



PIANC - Recreational Navigation Commission

Working group 134

TERMS OF REFERENCE

DESIGN AND OPERATIONAL GUIDELINES FOR SUPERYACHT FACILITIES

1. Historical background - Definition of the problem

In the late 1970's, a 58 foot Hatteras was considered a large private yacht. This vessel had a captain and crew, and all the modern conveniences of a house – 3 to 4 staterooms, full kitchen facilities, and restrooms. Today, the 414-foot *Octopus* has a 63-foot tender, fore and aft helicopter pads, a submarine, and a crew of sixty. While this illustrates the extreme in large yachts over the past 30 years, it speaks to the increasing size and demands of facilities required to berth these vessels.

There are more than 7,000 superyachts (vessels 80 feet and longer) in the world and this number is rapidly increasing. The global market of superyachts in 2007 has more than doubled compared to 1997, with more than 777 new construction orders according to the 2007 Global Order Book (*Showboats International, January 2007*). Historically, the industry growth in new superyacht orders range from 15 to 20% per year.

As more superyachts enter the market, there is a significant increase in marina services and infrastructure requirements to meet the demands of this growing industry. In most cruising and homeport areas, the facilities and services are inadequate to can accommodate superyachts due to their widths, lengths, drafts, and utility demands, such as electrical power, water, and fueling. Marina design and operational guidelines that exists today do not address the specific requirements for berthing superyachts.

2. Objective of the study

The objective of the study is to prepare a report to present guidelines for the design of superyacht facilities considering infrastructure and operational requirements.

3. Earlier reports to be reviewed

None.

4. Matters to be investigated

Marina infrastructure requirements that are specific to superyacht berthing include slip and basin dimensions, including width and length, turning basins, and water depth; dock loads, dimensions and freeboard; mooring hardware; electrical power and water demands; fire protection; high speed fueling; and sewage and wastewater pumpout; and waste oil removal.

The other components that are important in development of superyacht marina facilities include operations and amenities. Superyacht owners and captains consider several factors in determining locations, both for homeporting and destinations, of their superyacht. These factors include: safety, security, and seclusion; airport access; provisioning of fuel and food supplies; facilities for relatives of crew's members, shopping, entertainment, and activities; concierge services; and dockside hookup to internet, telephone, and television services.

5. Method of approach

The guidelines will be developed based on the experiences of members of the Working Group, as well as others in the industry through interviews and site visits. The study will also address future trends in the superyacht industry regarding the operational requirements of the vessels.

6. Suggested final product of the Working Group

The final product will be a paper report that provides guidelines, including examples, figures and photographs.

7. Desirable disciplines of the members of the Working Group

Members of the Working Group will consist of marina planners and designers, marina managers and operators, dock system manufacturers, superyacht captains, and superyacht naval architects.

8. Relevance for countries in transition

The guidelines will assist in the development of superyacht marina facilities to meet industry standards in design, construction and management that are specific to a rapidly increasing worldwide market.