

THE YACHT

ANNUAL REPORT 2008/2009

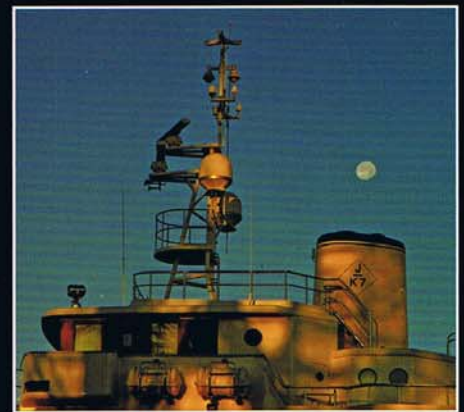
report

Issue 100

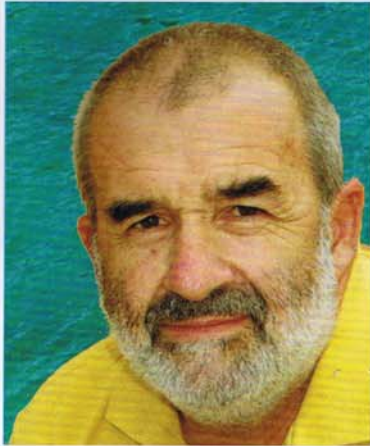
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100th issue



Oscar Siches – Pantalan del Mediterraneo Marina (Director & Manager)



Design

We're starting to see a return to the displacement yachts (there are always exceptions). With displacement yachts I mean the general approach of owners and guests to the yacht: silent, comfortable, to be enjoyed with free time and not "as much as possible in the week I have". Design will get as much space as possible inside and the best LWL to HP ratio, also needed for the constant regulations being applied to all types of engines (exhaust and noise) will happen. Very soon, to be on the green side will be a must.

Clients

The eternal request from clients: "Bring me to a quiet, beautiful bay where we can be alone" is already almost an impossible feat. The search for new cruising areas will become more and more common, probably keeping the newcomers packed up in the traditional destinations and letting the old guard open new horizons. There will be a saturation moment when demand from yards cannot be satisfied. We better keep the whole industry in perspective not to create a bubble that could burst at any time.

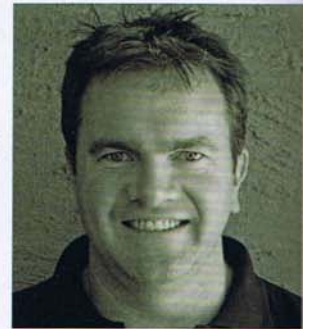
Technology

- Fuel technology: power cells are a fantastic source of power and as soon as they become cheaper will account for a good percentage of the energy needs on board.
- Light composites: there is room to develop that technology and its use in non-traditional sections of yachts.

Nicholas Stark – Hanseatic Marine (Naval Architect)

Design

We must nurture a culture with an increased overlap between design and manufacturing, across all disciplines. Design must be informed by the realities of production, while simultaneously pushing the envelope of 3D design, in order to communicate and deliver value to both client and yard.



Clients

As designers and builders, we must focus on what we can control: quality. This is not an industry which will tolerate sub-standard products, even if it meets demand. Quality is everything.

Technology

As the size, complexity and expectations of large yachts increases, sophisticated data management and design software become vital. Hardware and software capable of this are slowly becoming available. Prosaic though it is, improving battery technology will give new opportunities in how yachts are experienced by their owners, from propulsion through to hotel systems.

Thierry Regnault – CMN

Design

An international set of construction rules with consistent interpretation by the different flags will help the superyacht business to grow and mature.

Clients

Owners of new yachts are facing the problems of shortage of berths and sourcing good crew. The following will help:

- Additional berths for the new yachts in cruising areas and in wintering areas;
- Additional crew (sourcing and training);
- Service companies to simplify operation management for the owners.

Technology

We do not anticipate dramatic impact of technologies on the operation of yachts in the coming years.

With the available communication technology we shall see more yacht-management teams on shore.

Rotational crewing will be more frequent.

Synthetic teak decking should be more regularly seen on yachts.

Innovations, which could reduce regular maintenance costs (for instance varnishes with longer durability), would be welcome.