

superyacht design



It was a great symposium with very important topics and I was positively surprised by the owners who came and shared their views, because this was very helpful as well

PETER LÜRSSEN
Lürssen

I have to really think hard about how you will improve it. I thought it was excellent

HOWARD MEYERS
Chairman Burger Boat Company and owner of *Ingot*



This is the first symposium I've been to and I have thoroughly enjoyed it. I found it enlightening, educational and enjoyable

TIM HEYWOOD -
Tim Heywood Designs

I think it was very interesting, as usual: I've been to all three of them. I look forward to it

JOSEPH VITTORIA
Owner of *Mirabella V*



I think it was really interesting; if I can say even better because all the parties involved in this industry were there, from owners to designers

PAOLO MORETTI - RINA



I think it was a very inspirational two days. We heard from owners about the excitement of building a yacht. We would all aspire to do that but we also recognise what the challenges are

MARK BODDINGTON
Silverlining



2010 symposium



THE GATHERING OF KEY PLAYERS GRAPPLED WITH ISSUES AFFECTING THE INDUSTRY IN IN-DEPTH DISCUSSIONS AND FRANK EXCHANGES OF VIEWS

The third annual Superyacht Design Symposium was held in Palm Beach, Florida, as the intellectual filling sandwiched between the Monaco and Fort Lauderdale boat shows. For two October days, the blinds were drawn on the oceanfront ballroom at the historic Breakers Hotel while 200 delegates listened to each other's views and expert testimony on topics as diverse as amphibious aircraft tenders, eco-conscious construction and the design implications of the Maritime Labour Convention (MLC) legislation.

The programme began with the most challenging issue: the ramifications of the impending MLC legislation, which will have

a serious impact on the arrangement and size of crew areas for yachts in commercial service. The discussion was introduced by Alan Dabbiere, former owner of *Constance*, who is understandably keen to know how these regulations will affect him and his family when they build a yacht in the 40 to 50 metre range.

'The staffing requirements are mandating the type and number of our crew, not just their allocated space,' said Dabbiere. 'For crews, yacht charter is a series of wind sprints not the marathons of commercial shipping. The rules don't take that into account.' Dabbiere, who thought he would be in the design phase of his next yacht by now, admits he is sitting on the

sidelines largely because of this issue.

Peter Southgate of the Cayman Islands Shipping Registry said that on the surface the MLC seemed appropriate as seafarers had been outside the protection of labour laws; existing standards lagged behind the development of the shipping industry. By establishing a standard under which all seafaring nations agree to operate, as with IMO and SOLAS, it was designed to ensure seafarers benefit and level the playing field for all ships engaged in commerce on international voyages or entering foreign ports. 'Unfortunately, it is likely that all MCA LY2-complying yachts will need to meet MLC regulations,' said Southgate.

SUPERYACHT DESIGN SYMPOSIUM

'We were asleep,' said Michael Bremen of Lürssen Yachts. 'Now we have to wait for MLC ratification and then begin to press for exemption. Chances are good that in their 30,000-page document, the word "yacht" does not appear.' With Bremen's sarcasm still hanging in the air, Tony Hambrook, MD of Alloy Yachts in New Zealand, noted, 'Maybe one in 100 yachts over 24 metres is not being built to comply with commercial (charter) requirements, so you can see that this issue is going to affect all of yachting.'

For the naval architects, yacht designers, builders, captains and yacht owners present, the complex and still untested issues for compliance with the MLC commanded serious attention. Few in the industry could have imagined a year ago that yachts in charter service with 15 or more crew were going to need to provide an on board hospital, for example. 'At the moment,' Dabbiere concluded, 'we don't know what to design.'

Theo Hooning, secretary general of the Superyacht Builders Association (SYBAss), noted that the 'Red Ensign group' is sympathetic to the needs of the charter yacht industry and supports drafting a list of 'substantial equivalencies' to submit to MLC governors after the rule is ratified by 30 of the 88 member states, which he expects to be in early 2011. The rule cannot be amended until it is adopted. Such equivalencies would allow owners and designers to 'trade' crew cabin floor space for other amenities such as private heads, single bunk cabins or dayroom recreation facilities.

'This is bureaucrats going berserk,' said Joe Vittoria, owner of *Mirabella V*. 'A typical charter yacht is in service just 12 to 16 weeks a year and while those may be long days for which they make great tips, the rest of the year their work schedule is normal with plenty of access to shore facilities. Why would any European country sign off on this rule when it could kill the entire industry?'

Hooning said that SYBAss has just received consultative status in the IMO, which should finally provide a conduit for input. 'The problem is we are late.'

Referring back to the creation of the MCA designation for commercial yachting in 1997, designer Donald Starkey noted that MLC was 'another fine mess we've gotten ourselves into,' and encouraged SYBAss to look at the problem

from the owners' point of view rather than that of crew jobs. 'Otherwise, perhaps my future yachts will be dhow-shaped with fishing chairs on the back and a machine gun on the front.'


On the other side of the equation, Chris Dlugokecki, development manager for Lloyd's Register said he sees the MLC as a contributor to the sustainability of safe yachting. 'Working and living conditions aren't the issue on most yachts; causes of fatigue are. The spirit of the MLC is to stimulate the spirit and motivation of the crew. Three years ago we were worried about crew shortages and retention. This rule is setting minimum standards that will address the causes of fatigue, occupational health and safety conditions.' He noted that Lloyd's is training MLC inspectors and will not use marine surveyors or auditors to evaluate yachts for compliance.

The group could have spent all day on this topic alone, but after a fabulous lunch in the Seafood Bar, other speakers were chomping at the bit to address legal issues for designers and the free flowing topic of 'What owners want' in their custom yachts, including the next must-have tender - amphibious aircraft.


Designers spoke about creating spaces beyond mere residential needs - for unique experiences, for thrilling owners and for indulging their hobbies. Their comments are discussed in more detail in the 21st Century Design feature on page 54.


Day Two was packed with facts about and analysis of methods for reducing environmental impact and specifically greenhouse gases by both yachts and the yacht-building process.

Engineer Paul Shallcross of BMT Nigel Gee urged designers to 'green up' ancillary systems, for example by using waste heat from gensets to heat pools and ventilation systems, while Nicola Camuffo of Fincantieri issued the challenge to 'spend our owners' money to create real solutions rather than window dressing'.

The Symposium concluded with yacht owner Alex Dreyfoos' presentation on 'Owners' needs for long-range cruising yachts'. Sharing hundreds of breathtaking images from his months-long voyage with his wife on the 41 metre *Silver Cloud* to remote and beautiful corners of the globe, it was a striking way to showcase the ultimate goal for the professionals at the symposium: to create vessels that support each owner's unique dream. 

Next event details and contact

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Another wonderful experience. The audience was fantastic and all the presentations were very interesting; I think it's one of the ways we can learn a lot

ROCCO FINOCCHIARO
Amico & Co

