



NAVIRE AVENIR

SAILING SAVING

a pioneering tool for rescue on the high seas

SHELTERING LIVING

a floating medical shelter

SHARING TELLING

a Mediterranean public square

CONNECTING ARRIVING

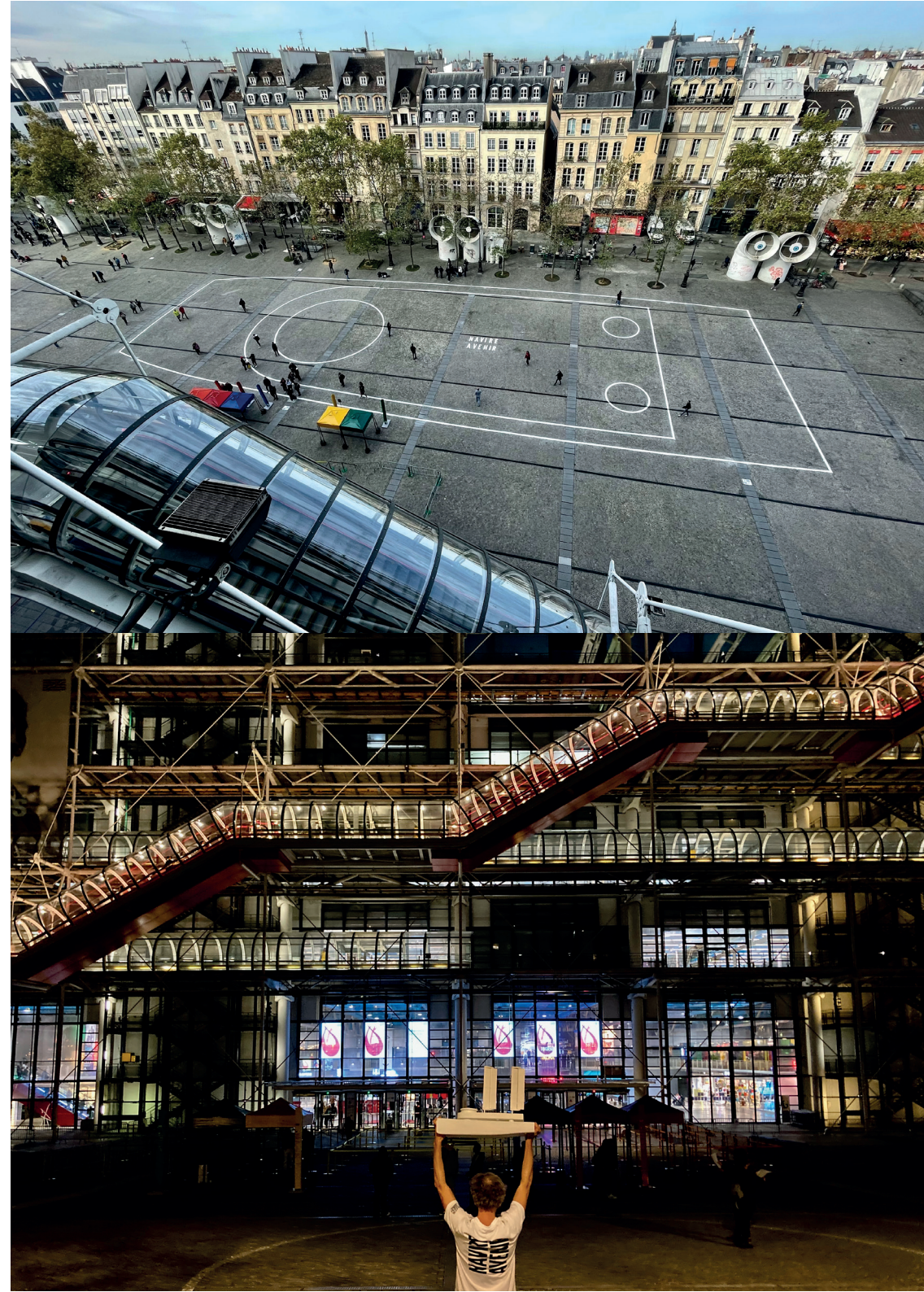
a research laboratory for desirable futures

1975 : It's sea or death for countless people fleeing South Vietnam. The so-called «boat-people crisis» was revealed to the world. Leading French intellectuals demand «a boat to Vietnam». *L'île de Lumière* was transformed into a hospital ship, and Médecins du Monde was created in its wake. Other ships followed until the 1980s: the *Cap Anamur*, the *Mary*, the *Stromboli*, the *Vittorio Veneto*, the *Andra Doria*, the *Rose Schiaffino*, and so on. Between 200,000 and 300,000 people disappear in the China Sea in 10 years. Hundreds of thousands were rescued and cared for. Just over 120,000 were welcomed in France. And the ships received standing ovations on arrival, as in Venice in 1979.

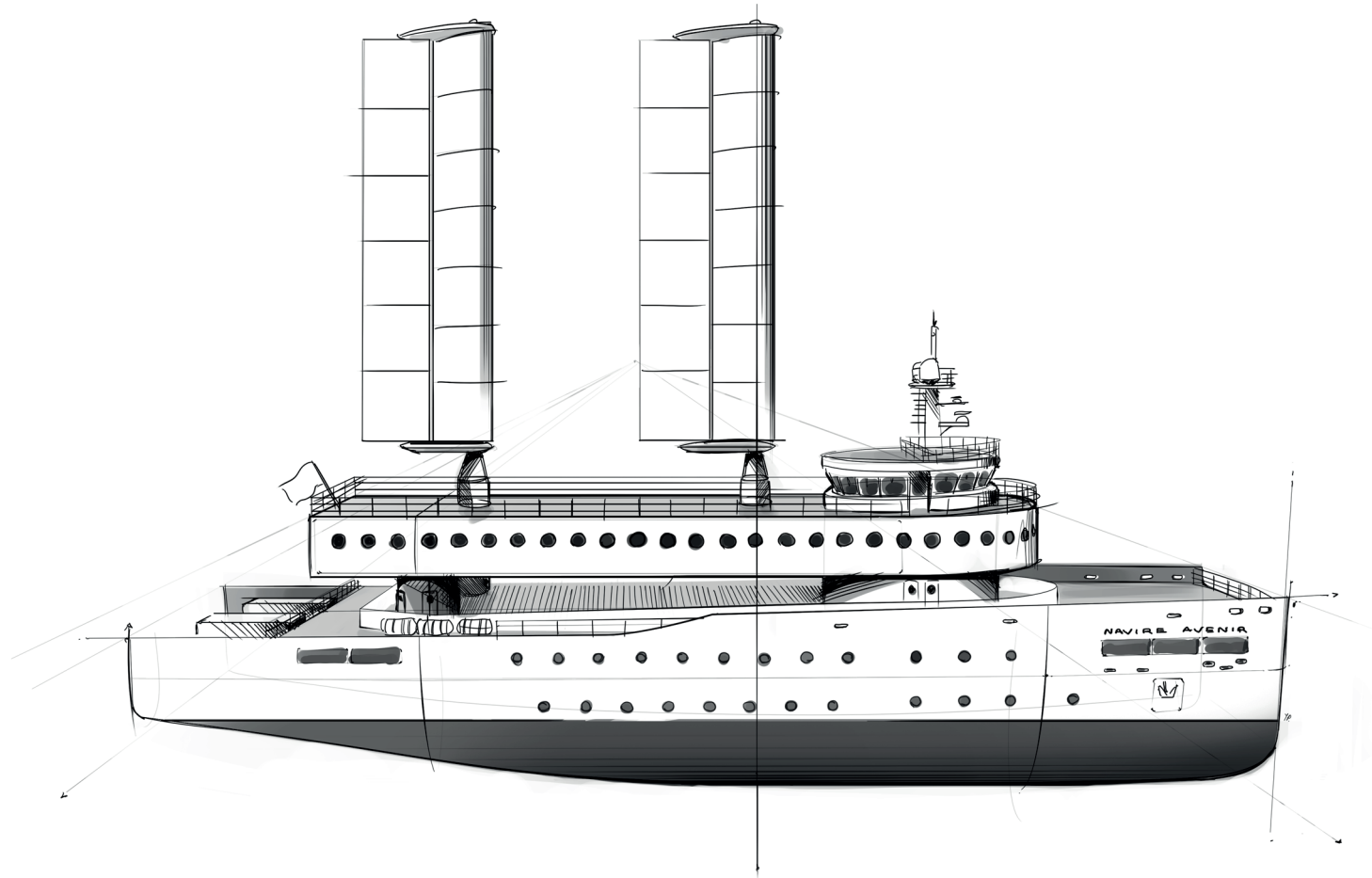
2016 : The *Aquarius* sets sail in the Mediterranean Sea to save the lives of those who, in North Africa as in South Asia forty years ago, had to choose between the sea and death. The SOS Méditerranée teams, on the *Ocean Viking* from 2019, are reinventing the rescue and care techniques that their predecessors improvised in the China Sea. These knowledges and know-how, part of what is now known as «mass rescue», are recorded, rehearsed at the start of each mission, and passed on to NGOs who operate other ships. History repeats itself: men and women invent emergency rescue and care practices, knowledges and know-how that are crucial here and now. These knowledges and know-how will be crucial on other seas, in the future.

2019 : The PEROU collective, which brings together architects, artists and researchers, has launched a request to UNESCO to have these practices recognized as part of humanity's intangible cultural heritage. Because climate change and global upheavals herald migratory movements a hundredfold tomorrow. Because the gestures of rescue, care, welcome and fraternity form a vital treasure for our children, a treasure we cannot allow to be squandered again. To perpetuate these gestures, PEROU is launching the creation of the *Navire Avenir*, the first vessel specifically designed for mass rescue intervention on the high seas. This pioneering vessel is intended to support the development of a worldwide fleet, one of the components of the «safeguarding plan» that the collective will present to UNESCO.

2021 - 2023 : Rescuers from SOS Méditerranée contributed their expertise to the design of the vessel, as did Pilotes Volontaires, Hôpitaux de Marseille and AUP, a group of survivors from Marseille. The design work involves some fifty research groups and art, design and architecture schools from all over Europe, as well as the teams of Marc Ferrand and Marc Van Peteghem, a world-renowned naval architect. In October 2023, the main deck of the Navire Avenir, a 69-meter-long catamaran, was drawn to scale 1 in front of the Centre Pompidou. In the Forum of the Centre Pompidou, this «active work of art» is presented and the financing platform for its construction is launched. 60 European cultural institutions support the project, publishing a manifesto entitled *We are the shore*.



I.CHARACTERISTICS OF AN EXPERIMENTAL SHIP



1. FOR MASS RESCUE PRACTICES



PRESENT AND FUTURE SITUATIONS

- large number of people at risk on the high seas (more than 3,000 missing in the Mediterranean by 2023 according to the UN)
- intensification of these situations in the Mediterranean (100 million displaced people in the Mediterranean basin by 2050)
- extension of these situations to all the world's seas (UN forecasts: 300 million displaced people by 2050)
- multiplication of the number of polytraumatized people on the high seas worldwide in the 21st century.



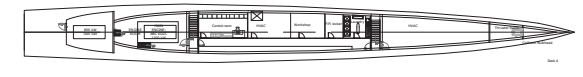
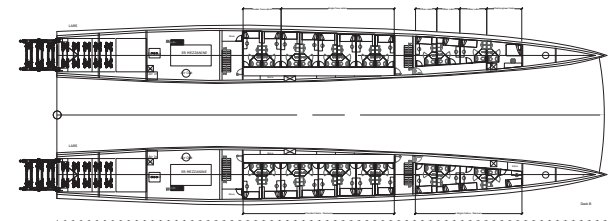
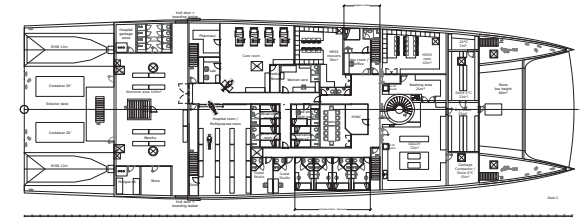
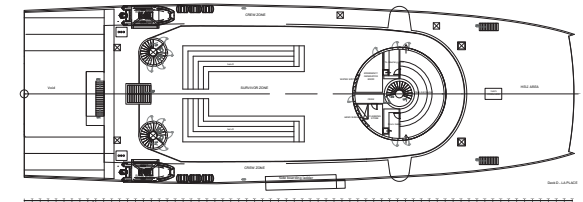
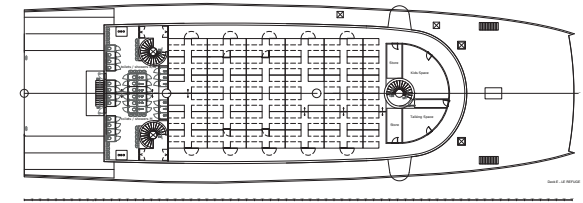
CHARACTERISTICS OF THE NAVIRE AVENIR

- 69-meter long, 23-meter wide catamaran
- great stability and shallow draft
- 2 x 6.50 meter tenders and 2 x 10 meter tenders for emergency and safety
- access ramps and winches in the aft floats for safe access on board
- specific onboard hospital (oxygen production, surgery capacity, psychological care)
- emergency galley, specialized care for women and children, multilingualism



POTENTIAL USERS

- sea rescue NGOs operating in the Mediterranean (SOS MÉDITERRANÉE, MSF, Sea Watch, etc.) and elsewhere in the world
- national, European and international rescue operators (civil protection mechanism.)
- specialized UN agencies (IOM, UNHCR, etc.)
- international Red Cross and Red Crescent movement
- scientific partners for the development of research programs (rescue, care, missing at sea, architecture, etc.).



2. FOR INTERVENTION OFF THE COAST OF TERRITORIES HIT BY DISASTERS AND CONFLICTS



PRESENT AND FUTURE SITUATIONS

- major fires (Hawaii, Greece, etc.), earthquakes, tsunamis, floods (Libya, Indonesia, China, etc.)
- extreme wars requiring hospital ships (Israel, Palestine)
- annihilation of the healthcare capacities of territories (collapse of healthcare systems, destruction of hospitals, etc.)
- impossibility of access to people in distress by land (political borders, submergence, etc.)
- very large numbers of people in distress on shores in the 21st century

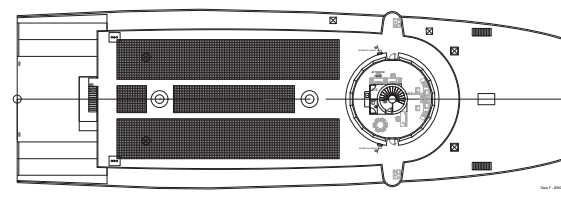
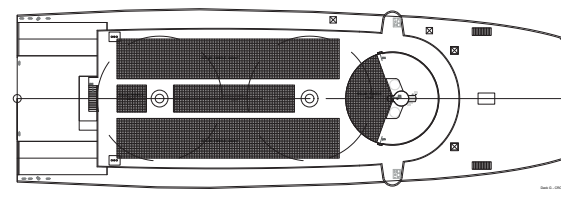
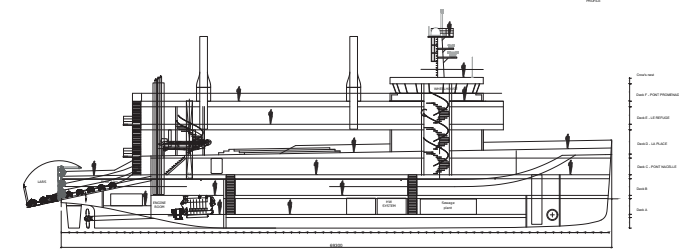
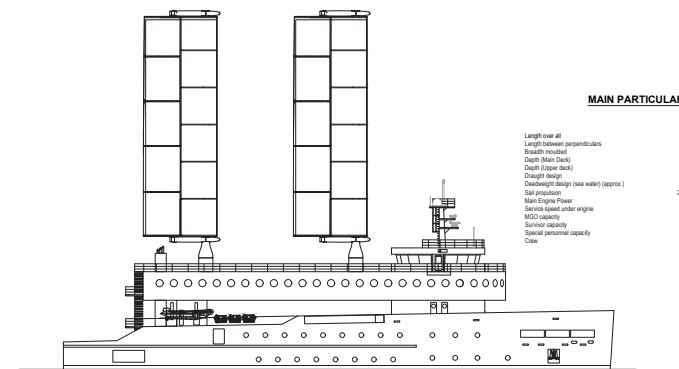


CHARACTERISTICS OF THE FUTURE SHIP

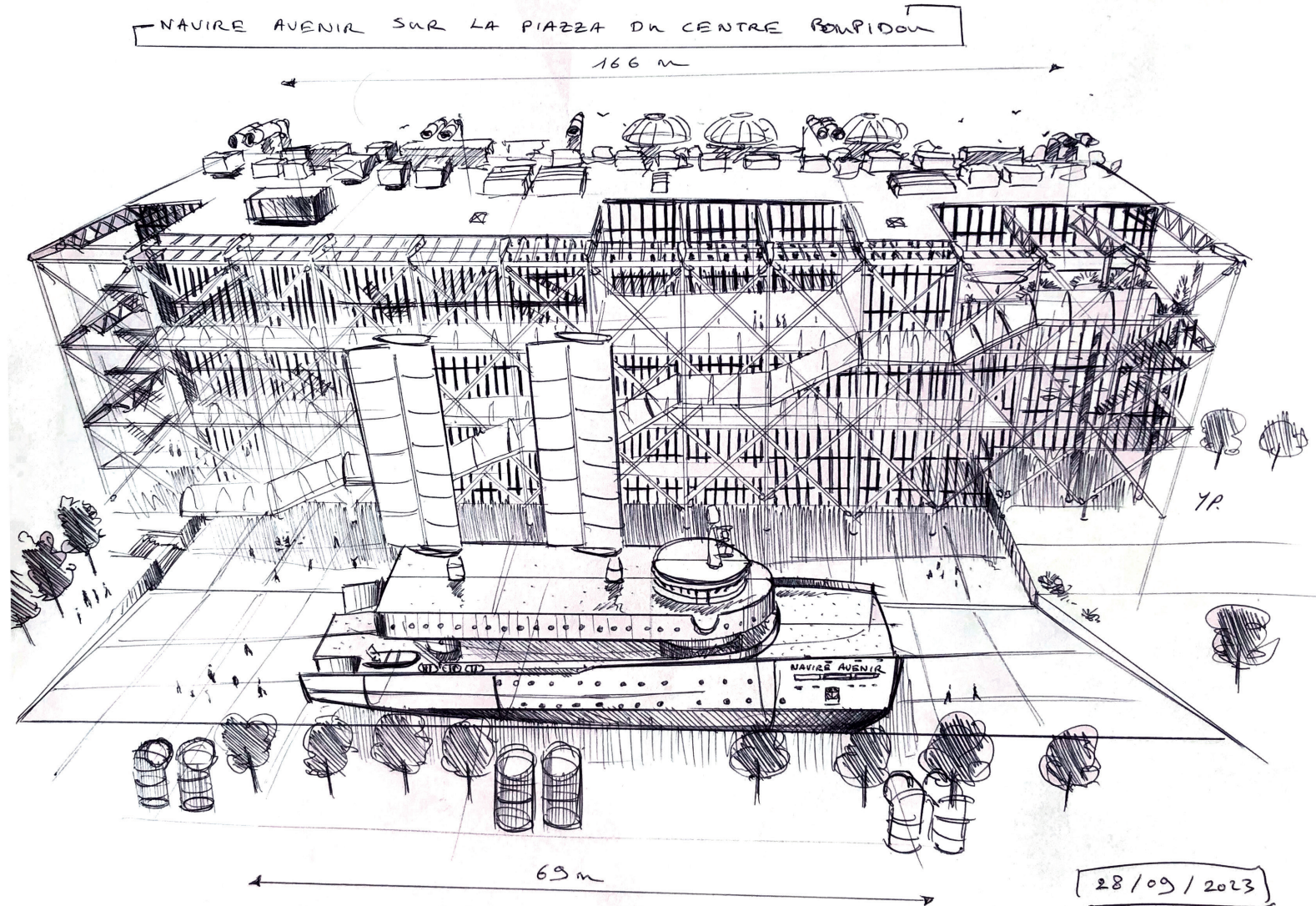
- deployment of fast dinghies with transfer capacities of 40 to 50 people
- emergency hospital unit with medical beds, treatment rooms, infirmary, observation and rest rooms
- large reception capacities: refuge deck with 372 berths, reversible deck-place for an additional 100 berths
- highly modular and reversible spaces, removable and relocatable bulkheads - capacity for 40 crew members
- low carbon footprint, energy savings, high autonomy (30% of needs provided by vellic propulsion)

POTENTIAL USERS

- NGOs and humanitarian organizations specialized in emergency response (International Red Cross and Red Crescent Movement, MSF, MDM, etc.)
- States and groups of States (National and European Union Civil Protection Mechanisms, etc.)
- International organizations, specialized UN agencies (ICRC, WHO, UNHCR, IOM, etc.)



II. FROM PROTOTYPE IMPLEMENTATION TO WORLDWIDE FLEET DEVELOPMENT



1. A RESEARCH AND CREATION PROGRAM DEVELOPED BY ASSOCIATION PEROU



RESEARCH AND ARTISTIC RESIDENCIES

- 50 research groups and art, design and architecture schools mobilized since September 2021
- creative residencies in some twenty theaters, choreographic centers, museums, festivals, art centers, etc.
- support from the French Ministry of Culture (Mondes Nouveaux) and the French and Goethe Institutes (Kultur Ensemble Palermo)
- some fifty press articles and reports (Le Monde, Libération, La Croix, ArtPress, Domus, Sud-Ouest, La Provence, France 3, France Culture, France Inter, etc.).



2024 - 2027: CARRYING OUT AND EXPERIMENTING AT SEA

- public events, film-making, performances, creation of a dedicated platform for citizen fund-raising
- production of certain parts of the Navire Avenir during residencies or creative partnerships (FRAC Sud, IRCAM, FRAC Franche-Comté, Gaité Lyrique, etc.)
- experimentation on board the SOS Méditerranée Ocean Viking with certain parts (cooking, design, publishing, care).



2024 - 2027 : CARRYING OUT AND EXPERIMENTING ON THE SHORE

- creation of a partnership Chair with Hôpitaux de Marseille and Aix-Marseille Universités on living hospitality and the gestures of welcome and care
- development of two editorial projects (digital and paper) to publicize the process and philosophy of the project
- development of a long-term partnership with UNESCO to promote and transmit the work internationally

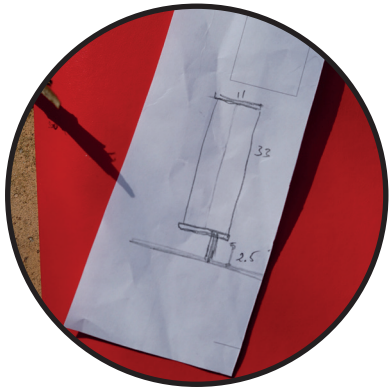
ASSOCIATION PEROU :

association loi 1901 created in 2012 by Sébastien Thiéry and Gilles Clément

*chaired by Jean-Michel Frodon
website: www.perou-paris.org*

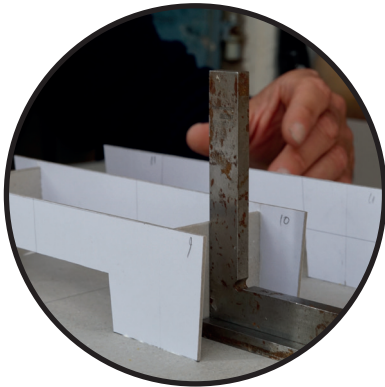
objet : The main mission of the association is to promote the development of research and projects in architecture, design and all forms of creativity designed to improve the situation of the poorly housed or marginalized. It acts through a resolutely experimental and forward-looking approach, and in particular follows action-research methods. Research actions supported by the French Ministry of Culture, the Fondation Abbé Pierre, the Fondation de France, etc. and published and exhibited at the Cité de l'Architecture, the Palais de Tokyo, the Centre Pompidou, the Venice Biennale, the Berlin Biennale, etc.

2. AN INDUSTRIAL PROJECT DEVELOPED BY THE NAVIRE AVENIR ASSOCIATION



CREATION OF THE NAVIRE AVENIR ASSOCIATION

- composed in 2024 by Marc Van Peteghem (president, naval architect); Louise Guillaumat (treasurer, former deputy director of operations at SOS Méditerranée); Émilie Garrido-Pradalie (secretary, director of health research at Assistance Publique-Hôpitaux de Marseille); Marc Ferrand, designer ; Jean-Michel Frodon, film critic; Gaëlle Henkens, photographer, member of Pilotes Volontaires; Aliou Jalloh, survivor, president of AUP; Aman Mohamadsaid, survivor, mediator at the Observatoire Santé mentale, Vulnérabilités et Sociétés; Laurence Perrillat, co-founder of Les Augures; Arthur Le Vaillant, sailor.



2024 - 2027 : CONSTRUCTION OF THE NAVIRE AVENIR

- development of the industrial project in partnership with the VPLPdesign and Jiffmar shipowner teams
- mobilization of additional financing to complement the citizen fundraising: solidarity investment, patronage, industrial sponsorship
- support for the NGO SOS Méditerranée in chartering the Navire Avenir
- inauguration of the Navire Avenir under the aegis of UNESCO



BEYOND: DEVELOPING A WORLDWIDE FLEET

- follow up experimentation on the Navire Avenir, a prototype for a world fleet, and extend drawing work to test concrete situations
- international partnerships to develop a global fleet

ASSOCIATION NAVIRE AVENIR :

association loi 1901 created in 2021

chaired by Marc Van Peteghem

website : www.navireavenir.eu

blog : www.navireavenir.info

objet : The aim of the association is to make possible the design and construction of a lifeboat for the Mediterranean. The association mobilizes, on a local, national and international level, the fields of individual and collective citizen commitment, and the professional fields of culture, architecture, education, research, popular mobilization, human sciences, medicine and the environment. The existence of the association opens up the possibility of a subsequent transformation into a European cooperative society, to ensure the legal support of the shipyard's physical construction.



ANNEXES

ASSEMBLE : 44 PIECES

ASSEMBLY : WE ARE THE SHORE

NEWS : THE NAVIRE AVENIR INTO THE PRESS

ASSEMBLE : 44 PIECES

SAILING SAVING

a pioneering tool for rescue on the high seas (11 pieces)

01. an associative structure owning the Navire Avenir.
02. a European maritime flag defined in law.
03. an embroidered European maritime flag measuring 250 cm by 150 cm.
04. a catamaran-type architectural structure, 69 meters long and 22.5 meters wide, with 5,290 available square meters spread over 6 main decks topped by an eagle's nest, equipped with two 20-foot storage containers, two cast-iron anchors weighing 300 kg each, and a ramp and winch at the stern of each of the two floats to facilitate access on board for survivors.
05. the equipment needed to propel the vessel, including an electrically-powered engine, 371 square metres of photovoltaic panels, and two 35-metre-high solid wings to generate 30% of the vessel's energy needs from wind power alone.
06. the equipment needed to locate boats in peril, including radar, a helium balloon with night and thermal cameras, three pairs of binoculars and a Colibri 2 aircraft, designed as a flying extension of the vessel.
07. uniforms and technical clothing for rescue sailors.
08. four RHIB-type semi-rigid rescue boats, two 10-meter long, two 6.5-meter long.
09. one thousand life jackets.
10. a graphic display and lighting system to indicate to shipwrecked people in the distance that the Navire Avenir is a friendly vessel.
11. a siren (foghorn) made up of human voices recorded on the European shore.

SHELTERING LIVING

a floating medical shelter (11 pieces)

12. fourteen single and twelve double cabins with showers and sanitary facilities, two MESSs (38 m² and 43 m²) and a fourteen-seat meeting room for crew members and rescue sailors.
13. a 123 m² initial reception area for survivors, equipped with eight removable benches, four showers and sanitary facilities, as well as lights, colors and inscriptions designed to inspire comfort.
14. a welcome kit including items for daily use on board, such as a toothbrush, soap, a water bottle, a hygiene kit for women, warm clothing and a notebook.
15. fifty-two sanitary facilities, thirty-eight showers, eleven water points and fifty-six mirrors distributed over the three decks occupied by the survivors.
16. a shelter for three hundred and seventy-two people, comprising one hundred and twenty-four modules with three bunks on top of each other, privacy sails for each bunk, recyclable wool blankets, signs and words of friendship printed on these textile elements, and sockets for connecting mobile devices.
17. two hundred cuddly toys for the children.
18. a protocol for teaching first aid and treatment to the survivors.
19. an air-conditioned hospital including an oxygen-generating machine, respirators, four medical beds, three double observation rooms, a large modular care and rest area, a pharmacy, a midwife's office, a telemedicine cabin, a listening and psychological care area for survivors and rescue sailors.
20. a morgue with a capacity for six bodies.
21. a space dedicated to a research program to build up the memory of those lost at sea.
22. four hundred and fifty meters of railings topped with compasses and inscribed with the names of those who rallied to create the Navire Avenir on the European shore.

SHARING TELLING

a Mediterranean public square (11 pieces)

- 23.** a kitchen area comprising furniture, a 7 m² storage area at -21°C, a 23 m² storage area at 1°C, a 23 m² dry storage area, a 15 m² waste compactor at 0°C, a drinking water production system, two dumbwaiters and an 11-meter diameter circular area on the refugee deck for finalizing and distributing meals.
- 24.** a «Tour de Babel» system for broadcasting music transmitted by refugees from Europe, installed in the circular meal distribution area.
- 25.** five hundred unbreakable and recyclable bowls and cutlery.
- 26.** recipes based on rice, legumes and spices, from a culinary creation program that takes into account the specific taste and nutritional needs of the survivors.
- 27.** a multilingual typographic system specifically designed for the Navire Avenir, incorporating literal Arabic, Persian, Urdu, Farsi, Bengali, Tigrinya, Somali, English and French.
- 28.** functional multilingual signage resulting from a research program on the toponymy of rescue, care and reception areas.
- 29.** a non-verbal communication kit given to survivors on their arrival on the ship.
- 30.** design elements to support and equip the collective life spread over the 800 m² of the square-deck: small furniture, carpets for prayer and meditation, stretched canvases, shade cloths, ropes, graphic environments deployed on the floor and walls.
- 31.** a 25-square-meter space at the front of the refuge-deck for children.
- 32.** a Navire Avenir construction set for children.
- 33.** books for children, including a coloring book depicting landscapes of the European shoreline.

CONNECTING ARRIVING

a research laboratory for desirable futures

- 34.** images and signs of the lively hospitality organized on Europe's shores to transmit courage and friendship to the survivors.
- 35.** forms of expression of gratitude to the sailor-rescuers.
- 36.** a footbridge to the mainland.
- 37.** a studio, complete with bunk, shower and sanitary facilities, dedicated to extending the research work needed to create a world fleet.
- 38.** an assembly of European cultural institutions (museums, theaters, art centers, cinemas, festivals) to protect the Navire Avenir as a work of art, *Really-made* for the 21st century.
- 39.** a 100th scale model kept at the top of the site.
- 40.** an Internet platform for organising a public fund-raising campaign to raise the 6 million euros needed to launch the construction of the Navire Avenir, and a complementary strategy for mobilising investments and bank loans to raise the 20 million euros needed to complete the construction.
- 41.** a book entitled «Facing the headwinds» in response to everything that opposed, opposes and will oppose the creation of the Navire Avenir.
- 42.** an inauguration plaque referring to UNESCO's intangible cultural heritage.
- 43.** an inauguration speech by the Director General of UNESCO.
- 44.** an invitation to the inauguration, which should take place one fine day in 2025, on a European shore.

ASSEMBLY : WE ARE THE SHORE

manifesto published on 15 October 2023 in the newspaper *Le Monde*, posted on 12 December 2023 in the offices of the following co-signatories :

Théâtre Vidy-Lausanne, Suisse

Théâtre national populaire, Villeurbanne, France

Théâtre du Nord - École du Nord, CDN Lille Tourcoing Hauts-de-France, France

Ateliers Médicis, Clichy-Montfermeil, France

Passages-Transfestival, Metz, France

L'Odéon – Théâtre de l'Europe, Paris, France

Ballet national de Marseille, France

Théâtre les Tanneurs, Bruxelles, Belgique

Maison de la Poésie, Paris, France

Comédie de Genève, Suisse

Parallèle – pratiques artistiques émergentes internationales, Marseille, France

Friche la Belle de Mai, Marseille, France

MUCEM Musée des Civilisations de l'Europe et de la Méditerranée, Marseille, France

Théâtre du Beauvaisis, Scène Nationale, Beauvais, France

Centre d'Art La Brasserie, Foncquevillers, France

Le Phénix, Scène nationale Valenciennes, Pôle européen de création, France

Théâtre Paris Villette, France

Théâtre de la Ville-Paris et Festival Paris, France

Palais de Tokyo, Paris, France

Festival de Marseille, France

Gaîté Lyrique, Paris, France

Maison de la Culture d'Amiens, France

Frac Sud – Cité de l'art contemporain, Marseille, France

Institut d'Art Contemporain de Villeurbanne, France

Halles de Schaerbeek, Bruxelles, Belgique

Cent-quatre-Paris, France

Théâtre National de Strasbourg, France

Palazzo Butera, Palerme, Italie

Institut du Monde Arabe, Paris, France

Centre Pompidou, Paris, France

ZAT Zone Artistique Temporaire, Montpellier, France

POLAU – Pôle arts et urbanisme, Saint-Pierre-des-Corps, France

Le Vent des Signes, Toulouse, France

Les Célestins, Théâtre de Lyon, France

Théâtre national de Nice, Centre dramatique national Nice Côte d'Azur, France

La Villette, Paris, France

Festival international du film de La Rochelle, France

Lieux Publics, centre national et pôle européen de création, Marseille, France

Agir pour le vivant, Arles, France

Chaillot Théâtre national de la danse, Paris, France

Centre Pompidou-Metz, France

Centre dramatique national de Besançon Franche-Comté, France

Festival Premiers Plans d'Angers, France

Théâtre de Liège, Centre européen de création théâtrale et chorégraphique, Belgique

La Criée Théâtre National de Marseille, France

Centre Chorégraphique National de Caen en Normandie, France

Palais de la Porte Dorée – Musée de national de l'histoire de l'immigration, Paris, France

ICI Centre Chorégraphique National de Montpellier Occitanie / Pyrénées Méditerranée, France

Pacifique, Centre de développement chorégraphique national Grenoble – Auvergne – Rhône Alpes, France

Cinemed, Festival du cinéma méditerranéen de Montpellier, France

Festival d'Avignon, France

Festival de cinéma de Douarnenez, France.

Centre national de danse contemporaine d'Angers, France

Villa Médicis Académie de France à Rome, Italie

Fonds Régional d'Art Contemporain de Franche-Comté, Besançon, France

Le Quai, Centre dramatique national d'Angers, France

La Manufacture d'idées, Hurigny, France

La Comédie, Centre dramatique national de Reims, France (*image ci-dessous*)



NEWS : THE NAVIRE AVENIR IN THE PRESS

Un pavillon maritime européen : une question de droit(s) pour l'Union
AOC, 15 février 2024

L'Avenir, un navire pionnier pour le sauvetage en haute mer
Usbek & Rica, 8 février 2024

Les bonnes choses : Cuisines solidaires
France Culture, 21 janvier 2024

Refugium für Geflüchtete auf See
WOZ, 11 janvier 2024

Le Navire Avenir et le sauvetage des migrants en mer
Revue Multitude, 21 décembre 2023

Fraternité générale : Navire Avenir
France Télévisions, 11 décembre 2023

Migrants en Méditerranée : « Les bateaux existants ne sont pas adaptés au sauvetage de masse »
France Inter, 10 décembre 2023

Navire Avenir : un projet destiné au sauvetage en mer pour SOS Méditerranée
Voiles et voiliers, 30 novembre 2023

Jean-Michel est fonctionnaire (à la retraite) mais construit un navire de sauvetage
France Inter, 28 novembre 2023

Le Navire Avenir, un projet de catamaran pour le sauvetage des migrants en haute mer
Un monde meilleur, 23 novembre 2023

Puissance d'agir, de la représentation à l'action effective, par Guy Tortosa
Culture et recherche, automne-hiver 2023, 20 novembre 2023

Le champ culturel devient celui de l'action politique elle-même, celui où s'engagent des initiatives collectives
Le Monde, 11 novembre 2023

Migrants: qui pour dire la splendeur de ce qui vient ?
AOC, 18 octobre 2023

Rencontre autour du « Navire Avenir », ce mercredi 18 octobre au Centre Pompidou
Les Inrockuptibles, 18 octobre 2023

Marc Van Peteghem, un marin écolo au secours des plus fragiles
La Croix, 18 octobre 2023

Bâtir l'Avenir
Médiapart – Le Club, 17 octobre 2023

The first vessel designed to save migrants
Domus, 17 octobre 2023

Ein „Reallymade“ für das 21. Jahrhundert
Frankfurter Allgemeine Zeitung, 17 octobre 2023

« Nous sommes le rivage »
Le Monde, 15 octobre 2023

Le « Navire Avenir », œuvre qui milite pour le sauvetage des migrants en haute mer, fait escale à Paris
Le Monde, 14 octobre 2023

Le Navire Avenir jette l'ancre au Centre Pompidou
Le Quotidien de l'Art, 12 octobre 2023

Les migrants en Méditerranée, un sujet brûlant pour les artistes
La Croix, 21 septembre 2023

Inscrire l'acte d'hospitalité au Patrimoine culturel immatériel de l'humanité
Revue de l'Observatoire des politiques culturelles, 27 juillet 2023

« Navire Avenir », zoom sur un projet en haute mer pour restaurer l'hospitalité en Europe
Guiti News, 13 juillet 2023

Le projet Avenir, entretien avec Sébastien Thiéry
Radio Mistral Social Club, 28 juin 2023

Naufrages, frontières, et un navire pour faire hospitalité
Les Humanités Media, 27 juin 2023

L'hospitalité au coeur de trois projets, entretiens avec Sébastien Thiéry
Radio Grand Ciel, 21 juin 2023

« Décivilisation » en Méditerranée : il y a urgence à construire des navires pour le sauvetage en haute mer
AOC, 16 juin 2023

Marseille aide à dessiner le Navire Avenir
Ichthus Magazine, 4 mai 2023

L'Avenir, premier navire de sauvetage en haute mer, se dessine à Marseille,
Made in Marseille, 3 mai 2023

Marseille : le projet inédit d'un navire dédié au sauvetage de migrants en Méditerranée
Ouest France, 16 avril 2023

Après les généreuses subventions, un nouveau navire pour SOS Méditerranée
Boulevard Voltaire, 4 avril 2023

Marseille dessine un « Avenir »
La Provence, 3 avril 2023

À Marseille, associations et demandeurs d'asile imaginent une solution alternative au problème des squats
La Provence, 30 janvier 2023

Et si l'hospitalité devenait Patrimoine immatériel de l'humanité ? Entretien avec Sébastien Thiéry
La Terre en Thiers, 28 novembre 2022

Una nave per l'Europa
Revue du Goethe Institut Italia, 22 novembre 2022

Diritti Umani e migrazioni : una conferenza internazionale su mobilità e cittadinanza
Il Mediterraneo, 13 septembre 2022

Un nouveau concept de navire de sauvetage présenté à Marseille
Ouest France – Le Marin, 26 juillet 2022

Flucht auf dem Meer : Das erste Schiff für internationale Seenotrettung entsteht
Riff reporter, 12 juillet 2022

Catamarano per salvare migranti a Giuria Nuovi italiani : il volto sociale del Sole Luna, Doc Film Fest
Il Mediterraneo, 12 juillet 2022

Navire Avenir, une catamarano ideato tra Marsiglia e Palermo per salvare i migranti
Redattore Sociale, 8 juillet 2022

Navire Avenir, le premier bateau de sauvetage en mer
Ichthus Magazine, 6 juillet 2022

À Marseille, l'Avenir lancé pour préserver les gestes de sauvetage en mer
Le Quotidien de l'Art, 30 juin 2022

« Incarner ce qu'est l'hospitalité en 2022 », entretien avec François Crémieux
La Marseillaise, 27 juin 2022

Marche pour l'Avenir et sauver en Méditerranée
La Marseillaise, 27 juin 2022

Navire Avenir : le 1er catamaran de sauvetage européen prend corps à Marseille
Gomet, 25 juin 2022

Un navire d'avenir pour le sauvetage en Méditerranée
La Marseillaise, 24 juin 2022

Risques majeurs : ils font face à l'urgence
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