

events: SDS/SBDA



Superyacht Design Symposium Zeros in on Hottest Topics

More than 200 delegates confer on issues facing yacht owners

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, it wasn't the Atlantic beach that held all the attention at the historic Breakers Hotel. Rather, the blinds were drawn on the oceanfront ballroom while 200 delegates listened to each other's views, watched presentations, and heard expert testimony on topics as diverse as amphibious aircraft tenders, eco-conscious construction, acoustics, and design implications of the Maritime Labor Convention (MLC).

Roger Lean-Vercoe once again assembled an agenda that sparked both debate and a collegial exploration of ideas from yacht owners and those in the design, build, and refit spectrum.

The program began with the most challenging issue: Ramifications of the impending Maritime Labour Convention. This international action for commercial vessels will have serious impact on the arrangement and size of crew areas for yachts in charter

service following its implementation, which is anticipated in 2012. Alan Dabbieri, the former owner of M/Y *Constance*, who is eager to know how these regulations will affect him and his family when they build a new yacht in the 130 to 165ft range, introduced the topic. "The International Labour Organization [a U.N. agency] staffing requirements are mandating the type and number of our crew, not just their allocated space," said Dabbieri. "For crew, yacht charters are a series of wind sprints, not the marathons of commercial shipping. The rules don't take that into account," he said. Dabbieri, who thought he would be in the design phase of his next yacht by now, says he is sitting on the sidelines largely because of this issue.

On the surface, said Peter Southgate of the Cayman Islands Shipping Registry, the Maritime Labour Convention seemed appropriate as seafarers had been outside the protection of labor laws; existing standards lagged 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 have benefits and countries a level playing field because it applies to all ships engaged in commerce on international voyages or those entering foreign ports. The MLC was in development from 2001 to 2006 and during that time, explained Southgate, the fishing industry managed to get exempted. Another exemption was granted for vessels of traditional design such as dhows or junks. Private pleasure yachts were also exempted, however, no group spoke for the large charter yacht industry. "Unfortunately, it is likely that all MCA LY2-complying yachts will need to meet MLC regulations," said Southgate.

Theo Hoening, the secretary general of the Superyacht Builders Association (SYBAss), which did not exist while MLC was in discussion, noted that the "Red Ensign group of U.K. flag states" is sympathetic to the needs of the charter yacht industry and supports drafting a list of "substantial equivalencies" to

" 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

submit to MLC governors after the rule is ratified by 30 of the 88 member states, which he expects to be in early 2011. 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.

While the group probably could have spent all day on this one topic alone, other speakers were chomping at the bit to address the free flowing topic of "What Owners Want" in the design of their custom yachts.

To Italy's Dan Lenard of Nuvolari-Lenard Design, yacht interiors should be designed not around residential requirements but created for, "unique experiences—we shouldn't design more spaces, but bigger spaces; rooms where you can experience things like nowhere else on earth. A yacht is the most expensive part of an owner's lifestyle; it should amplify that lifestyle."

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Designer Greg Marshall of British Columbia, Canada, amplified that theme saying, "Owners want to be thrilled. Boats are there to help an owner achieve his bucket list. Serious adventure calls for serious toys."

Seattle-based designer Jonathan Quinn Barnett spoke on the topic of designing spaces for an owner's hobbies. "I've learned one truth and that is that we are all collectors—collectors of travels, memories, art, stories, etc. The more wealthy among us collect really cool stuff: Yachts are really cool stuff!" Barnett noted that one of his owners had so many interests they ran out of space for his hobbies in a 413ft yacht.

"Many yacht owners belong to the same club, the 'I've seen it with my own eyes' club. The yachts we design should facilitate their membership in that club whether it's with an ROV or an underwater observation area or an amphibious tender," Barnett said.

Genoa native Stefano Pastrovich, on the other hand, entitled his speech "The Passion and the Reality, or Rational Thinking Versus a Million Wishes." While new design ideas create a reason to buy, the relevance of design changes during a crisis," he said. "I believe that technology is an opportunity, not a solution. You can incorporate into your design methodology the importance of keeping costs under control. Simple solutions save money and perhaps can save energy, too. I am currently thinking of deck prisms scaled up to fit the size of a yacht. The flexibility of my design creates flexibility of the investment for my owners."

Following up on last year's topic of helicopter tenders, this year designers and pilots talked

“ I think it was a very inspirational two-days. We heard from owners about the excitement to build a yacht. We would all aspire to do that, but we also recognize what the challenges are. ”

MARK BODDINGTON, SILVERLINING

about amphibious aircraft as tenders. Look for an entire feature on the subject in the July/August issue of *ShowBoats International*.

After an animated private dinner for the yacht designers at a waterfront Palm Beach mansion arranged by realtor Brandon Rinker, with Pioneer Linens incredibly transforming vacant rooms into elegant dining theaters, Day Two of the Superyacht Design Symposium was packed with facts and analysis about methods for reducing environmental impact, specifically greenhouse gases by both yachts and the

ShowBoats Design Awards

THE INAUGURAL SHOWBOATS DESIGN AWARDS took place October 26, 2010, at the exclusive Mar-A-Lago Club in Palm Beach, Florida. Following the two-day Superyacht Design Symposium, 350 guests gathered for an evening of cocktails, a gala dinner, and awards ceremony honoring the industry's creative talents; the architects, designers, stylists, craftsmen, and innovators in yacht technologies.

Tony Harris, publisher of *ShowBoats International*, opened the evening by recognizing the yacht owners who commission and enable the creative teams and individuals who move the yacht industry forward. "While these awards are 'design' awards, we are acutely aware that it is the owner who takes the risk with a designer or a technology that is untested. Without owners who are prepared to take those risks, the creative aspects of the industry would languish," he said.

ShowBoats Design Awards evolved from design-focused awards previously part of Boat International Media's World Superyacht Awards, and introduced several new categories. The awards jury comprised four yacht owners specifically chosen for their interest in design issues, two naval architects, a senior yacht captain, an experienced yacht chef, and six design professionals with no links to the large yacht industry. With more than 200 nominations, it was an incredibly tough task for the experienced panel.

For profiles on the winners, see the December/January issue of *ShowBoats International*.

CATEGORY	WINNER
INTERIOR DESIGN: DISPLACEMENT MOTOR YACHT	Terence Disdale Design for <i>Hurricane Run</i>
INTERIOR DESIGN: SEMI-DISPLACEMENT OR PLANING MOTOR YACHT	Robert Lowden, Armani/Casa and Christensen for <i>Odessa</i>
INTERIOR DESIGN: SAILING YACHT	Rémi Tessier for <i>Riela</i>
EXTERIOR DESIGN & STYLING: MOTOR YACHT	Andrew Winch Designs for <i>Cloud 9</i> and <i>Slipstream</i>
EXTERIOR DESIGN & STYLING: SAILING YACHT	Dubois Naval Architects for <i>Salperton IV</i>
NAVAL ARCHITECTURE: MOTOR YACHT (TIE)	Burger Design Team for <i>Sycara IV</i> Sunseeker International for <i>Evil Zana</i>
NAVAL ARCHITECTURE: SAILING YACHT	Dixon Yacht Design for <i>Liara</i>
INTERIOR LAYOUT	Terence Disdale Design for <i>Hurricane Run</i>
BESPOKE FURNITURE DESIGN	Keech Green & Paul Glover Furniture for the expanding dining table of <i>Blind Date</i>
GALLEY DESIGN	Design Unlimited and Dubois Naval Architects for <i>Bliss</i>
CREW & SERVICE AREA DESIGN	CMN for <i>Slipstream</i>
INTERIOR RECREATIONAL AREA DESIGN	Andrew Winch Designs for the bridge deck of <i>Cloud 9</i>
EXTERIOR RECREATIONAL AREA DESIGN	Heesen Yachts & Eric Benqué for the sun deck of <i>Jems</i>
TENDER DESIGN: LIMOUSINE TENDER	Tim Heywood Designs for the tender to <i>Cakewalk</i>
TENDER DESIGN: SPORT TENDER	Vripack for the tender to <i>Brandaris Q52</i>
DESIGN & TECHNOLOGY (TIE)	RDT for the Tempus transmitter / Dixon Yacht Design for the telescopic lifting keel of <i>Liara</i>

SHOWBOATS INTERNATIONAL

February 2011

Superyacht Symposium - Palm Beach - october 2010

ShowBoats Design Awards October 26, 2010



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yacht-building process.

"In a five-hundred-mile passage aboard a 110-meter yacht, sixty two percent of the yacht's power is used for HVAC," said engineer Paul Shallcross of BMT Nigel Gee, who urged designers to "green up" ancillary systems. "One solution is to use waste heat from gensets to heat pools and the ventilation system. The typical genset efficiency is thirty five percent. If we raise that efficiency to fifty three percent, it would save the CO₂ output of fifty seven people for an entire year. The cost to improve the unit's efficiency will be paid back in three-and-a-half years through fuel savings."

"Sustainability is no longer a choice for our industry or our planet," said Nicola Camuffo of Italian builder Fincantieri, who issued this challenge to his colleagues. "Let's spend our owners' money to create real solutions rather than window dressing."

The Symposium concluded Tuesday with presentation by

" The organization is amazing, really amazing how it's done. All the subjects are very interesting because they are very close to our work concern; it's not something in general. "

REMI TESSIER, REMITESSIER DESIGN

feet with images made on his circumnavigation. His unusual yacht, a SWATH vessel, is the result of a search for a yacht capable of self-sufficient all-weather cruising, but more importantly, one that would allow his wife, who suffers from seasickness, to share his passion for cruising. Sharing literally hundreds of breathtaking images from their voyage to remote and beautiful corners of the globe, the presentation 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.

The next Superyacht Design Symposium will be held October 24-25, 2011, in Palm Beach, Florida.

yacht owner Alex Dreyfoos on the topic of "Owner's Needs for Long-Range Cruising Yachts." It could have been titled, "This is What it's All About." The soft-spoken Dreyfoos, owner of a 134-footer named *Silver Cloud*, literally brought the audience of yacht designers and builders to its