vessels are the first of a new generation high efficiency 12/14 streamers Seismic research vessel where safety, efficiency, redundancy and high transit speed have been emphasised. The vessels will be fitted with comfortable accommodations for 60 persons, supporting the latest standards and regulations. The powerful propulsion plant will give the vessels excellent towing capabilities and higher transit speed than similar vessels within the seismic segment.

Classed: D.N.V. - 1A1, E0, HELDK-SH, NAUT AW, RP, VIBR, TMON, COMF-V (2), BIS.

### Main Particulars

Length overall	106.80 m
Length B. Perp.	92.10 m
Breadth mould.	19.20 m
Depth mould.	8.00 m
Scantling draught	6.50 m
Crew - Scientific	60
DWT (d. Sct.)	3,000 Tons
Speed trial	18,24 // 6,0 kn
Main Engines	2x4,500 kw 2x3,000 kw

### Underwater Equipment

1 off triple frequency echo sounders
2x18 kHz transducers
1 off Navigational echo sounder

### Deck Machinery

2 x Handling cranes: 12.0 t SWL @ 12 m
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### Seismic Deck Equipment

Streamer winches	12
Spooling devices (streamer)	12
Gun winches	8
Lead-in winches	4
Wide tow winches	2
Storage reels	1

### Special Installations

Helicopter deck for Sikorsky S-92
Accommodation for 60 people in 28 single and 16 double bunk cabins
Joystick system; modes: joystick, auto heading and autopilot















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MCG-ASTILLERO SAN ENRIQUE 0821