

# THE YACHT

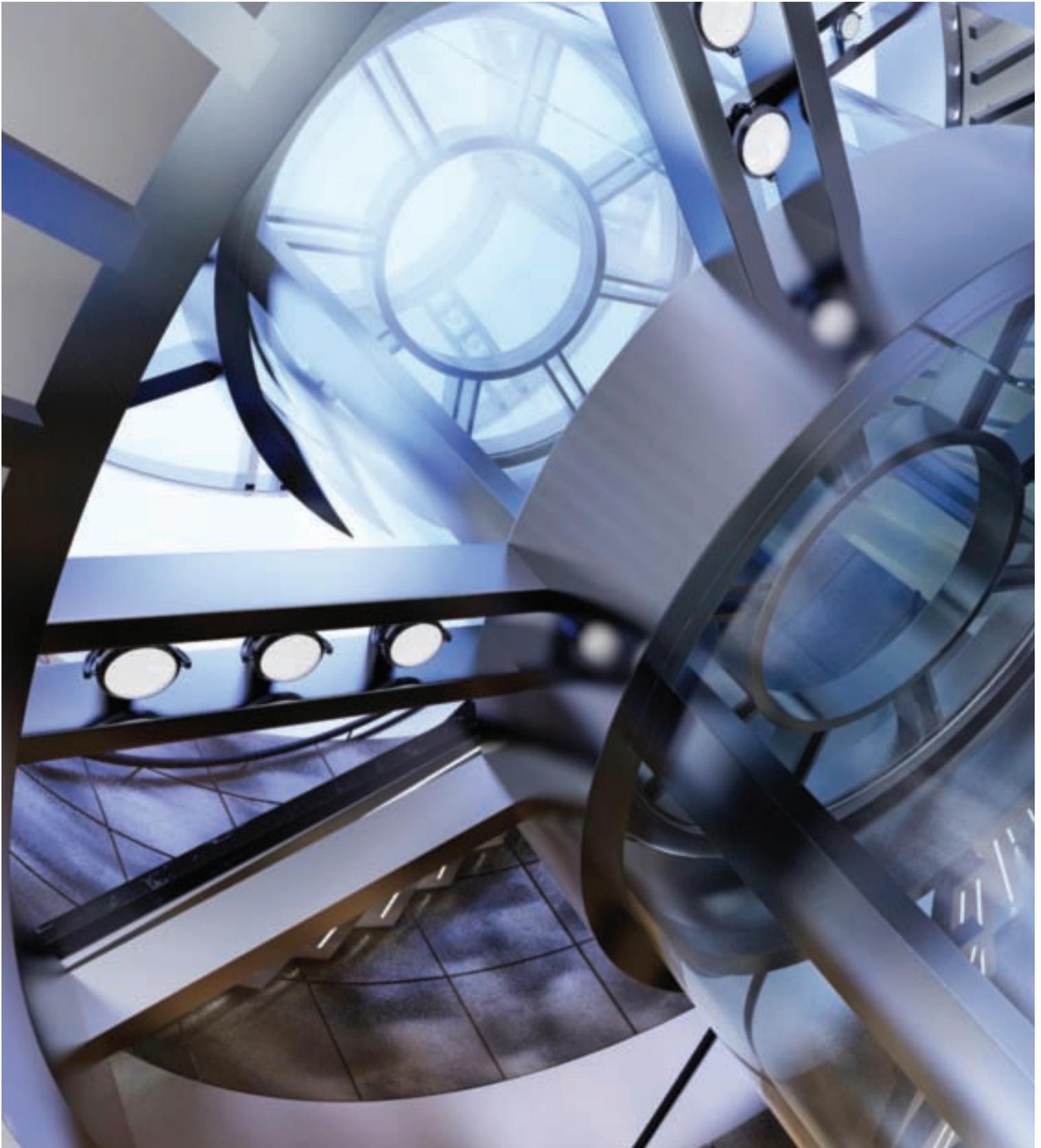
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# report

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# The Process of Interior Outfitting



*Anyone who has ever stepped onboard a superyacht will instantly recognise the beauty and exquisite design of the interiors. However, thought is rarely given to the time and craftsmanship required in the creation of a yacht interior. The finished product is actually the result of many months of hard work by a myriad of expert craftsmen to bring to life a dream often years in the making. Here metrica INTERIOR provides an insight into this world using the project #782, as a case study, which has been created by the office of Reymond Langton Design and is in construction at the Nobiskrug shipyard.*

Strong communication is key to an intricate project like project #782 and in light of this regular meetings are needed to review the initial designs with all those involved – this included Clive Golding (owner’s representative), Pascale Reymond and Andrew Langton from Reymond Langton Design assisted by Emily Naumann, along with Interior manager Andreas Link of Nobiskrug and Kai Dittmar (CEO) from metrica INTERIOR. Design meetings need to begin very early in the process to ensure the success of the project. The key aim of these meetings is to ensure that the Owner’s design brief is achieved while maintaining budgetary controls plus guaranteeing the technical feasibility with the shipyard and the interior outfitters.

During the initial phase, we produced several samples of decorative pieces from different areas of the yacht to enable everyone to visualise all the various options for colour and materials.

Metrica INTERIOR and Nobiskrug also began to develop the close working relationship that would be needed to complete such a large undertaking. This would require us to act as a complete turn-key supplier providing the decorative interior which includes bare wall construction, stone and sanitary ware, carpets and soft-furniture plus parts of the electrical systems and appliances, amongst others.

The next phase began with the kick-off meeting. At this point Reymond Langton Design handed over all the design drawings which included measurements, materials, and specifications covering every inch of the boat to our experts. Once received, scale models and mock ups of the most important areas were produced and presented to the Owner. These prototypes serve many purposes, most importantly to ensure that the Owner’s brief has been adhered to.

INSIDE ANGLE



Alongside the production of these prototypes, the production engineers began to look at each area in detail using CAD models to calculate the exact measurements of each area of the yacht with modern laser technology. In the future, we hope to use this technology for all projects. The use of 3D images and models saves time and reduces the possibility for errors which helps to ensure the project stays on schedule and on budget.

Teams of 6-7, engineers then began to bring together all of the hundreds of design drawings to create a single 3D model of the entire construction which requires a high degree of skill. The drawings were accessible to everyone through the use of interactive Whiteboards. This solution hugely reduces the time spent by the owners, design teams and the shipyard as each individual drawing will need corrections and approval. We are always aware that the client's time is very precious, so the provision of these boards, accessible from anywhere in the world through the use of a "shared desktop", is invaluable.

*Another often underestimated part of a yacht project is the amount of new development required for a bespoke project of this magnitude and quality.*

Another often underestimated part of a yacht project is the amount of new development required for a bespoke project of this magnitude and quality. This includes the design of new materials, surfaces and other technical features. Research and development solutions need to be designed, often in a very short space of time. For example, on this project, Reymond Langton Design included a design for carved Shoji screens with a distressed lacquer finish; it was our responsibility to develop, test and check these, while striking the right balance between realising the concept for the owner and creating a practical and effective solution. Furthermore on project #782, joint developments were also necessary. Reymond Langton designed high-powered

LED ceiling fittings, which Nobiskrug and their electricians developed and metrica INTERIOR integrated into the interior.

The real production begins with the construction of a so-called "CNC floor" (a series of interconnected ply sheets which cover the whole floor surface aboard) and is created out of plywood by CNC and CAD/CAM technology. This is the foundation of the interior of the yacht and serves, primarily, as an assembly template. From this point, bare wall construction of the surrounding areas begins to be built including doors, built-in furniture and air conditioning connections. The "CNC floor" also serves to ensure accurate controls between the actual build onboard and the production drawings. The production process takes place deck by deck, starting with the lower deck. Once each deck is produced it goes into assembly at the shipyard. During this process, the clients along with the designers and shipyard meet regularly with metrica INTERIOR to maintain clarity and accuracy.

## INSIDE ANGLE



After careful inspection of these built-up so-called "net-rooms", the assembly of the decorative ceiling panels and wall coverings begins. The installation of the furniture can also now commence, starting with the pre-assembly process which is completed in-house to guarantee the quality of workmanship. All products, once built, are fully tested and checked before shipping. Once complete, all components and materials are very carefully packed, labelled, listed and cross-referenced to avoid damage and delays. Delivery is carefully timed by our experts just before installation to avoid long storage times at the shipyard to minimise the risk of damage and save on the double-handling of items.

The assembly team are also specialists trained to handle these bespoke products with delicacy and precision which requires that contact must be kept to a minimum, not only with the wood, but also with glass, metal, plastics, leather, fabrics and stone. This intricate process involves not only the movement and accurate positioning

of large heavy panels but also the placement of smaller items in exact locations. It is vital to keep dust and dirt away during assembly therefore all goods are only ever handled with white gloves.

There will be a team of 2-6 skilled craftsmen assigned to each area, co-ordinated by our office. During the final phase of the project the project manager and supervisor have to oversee a team of 60-70 people for the interior of a vessel on the scale of project #782.

Finally, and just before hand-over of the vessel to the client, the flooring installation takes place and the loose furniture and decorative items such as lamps, vases, and artwork are hand placed on board.

Every room is inspected and carefully protected as mistakes and flaws are unacceptable. Each area must pass stringent checks by the shipyard, designers and clients before approval. After this approval the room is locked and access is not permitted.

We train our employees and carpenters internally. The use of CNC and CAD/CAM technology used in connection with hand-made craftsmanship during production requires highly skilled professionals. In some departments, such as veneer and finishing, only experienced specialists can be used to ensure the highest possible quality.

When asked how to guarantee the success of such a prestigious and complicated project, everyone involved unanimously agreed that constant communication and the ability to adapt are vital. Regular progress meetings are just as important as the preliminary discussions to gain experience and develop skills. As Kai Dittmar, our CEO, commented: "Only then can we improve time and time again".

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