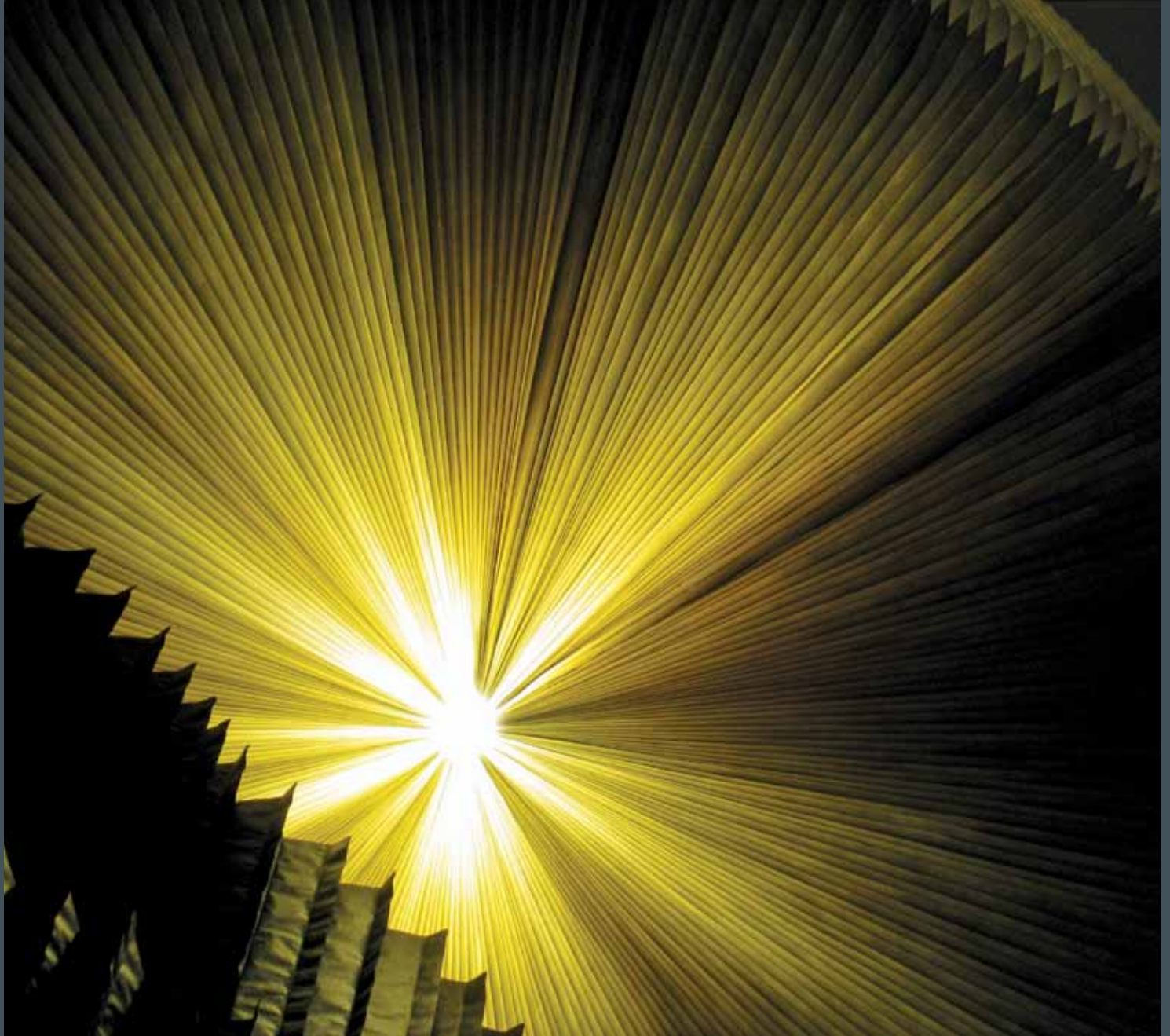


Superyacht

INTERIOR DESIGN

EXTERIOR SPACE

CREATIVITY AND ARCHITECTURE



DESIGN

DOMUS DESIGN

Exploring the approach of award-winning BAMO on its first yacht, *Lady Candy*.
Page 10

CASE STUDY

Nauta Yachts, the studio behind 180m *Azzam*, reveals its passion for yacht design.
Page 24

SPACE

A look at the value and technical challenges of double-height lounges.
Page 44

ARTISAN

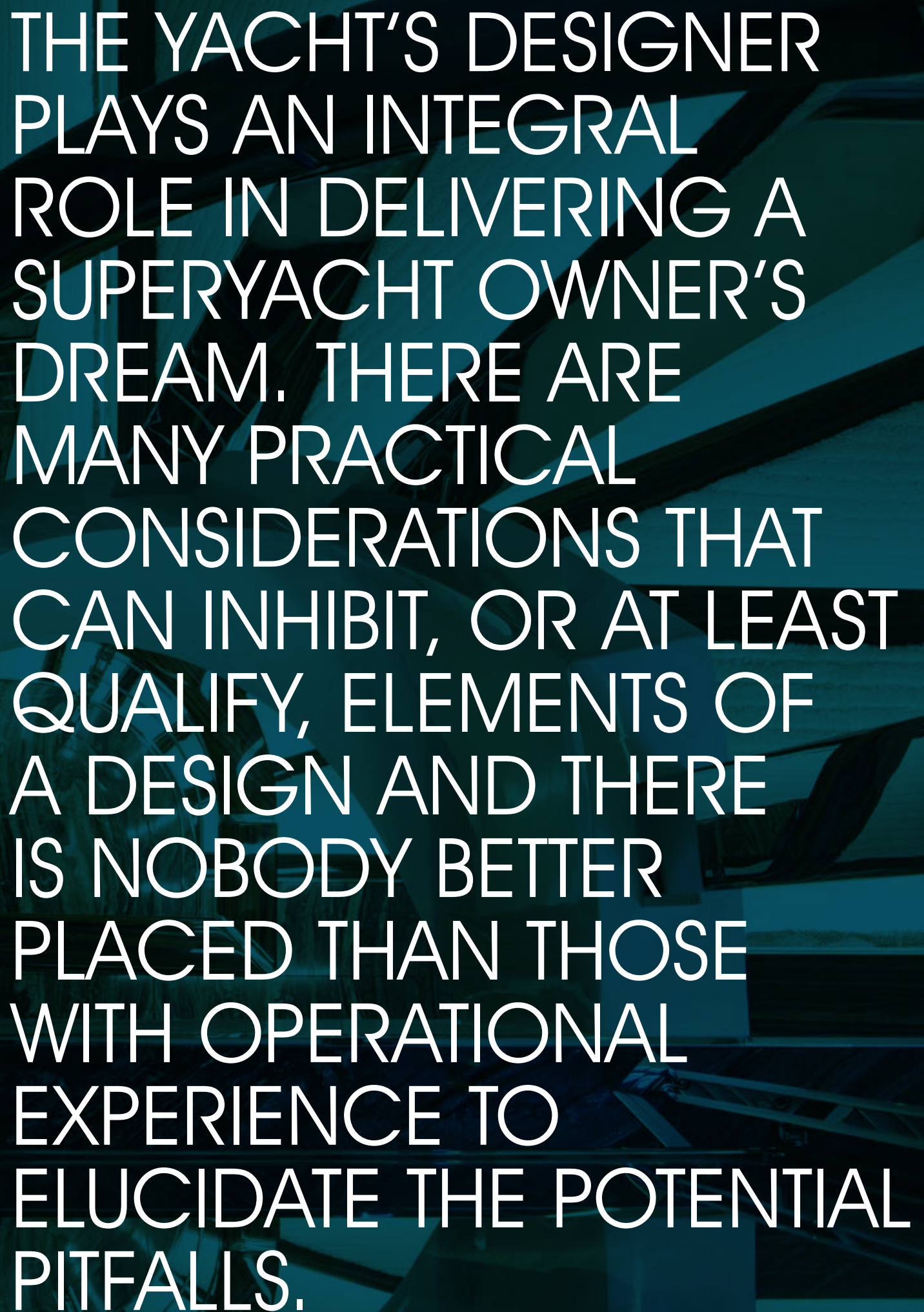
We visit Marina Mill to discover the art of making hand-printed fabrics.
Page 50

PERSPECTIVES

GIOVANNI MALGARINI



STAIRCASE ABOARD KEYLA



THE YACHT'S DESIGNER
PLAYS AN INTEGRAL
ROLE IN DELIVERING A
SUPERYACHT OWNER'S
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MANY PRACTICAL
CONSIDERATIONS THAT
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WITH OPERATIONAL
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ELUCIDATE THE POTENTIAL
PITFALLS.

To designers it may appear to be a case of ‘too many cooks spoiling the broth’, but if the intervention of an independent third party can enhance on-board comfort and efficiency, while reducing maintenance costs, it is a concept that is worthy of consideration.

“It depends on the client,” says Hot Lab’s partner Antonio Romano. “Some of the younger guys or Russian clients don’t really care about the practicality of a design.” But equally, he adds, there are owners who request interiors designed with utility in mind. Romano refers to a recent refit project the Italian studio undertook—45.3m Trinity-built *Keyla*, completed in June 2013—where the owner requested a classical interior that he could enjoy with his young family for long periods during summer months. “The main brief was extremely practical, so no sharp edges, huge amounts of storage space... But, on the other hand, his wife wanted something very glamorous with precious materials such as mother-of-pearl around the mirrors and fish skin in the main salon.” The challenge for Romano’s team was marrying the two ideas, at opposite ends of the spectrum. This led the team to devise a very “smooth” interior with flowing lines and plenty of curves. The materials that were used, while luxurious, were specially treated after consultations with their manufacturers, so they could be easily cleaned.

In discussions with an owner of a performance Sunseeker, Romano established that the yacht had been bought because it could go fast—upwards of 40 knots. So he had to explain to the owner, who was fully receptive to his proposal, that heavy materials and glass were not conducive to his use of the yacht.

Likewise when FM-Architettura di Interni recently undertook an interior refit of 49.9m *Dakota*, now *Eileen*, the company attached primary importance to understanding the “new DNA of *Eileen*”, as co-founder Francesca Muzio explains. “It was not a matter of what style the yacht had. It was about tuning in to the DNA of the people who would live it, enjoy it and relax on it.” This led to FM-Architettura di Interni creating three different kitchens across three decks, each with a distinct purpose, which co-founder Maria Silvia Orlandini outlines: “A ‘classic’ style on the main deck, where the traditional kitchen area was redesigned, and hotel equipment was installed so that it is possible to

serve gourmet plates in a shorter time; thanks to a special ice maker and a cellar, on the upper deck, the existing pantry was transformed into a ‘cold kitchen’ specialising in sushi and sashimi; on the sundeck a large hardtop was added, and a wider cold-dining area complete with cocktail bar and 12-person lunch table for informal buffets, while a large relaxing sofa was included for ‘siesta’ time; and these spaces were all connected via a previously unused lift, which can now connect the service areas.”

However, despite the obvious benefits that an innate understanding of the owner’s plan for the boat affords, consulting with senior crew is a powerful tool in a designer’s arsenal. A chief stewardess, for



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example, is able to provide the designer with a front-line operational perspective and forewarning of the potential pitfalls associated with its use. “Speaking to the relevant crewmembers is fundamental,” says Romano. “It’s important to offer suggestions to the crew on how to maintain and store things in the correct way and how to clean things without damaging the very expensive materials.” ▶

BAR AND AL FRESCO DINING AREA
ON THE SUNDECK OF EILEEN



PAOLO MINGUZZI / IMMAGINI GROUP

KEYLA LOUNGE AREA



EXTERIOR DECK OF EILEEN



LUCA FABBRONI

This is certainly a view that Agis Variani adheres to. Variani has been a chief stew on board a number of yachts for over four years—most recently 39.6m *My Colors*—and feels that the best interiors are those that have been designed with the yacht's upkeep in mind.

She questions, therefore, whether today's designers are educated enough on the operational requirements of the boat. "It is not just the materials used, it's the space; they should at least have a first mate or chief stew working with them on the design." Variani believes that a trend has emerged where the bigger the boat is, the less on-board space there is. "You ask yourself, 'What was the person who designed this boat thinking?'" She acknowledges that larger vessels require more of everything on board but being over-

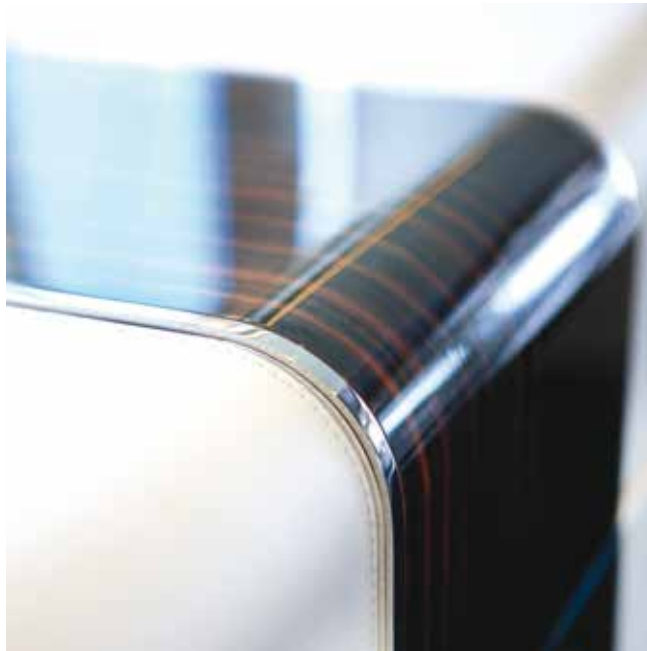
opulent actually compromises much-needed space, the very reason an owner commissioned a larger boat.

"My boat was exceptionally spacious but I recently visited a new version of the same boat and it's completely different. Even the VIP bathroom is smaller—I actually sat on the toilet seat and I couldn't stretch my legs out; that was not the case on our boat. We had lots of stuff on board that the new one doesn't, which means it has to be something to do with the design. It's like going backwards in terms of intelligent use of space."

Even before her superyacht experience, Variani can remember moving from a Leopard-built vessel to a Pershing of the same size. Despite it being the same size, she says there was half the space on board.

Variani speculates about the potential





“I’m actually getting to look at the drawings before the yard and owner sign them off and that is a massive step forward.”

for shipyards hiring crewmembers as consultants on retainers, to collaborate on the project throughout the design process. While justifying another salary to a yard might be difficult, there is a spattering of companies offering interior consultancy services to the superyacht industry. Among them is Interior Yacht Management (IYM), the interior consultancy division of Interior Yacht Services. Managing director Peter Vogel says that the failure to maintain a yacht to a certain standard, induced perhaps because of its design, can have a significant impact upon the owner’s enjoyment of the vessel. “What we’re increasingly being asked to do is come to the table early and talk about the relationship between operation and appearance,” he says.

This symbiotic relationship is a marked improvement on previous practices, and Vogel believes it is advantageous for designers to listen to practical recommendations. “I’m actually getting to look at the drawings before the yard and owner sign them off and that is a massive step forward.” But he also believes there is further room for improvement, in the context of the widespread adoption of interior consultancy as a concept. “It’s rarely the owner who is the problem,” Vogel says. “It’s normally the designer insisting that they know what the owner wants but sometimes they need to know that their decision will affect the service flow.”

This resistance to the concept of a third party advising on the efficacy of a design has been tempered through the endorsement of such ideas by owners and captains. But acting as a sounding board for designers is a niche concept and one that will take time to catch on. Vogel says he is always quick to emphasise the fact that his team are not designers, and do not want to interfere with the yacht’s design; their purpose is to offer constructive feedback on the practicality of the yacht’s design in the context of its operation. “We are now finding that when we finally sit in a room with them, and the ego is removed, it really does work,” he adds.

He recently ‘sat down’ with De Voogt and is shortly undertaking the same consultative process with Oceanco “to identify the next step to make the design better”. “Because it’s nice for the owner to get his crocodile leather desk,” Vogel continues, “but the logistics of cleaning that actually does affect the owner’s overall enjoyment and that is something that people don’t always think about.”

Vogel also recently worked with Andrew Winch Designs, “and they are so strong in their opinions”, he says. In instances such as this, he adds, the consultants need the endorsement of the owner or captain in order to make a meaningful contribution to the project. ■