After years of downturn the Super and Mega Yacht industry is starting to revive, and the demand for new builds is increasing quarter on quarter in 2013/14. While orders for larger yachts have remained constant, growth has been seen mainly in the 24-30 metre category where new designs that introduce innovative features have been the most popular. However, the coming into force of far reaching regulations such as the Maritime Labour Convention 2006 (MLC 2006), and the mandatory regulations on Energy Efficiency for Ships that include EEDI and SEEMP, adds an unknown quantity to the recovery.

The industry as a whole is starting to come to terms with the MLC 2006, which came into effect in 2013. Particular areas of concern have been in relation to smaller vessels. The minimum crew set out by the MLC and cabin space requirements has in some cases meant that a vessel’s lower deck is entirely devoted to the crew, couple this with unclear freeboard rules, that reduce openings and passages, and the space available to the owner becomes much smaller. Builders and owners have had to adapt to these new rules and in some cases lobby for yacht focussed ‘equivalencies’ from their flag states that will help maintain build orders.

RINA invites papers on all aspects of large yacht design, construction, and operation, from designers, builders, researchers, equipment manufacturers, operators, and regulators. Topics may include the following:

- All Aspects of Design - Hull, General Arrangement, etc.
- Operation
- Regulation & Classification
- Environmental concerns- Energy efficiency, SEEMP, etc.
- Powering & Propulsion
- Sea Keeping
- Materials
- Interiors- Features, Finishes, etc.

Selected papers may be published in the Transactions of the Royal Institution of Naval Architects

www.rina.org.uk/superyacht2015

☐ I would like to offer a paper and attach a synopsis of no more than 250 words

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