

Williams Grand Prix Technologies to bring elite motorsport engineering expertise to marine sector

Decades of elite motorsport engineering excellence and discipline are applied to delivering innovative solutions for the superyacht and marine sectors

GROVE, OXFORDSHIRE, UK — Williams Grand Prix Technologies has entered the marine sector with the launch of the ES10M, a high-performance battery system developed for superyachts, support and explorer vessels, hybrid propulsion applications, and refit programmes. The launch marks the company's first dedicated marine product, bringing to the industry the expertise, innovation, and engineering discipline cultivated through more than five decades at the forefront of elite motorsport engineering.

Based in Grove, Oxfordshire, alongside the Atlassian Williams F1 Team, Williams Grand Prix Technologies draws on its deep motorsport engineering performance heritage to deliver advanced energy systems and physics-informed machine learning solutions where performance, reliability, and safety are critical.

Speaking about the company's entry into the marine sector, **Selin Tur**, Managing Director and Chief Technology Officer of Williams Grand Prix Technologies, said: "As superyacht builders and refit specialists seek to improve energy efficiency and adopt alternative propulsion technologies, this is the ideal time to bring our extensive battery systems expertise from the Atlassian Williams F1 Team to the marine sector. Formula 1 is an environment where complex performance challenges are solved under immense pressure and where excellence is non-negotiable. Those same engineering principles, disciplines, and standards are directly applicable to the evolving needs of the superyacht industry."

The New ES10M Battery System

The ES10M is a high-specification, scalable battery system with multiple uses for the marine sector - designed to support complex operational profiles and class-mandated safety case requirements through machine learning predictive control.

The modular architecture and wide voltage range suits a broad range of vessel types and configurations, giving naval architects, system integrators, and shipbuilders flexibility.

It can be applied to superyacht hybrid-electric drives and provides excellent range thanks to its power-dense design; easily retrofitted in refit projects for better power management and more energy for the same volume, it provides high-performing, low-noise, and zero-emission hotel loads, when extended battery-only operation is needed at anchor.

The modular and scalable architecture of the Williams Grand Prix Technologies ES10M battery system makes it suited to larger yachts over 100 metres LOA with multi-bank installations across dedicated battery spaces, whilst compact single-rack installations can fit within smaller engineering spaces for yachts at 50 metre LOA.

Reflecting the performance demands of its elite motorsport heritage, the ES10M is also suitable for support and explorer vessels where battery systems need to perform in challenging conditions and long, logistics-heavy voyages. It can also be scaled for fully-electric propulsion for tenders, chase boats and support craft.

The performance data

The ES10M delivers 200 Wh/kg gravimetric energy density and 325 Wh/l volumetric density at the module level. Each module stores 9.8 kWh at 50.4V and weighs 48.8 kg, while the system architecture scales from 39 kWh to 4.2 MWh and from 201.6V to 907.2V. It is built to withstand thermal, vibration, and ingress challenges.

Williams Grand Prix Technologies has built the ES10M around a layered safety architecture that is central to the design. Thermal grade materials and a carefully selected cell format limit cell-to-cell propagation, while an integrated gas management system is designed for controlled venting that keeps crew and engineering spaces safe during abnormal conditions.

The battery management system integrates physics-informed machine learning which continuously monitors cell and module performance (with remote monitoring and diagnostics capability) and a supervisory controller can isolate individual battery strings. This means the ES10M predicts load behaviour, anticipates fault conditions before they occur, and actively extends battery life.

The system carries an IP67 ingress protection rating at module level and has been designed to maritime-grade EMI/EMC standards. Lloyd's Register class compliance is in progress.

Selin Tur, Managing Director and Chief Technology Officer of Williams Grand Prix Technologies, said: "The ES10M is the first step in our long-term strategy for the marine sector. Designed specifically for marine applications, it reflects our commitment to bringing elite motorsport-derived engineering expertise to an industry undergoing significant technological change. As we expand our marine offering, we will continue to apply the same data-driven, physics-informed methodology and uncompromising engineering standards that have defined our approach for decades."

For more information, visit: <https://www.williamsgptech.com/technology/williams-grand-prix-technologies-es10m>

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