

# Owners are investing in interior design

Good interior design can benefit owners as passengers will feel more inclined to spend money on board in comfortable surroundings

Many passenger ship owners are hiring specialist interior design agencies to devise the concepts for their vessels. This can not only create a stylish and comfortable newbuild, but can also encourage return custom if passengers have enjoyed a pleasant voyage.

One example of this is aboard the two 169m-long Scandlines newbuilds due to be introduced to the Gedser, Denmark to Rostock, Germany route in 2012. The vessels are currently building at the P+S Werften Stralsund yard in Germany. French designer, AIA Architectes, is to provide the interior concept for the public areas on board both vessels.

The 1,500 passenger ferries will have two public decks, with a shopping area, a buffet restaurant, an à la carte restaurant, a cafeteria in the centre of each vessel and a forward cafeteria. There will be no passenger cabins on board.

The theme of the interior design is the route from Copenhagen to Berlin by bicycle, as the ferries will be a link between Denmark and Germany. On all the interior portside bulkheads a vertical stripes design symbolises the view of the coloured houses of Nyhavn, Denmark, and the sequences of the landscape colours you would see while cycling the route.

The à la carte restaurant design will represent the 'spirit of Denmark'. Materials used will include wood surface finishing, coloured Danish flooring tiles, a blue skylight and light fittings supplied by Louis Poulsen.

The centre cafeteria design will characterise the landscape of a 'picnic stop' between Copenhagen



*The 169m Scandlines newbuild pair will feature an à la carte restaurant outfitted with wood finishing*

and Berlin. It will feature child-safe furniture, as there is a children's area beside this. The children's play area design will feature bright colours. Another 'quiet area' of the centre cafeteria portside will have a wooden finish. The skylights will be red.

The forward cafeteria design will signify the 'Bauhaus spirit of Germany'. The skylight will be yellow. At the forward cafeteria entrance there is a coffee lounge bar counter with some seating all along portside and a quiet area forward portside. The colours of all the skylights form the colours of the Scandlines logo.

Alain Meylan, interior designer at AIA, said, "The design will enable a relaxing ambiance for the passengers and may encourage them to purchase more from the shop and restaurants. This design has to be suitable for a long time, as a ship is built for 15 to 20 years. Therefore we are designing these vessels to be both contemporary and minimalistic."

Elsewhere, Australia-based marine interior designer Spear Green Design (SGD) is currently completing the interior design, specification and documentation of the lightweight and IMO/China Classification Society code-compliant interiors for

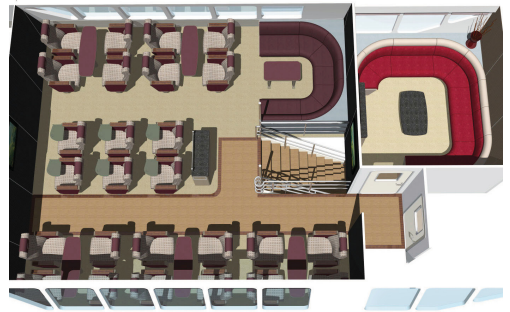
a pair of 34m high speed passenger vessels for Shenzhen Xunlong Passenger Ferries. The vessels will operate in the Pearl River Delta area of Hong Kong.

SGD has built a reputation for comfort and functionality in designing interiors for passenger and recreational vessels from 30m to 30,000 tonnes and operating in many countries worldwide.

These catamarans are currently under construction at Afai Southern Shipyard, Guangzhou, in China with the fitout being built to SGD specifications. These Incat Crowther designed sister vessels have a main deck with a generous seating capacity for 154 passengers, with a kiosk located forward. The upper deck contains a business class area for 32 passengers seated in a combination of reclining seats and a comfortable and spacious lounge area. There is also a VIP cabin.

SGD's Jeremy Spear said, "Fittings, finishes and equipment are superior in quality and style, whilst remaining cost effective. SGD is well known for specifying a lightweight fit-out and is experienced with code compliant materials specification."

Other recent SGD projects include marine interiors design and specification of several HSLC vessels from 52 to 65m including luxury ferries built by Austal and Rodriquez as well as some



*Illustration of the upper deck plan for the 34m Shenzhen Xunlong high speed ferries*

20m production motor yachts, also for the Middle Eastern region.

"It is widely recognised that SGD adds value to any private or commercial vessel project by our well designed, high quality, practical and effective marine interiors," said Mr Spear. "Much SGD work is assisting other marine businesses to get to, or remain at the top of their respective fields. Outsourcing marine design work to experienced professionals with global experience is known to be a cost effective way to complement in-house resources." **PST**

## Weight reductions claimed for new ship furniture

Norwegian firm, Maritime Møbler, has introduced a lightweight furniture collection for furnishing cabins and common areas on ships. The furniture may provide a weight reduction of 3 to 5 tons for a small vessel with a crew of 15-20 people. With such a significant weight reduction, owners could lower their furnishing costs, increase cargo capacity and reduce fuel consumption.

"Alu Design HoneyComb is our most recent innovation. Not only do customers benefit from the weight reduction of 40-60 per cent compared with traditional lightweight furniture, they also gain a substantial increase in fire safety in relation to traditional ship furniture," said Maritime Møbler's senior consultant, Per Lillebostad.

An aluminium core is said to be the reason for the light weight and increased fire safety. The core is manufactured in a 'beehive honeycomb' pattern. "We are aware that many people will naturally think that

such a major weight reduction will result in reduced strength for the furniture," continued Mr Lillebostad. "However, the special beehive design of the aluminium core actually provides the furniture with much higher strength than traditional ship furniture with a different type of core material."

Normal lightweight wooden furniture for ships weighs on average 350kg for each crew member on board. "With Alu Design HoneyComb owners can achieve an average weight reduction of 160-200kg for each crew member on board," said Mr Lillebostad. "This is quite a substantial reduction and can provide a corresponding increase in cargo capacity and reduction in fuel consumption. What's more, the low weight of the furniture means that it takes much less time to install the furniture, minimising heavy lifting and getting the furniture on board and in position much more quickly."

# Norwegian firms launch ship furnishing software

A consortium of Norwegian ship interior suppliers has designed a program which could simplify the process of furnishing a ship. The software allows owners to precisely and efficiently specify their furnishing requirements for ship interiors.

Furniture manufacturer Maritime Møbler began the software development, and then co-operated with Ekornes, Glamox, Astrup, ShipMed, Potma, Hettich, CleanFurn, West Mekan and Formica to integrate their products into the system.

The software, shipInside, is used alongside an AutoCAD design program. Using a GA drawing as the basis, a palette of all available furniture and fittings is displayed on the screen. Each furniture item is represented as a 3D object.

Users can then choose which furniture they require and overlay this on the GA drawing. Attributes such as size, surface finish and colour can be specified. The designer can click on the corner of the 3D object to alter the length or width of it, but the system will ensure the object remains within standard sizes available. Therefore it is guaranteed that only standard components are used. It is possible for suppliers to deliver non-standard alternatives, but these will be more expensive.

At any time the user can view a 3D representation of the ship area they are ordering the furniture for. The system alerts users if the chosen furniture does not fit within its specified location.

Each object has a unique identification (ID) number. When the order is sent through to Maritime Møbler, the ID numbers ensure that precisely the furniture required is delivered, and that costs can be calculated swiftly. The company can offer exact prices for all items specified.

In addition to the palette the shipInside system



*Kai Olsen: an object-oriented approach will include all necessary design information*

can offer a more traditional module for specifying needs. The designer may choose to use the drawing tool described above or a specification module. The specification module allows the user to create and save a standard furniture fit-out for a particular area on board a ship, then specify the same package for other similar areas. Therefore, multiple cabins can be furnished simultaneously. If none of the predefined standards are suitable, the designer can develop their own standard.

According to Kai Olsen, professor in informatics at Molde University College and University of Bergen, Norway, "The advantage of an object-oriented approach is that now the drawing or the specification will include all necessary information. When Maritime Møbler receives this information, for example with the GA drawing as an attachment to an e-mail, the order can go directly into production. At the same time the system can retrieve information on deck and cabin numbers, allowing for a detailed location marker on each package that is sent to the yard."

The system can also offer all the other information that the designer may need, such as total weight and fire specifications. By connecting the system to the internal planning programs that are used at Maritime Møbler, the company will be able to offer data on delivery times as the GA is developed.

"shipInside is a data tool that rationalises design work for companies that design and build ships," said Otto Hammerø, managing director of Maritime Møbler. "It also provides significant advantages in rationalisation for companies who manufacture furnishings and other interior products for ships. This data tool simplifies the construction and building process for all parties, resulting in lower overheads." **PST**