

Superyacht

INTERIOR DESIGN EXTERIOR SPACE CREATIVITY AND ARCHITECTURE



DESIGN

CASE STUDY

Eidsgaard Design comes of age and proves its ability to deliver with 77m M/Y *Tango*.
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IN BUSINESS

Ed Dubois, perhaps the most successful designer of custom super sailing yachts, on the secrets of his success.
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FOCAL POINT

“Dive, define and design” is the mantra of newcomer to the yachting industry, Adriana Monk.
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CARLO TONARELLI PHIEQUIPE

Composed of engineers, designers and technicians, the Phiequipe studio in Turin is active in a range of disciplines from the oil and gas industry to the automotive field. The company has seen the nautical sector grow in recent years to form about half of its business. After attending the Italian Superyacht Forum in Viareggio last April, when engineering was listed as one of the industry's strengths, Carlo Tonarelli of Phiequipe was motivated to submit the following contribution.

As the general manager of a small yacht engineering company in Italy, I think I can provide an interesting perspective on yachtbuilding in this country. Since the beginning of the economic crisis period, we have perceived a progressive reduction in the number of hours dedicated to the design phase of projects. By this I don't mean the time dedicated to the basic design concept, but to the engineering of that concept. We really believe that both these activities are equally important.

Of course, the exterior or interior design can touch the owner's heart and it is vital that adequate time is given to perfecting this process. Aboard a custom yacht these aesthetic considerations include the detailing and the furniture, fixtures and fittings, which must be well designed and well made if the final product is to do our industry justice. But it is just as important that the yacht concept is properly engineered, although the results may be less apparent to the casual observer. This means that, presuming we start with a viable concept, adequate time is allowed for feasibility studies, followed by engineering studies to develop each technical detail in turn. This applies not just to the details that might affect the look of the boat, but also the equipment design and specifications.

All this would appear to be a question of common sense; nonetheless, we have noticed that many shipyards try to reduce the time dedicated to the engineering process within the overall project. This is not only unprofessional and potentially dangerous, it is also counter-productive to the long-term interests of the yard.

I believe it is a situation that must be reversed, for various reasons. Surely allowing adequate time for engineering is the key to understanding how the same yacht can be built more efficiently at a lower cost? A well-engineered boat also means that suppliers can be provided with comprehensive technical documentation, providing transparency and avoiding later fluctuations in pricing from subcontractors. Advanced engineering and development make the shipyard less dependent on individual suppliers, mean quicker assembly and, in some cases, can allow for the pre-assembly of certain components. It also helps to avoid reworking during the construction phase, hence provides tighter control of budgets. Moreover, with a high level of pre-engineering, shipyards are better placed to explore design synergies between similar yachts, which in turn can lead to cost

savings by the purchasing department, even for limited production numbers.

If we consider the multiple mechanical problems that can emerge during the lifetime of a yacht, the engineering issue becomes even more significant as troubleshooting in advance can help avoid future failures, or at least anticipate speedy solutions. Less time spent on repairs down the line means savings on after-sales services and greater customer satisfaction. And last but not least, efficient engineering coupled with good design implies a safer boat.

We believe that spending more time and energy on engineering design at the conceptual stage of a yacht project is one way for the industry to push through the current economic crisis and emerge on the other side stronger and more competitive.

www.phiequipe.it

