

The Industry View

The Design



For this issue's Industry View we asked leading figures involved in the design relevant questions; the answers follow here. As ever, the comments we received were also posted on our Synforum, so feel free to participate in the debate online.

Adam Lay, Adam Lay Studio Limited

4. 3D virtual walk-through computer renderings: a gimmick or the best way to clarify for a client what they are getting?

The danger of producing 3D virtual renderings and walk-throughs is that, despite any number of caveats, because the resulting image/images are so realistic, it is easy to get confused into thinking that what you are seeing is 100% accurate and therefore real. This, I believe, can be dangerous. When we had our design studio



built, I had a memorable conversation with the guy who was erecting the oak frame. I remember asking him why the drawings for our studio had been completed by hand, rather than using a computer-based drawing package? He said his company had tried moving over to Computer Aided Design once, but he thought it was rubbish. When asked why he thought it was rubbish he said, "I followed the plans and when the frame was built, it was all wrong... it cost us a fortune to rectify it." Then he said (and this is the important bit), "I had a feeling it might be wrong whilst I was erecting it", so I said "why didn't you stop and check it then?". His answer was: "I assumed because it was drawn on a computer that it must be right". Thus it may be people's perception of computerised design that causes the problem, rather than the tool itself.

The important thing to remember is the ability to produce a 3D virtual walk-through is simply another tool. Provided it is used as such, and in conjunction with the experience that comes with the best, most experienced designers, it can be a useful part of a designer's armoury. On the flip side, I believe these kinds of tools are taking away the trust that should exist between the client and his or her designer. In my experience, the ability (at the touch of a button) to alter colours and change textures simply means the client has the opportunity to easily go through the process that the designer has already been through, usually with the result that you end up back where you started! In these cases, I do think it is just a gimmick which only serves to detract from the professionalism of the designer.

Captain Mike Salafia

2. If you could ask for one item or area to be improved in yacht designs what would it be?

Increased engine room space, and crew quarters. Insurance company requirements are driving the need for more qualified/licensed crew. Among my local colleagues, a regular topic is the preference for better crew accommodations in lieu of (presumably higher – Ed) salary.

Wouter Kleijpoel, Product Manager, Amels B.V.

1. What overall effect on design do you anticipate from the (likely) 2011 implementation of MLC 2006 ILO convention for yachts above and below 500 gross tons?

Amels is not active in the market segment below 500GT, which is probably the most affected by the new ILO regulations once these are fully accepted. As Amels is a shipbuilder long since, and we like to emphasize the difference with common boatbuilders, we like to build ships which provide the maximum of safety and security to their owners, their families and their crews.

We consider items such as remote controlled watertight sliding doors, automatic fire fighting systems, fire integrity, redundancy in systems, emergency generator, highly trained crew etc. paramount in providing the maximum of safety and security.

As these items are not compulsory on yachts below 500GT and the fact that this size of vessel lacks the space to integrate these items, Amels has decided to focus on ships well above 600GT as these provide enough space for integration.

The new ILO regulations are important for the well-being of the crews. Happy crews make a happy ship! Amels can implement these new rules without many problems and we comply in most areas already

For the well-being of the vessel and the pleasure of the owner it's important to have a motivated crew which stays with the vessel for more than one season. Therefore on Amels' yachts you will find at least three single-person cabins for the officers, a comfortable mess room and attention to privacy for the crew

members. On yachts below 500GT it will become increasingly difficult to implement decent crew quarters and at the same time to get a good crew because they have to live and work on it.

There are already yachts in this segment of the market which do not carry enough crew and hence the service level drops rapidly and the guests will have less enjoyment during their stay...something we should avoid as the industry depends on the enjoyment of our owners and their guests.

2. If you could ask for one item or area to be improved in yacht designs what would it be?

It's difficult to name a single item or area but we should avoid unnecessary complexity. Complexity is most times inherent to problems and failures and affects the smooth operation of the yacht. And in the end it will annoy the guests, something we do not want at all.

In the design process proper attention should be paid to the KISS principle. This does not impose that we should have no gadgets but merely think better how we put it



together. For example, when we need to give guests a three-day course on how to operate their entertainment system we have done something wrong! Applying these principles will result in a better and safer ship, lower operation costs, happier crew, happier owner and guests and contribute to the art of yachtbuilding.

Jacopo, Italstyle Design

1. What overall effect on design do you anticipate from the (likely) 2011 implementation of MLC 2006 ILO convention for yachts above and below 500 gross tons?

About the new rules, we are conscious of their need! It's a must to pay attention to the working conditions on board, from all points of view. Our technical department has always paid attention to the conditions of living and staying on board, especially with the crew area. As in the traditional buildings of architecture there's a need also in yachts, small or big – no matter what the size. The dimension and size of habitat, the minimum conditions of ventilation, the quality of illumination...In our last project, of over 150ft, we had so many discussions with clients to explain the importance of the quality of life for the crew, because they didn't want to reduce the guests' areas in order to increase the crew's.

3. Do you feel the need for more clear input or guidance from operators, builders and regulators?

We feel the need to have an easy approach to the rule requests and class requirements, one document with all points included. Not to check and search in order to try to understand the meaning of what is written, as sometimes happens...

4. 3D virtual walk-through computer renderings: a gimmick or the best way to clarify for a client what they are getting?

Although we are quite young architects we like a more soft approach for the client to understand the project... that is, less technology! We try to give the idea of spaces with rendering and static views; we prefer the discovery of the project. We know that we have the right clients that appreciate our way of working – we are lucky! Our clients believe in what we do, they have seen what our style is and like the discovery of the construction process. The beauty of creation is the process of it...

We like to show the client 3D renderings from the right point of view, with shots and hand sketches made by black pencil to give shape to what is still in the mind.

Anthony Gradwell, Manta Maritime

1. What overall effect on design do you anticipate from the (likely) 2011 implementation of MLC 2006 ILO convention for yachts above and below 500 gross tons?

As you are probably aware, the Maritime Labour Convention 2006 (MLC) is largely a consolidation of various older International Labour Organization (ILO) conventions, but the important difference for this industry between the new and old conventions is their enforcement onboard yachts. Whilst the old conventions applied to all vessels above 500GT (including yachts), most flag administrations were not enforcing them. This

may have been because the main purpose of the conventions was to set a minimum standard for crew comfort, and the flags chose to turn a blind eye on large yachts on the basis that their accommodation standards were bound to be very high by the nature of the vessel type. This was made easier by the fact



that accommodation surveys and certificates have not previously been required by ILO conventions. MLC 2006 has put the ILO conventions back on the radar and, to make life even more interesting, the smallest size of vessel to which its requirements apply is now 200GT. Additionally, vessels will also be subject to accommodation surveys and be certificated accordingly. A combination of these factors makes it much more difficult for flag administrations to ignore yachts. Consequently, the impact of the MLC on new yachts both above and below 500GT is going to be significant, especially for the designers and owners. Going from essentially no restrictions to a severe restriction on the crew accommodation arrangements will possibly be unachievable for some yachts; if the MLC's requirements are applied as written, the crew accommodation of the smaller yachts (especially sailing yachts) will be so large that there will be barely any room left for the owner, and certainly none for his guests!

As a result of the study performed by a working group consisting of several Red Ensign Group members (MCA, CISR, IoM, etc.) and various yacht industry bodies (SYBAss, PYA, MYBA, etc.) in which it was established that many yachts will not be able to comply with the MLC's requirements or equivalents standards, the UK government has decided to go back to the International Labour Organization and propose that yachts below 500GT are treated differently and subjected to alternative requirements, akin to the LY2 Code for the SOLAS, Load Lines and STCW conventions. This process is still underway and may not ultimately provide yachts with a reprieve, but at least there is some hope.

In summary, the entry into force of the MLC will mark the end of flag administrations ignoring the crew accommodation of new yachts. Unless the UK's submission to ILO goes through and other flags follow suit, the new convention could be extremely damaging to the smaller yachts (between approximately 30 and 50 metres). The MLC will also pose some challenges for new yachts over 500GT, but with due consideration by the designers, and the understanding and cooperation of the owners, compliance is achievable as long as the arrangements for crew accommodation are considered from a project's outset.

Captain Rags Weldon, RNR Yacht Charters

2. If you could ask for one item or area to be improved in yacht designs what would it be?

Seakindly yachts, with bigger crews and reasonable accommodation. Yachts were meant to be crewed by sailors or seamen with a history of experience and dedication – something that is not suitable for backpackers, as is all that is commonly required by today's standards. Yachts should be built as sea-going vessels.



Captain Rod Hatch, M/Y Turquoise

1. What overall effect on design do you anticipate from the (likely) 2011 implementation of MLC 2006 ILO convention for yachts above and below 500 gross tons?

Any response to Question 1 needs to be circumscribed by current realities.

One fact that has emerged from meetings and discussions with representatives of the social partners in the UK MLC 2006 Tripartite Working Group (TWG) is that outside of our own enclosed world, nobody recognises yachting as an 'industry'. This is why there was no input from the yachting world during the drafting of SOLAS, MARPOL, STCW, ISM, ISPS, or MLC 2006. We may think that we carry a lot of clout because of rich and influential owners, because of the money involved, because of the number of jobs associated with yachting. It is all an illusion. We are totally ignored at an international level by those institutions which actually shape our regulatory environment. When a glossy megayacht meets a beaten-up rust-streaked trawler on the high seas, the owner and manager and crew of the yacht need to know that they are not deemed worthy of the interest of the IMO or ILO, whereas the owner and manager and crew of the lowly fishing vessel are members of established and recognised organisations, which constitute the framework of fishing as an industry. Accordingly, their voices are heard at IMO and ILO.

Until the various organisations and individuals in the yachting community organise themselves and establish an umbrella organisation with a permanent professional secretariat, which can meet the requirements for IMO and ILO membership and attendance, this situation will not change. Implementation of MLC 2006 is going to shock the yachting world. It should be the wake-up call which will initiate the process of creating a coherent industry out of a scattering of disparate entities.

By the good graces of the UK TWG, several groups from the yachting world, including the PYA, MYBA, SYBAss, ICOMIA, and some individual design and build companies, were invited to join an MCA Sub Group to address the application of MLC 2006 to the MCA Large Yacht Code LY2.

Subsequent to the Sub Group's investigations and deliberations, on 14th July the MCA will submit to the UK TWG a report on specific issues arising from application of MLC prescriptions for crew accommodation to yachts of various LOAs and tonnages. Some possible approaches to dealing with these issues will also be submitted. The TWG will convene again in October of this year, and at that time will pronounce on the crew space parameters, which will be included in LY2, for application to all commercial yachts of which the keel is laid after MLC implementation date. Be it known at this stage that the MCA is already on written record as saying that yachts will have to be built to fit MLC, and MLC cannot be amended to fit yachts. The same stance has been affirmed by a representative of one of the other TWG social partners, who dismisses the yachting 'industry' as being no more than "a bunch of ferrets wriggling around in a sack". Accordingly, whatever the outcome of the October TWG meeting, yacht design will have to change to accommodate MLC. Period.

The effects are likely to be fuller hull designs, higher block coefficients, some increases across the board in LOA and tonnages, and a change in owner expectations of the ratio of crew to guests and of the ratio of crew accommodation to guest accommodation. The encroachment of guest deck features (for example foredeck observation benches, sunbeds or jacuzzis) into what has traditionally been crew areas will also have to be reversed. Provision of deck space for crew is mandated in MLC. Brokers, designers and builders will need to explain to future new-build owners that as LOA and/or tonnage increase, the easier it becomes to fit the MLC crew space parameters into a given new build concept.

2. If you could ask for one item or area to be improved in yacht designs what would it be?

By definition one area of yacht design that will be improved, thanks to MLC 2006, is minimum parameters of crew accommodation. Given the possibility of asking for a further specific improvement, I would request that MCA LY2 include an additional requirement for separate and a screen-off-able dayroom area in the accommodations for the Master, Chief Officer and Chief Engineer, in any motoryacht above 500gt, parameters of such space to be agreed by all affected members of the LY2 Sub Group before being drafted and made mandatory. Provision of decent accommodation for senior career personnel whose actual home for much of the year is a yacht, has been done, so it can be done, and should be done.

As a final comment: there has been much talk of owners 'flagging out' if the MCA becomes 'difficult'. Owners will be quite free, after MLC implementation, to build in Afghanistan if they wish, and register their yachts in Uzbekistan. What they will find is that unless the Uzbekistan Large Yacht Code tightly follows MLC, it will not be accepted by the ILO. So one can forget flagging out in order to charter. MLC was written specifically to level the playing field.

Opening image: [istock.com](#).

Picture of Adam Lay by [Justin Ratcliffe](#)

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