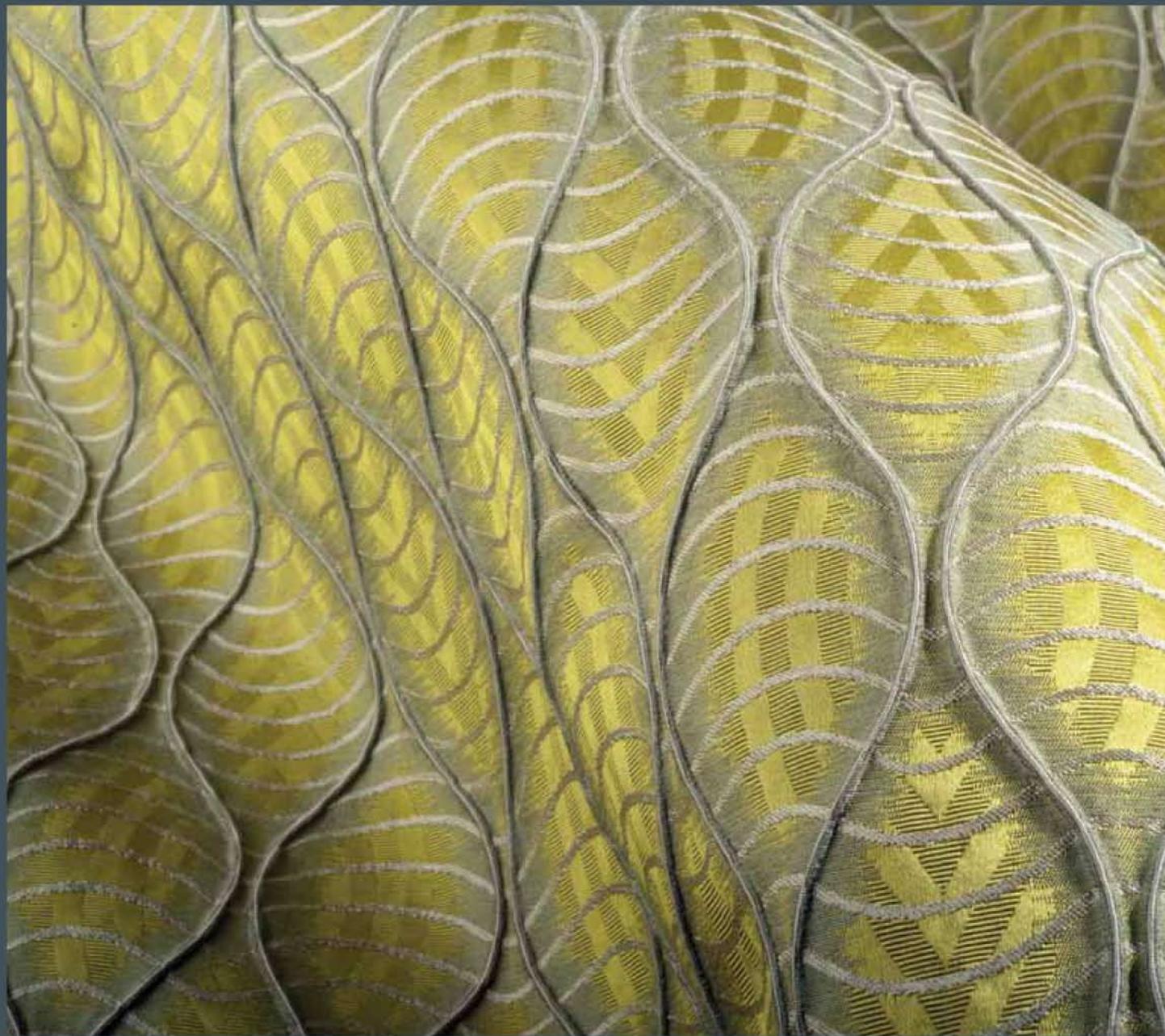


Superyacht

INTERIOR DESIGN

EXTERIOR SPACE

CREATIVITY AND ARCHITECTURE



DESIGN

CASE STUDY

Frank Laupman talks about the growth of Omega Architects with the launch of *Galactica Star*.

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TOP YACHT

Inukshuk takes environmental inspiration to the next level with a truly personal interior.

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To what extent do Flag states impact on design and should designers have better relationships with registries?

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A DIFFERENT VIEW

Launched at this year's Monaco Yacht Show, Gresham Yacht Design is a studio headed by Steve Gresham, who has worked with Don Shead Yacht Design, Tony Castro Yacht Design and H2 Yacht Design for the past 20 years. Here, the designer explores ideas set to enhance the yachting experience through new design solutions suitable for yachts 70m-plus.

When mooring a yacht of approximately 50m stern-to, the practicality of having balconies becomes problematic due to the natural movement of other vessels moored next to you. There is a chance the yachts can bump against each other even with the use of fenders. However, this is not the only issue, as a balcony has to be integrated into the deck and the cantilever force that is created by having a structure protruding from the side of the hull or superstructure increases the stress on the body of the vessel.

This is something that we've thought a lot about and have developed a concept suitable for a superyacht between 100m and 120m that works on a number of different levels, and is what we call an outward sloping superstructure. It is a feature usually found on large cruise ships that offer guests spectacular views of the

ocean and often provides unobstructed views down the side of the vessel. Consequently, this idea lends itself well to the balcony concept because the point at which the balconies start to grow is inside the maximum beam of the vessel's hull and so the maximum beam of the finished balconies is often still within the total beam of the yacht.

Most yachts of 120m-plus have a beam of approximately 20m and while the angled superstructure sides take some of the interior space away on the main deck, this is regained on the deck above with the wider beam. This in turn means that space is not lost but merely redistributed and the interior volume of the yacht can be increased by juggling the different parameters of the balconies, angle of the superstructure sides, beam of the vessel and so on.

As part of the same design philosophy, we've also spent time looking at the design of a double-height ballroom. As the grand centrepiece of the yacht, our atrium concept contains within it an internal balcony on the deck above, which runs around the edge of the ballroom. Forward of the ballroom is a circular glass lift with full-height artwork either side, while the grand staircase, which leads to the dining room, is situated aft. In the centre of the ballroom ceiling is a circular two-way mirror and above this mirror is a glass floor to the owner's lounge that offers a view to the ballroom.

To finish our design approach example, we have created a seating pod that partially overhangs the superyacht's side to provide a cosy entertainment area, which we have called the Scann-Tenna Pod concept. This is a solid structure, which also doubles up as an area to conceal the radar scanner. Provided that the walls of the cover are free of sharp bends or corners (which distort the beam of the scanner) and is made of a suitable material, this is a very plausible idea. The position of this pod would offer better access for maintenance of the antenna and scanner units, which would sit one above the other.

