

THE YACHT

report

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sees fit (non-ISM yachts, naturally). I'm sure that every captain or engineer has their favourite horror story about the state of the maintenance/admin records on yachts they have joined. Another system aboard which invokes strong feelings of love/hate is communications – or, more to the point, internet access. This has become an absolute necessity for owners, and is very much an expected perk for the crew. Whereas one can not argue with the owner's right to expect a fast, easy and reliable internet connection, and the practicality for the crew to be able to check weather, sourcing and ordering of parts and being able to check ones e-mail, the crew's unlimited access to social networking sites, VoIP calls etc is an entirely different kettle of fish. This will be up to each yacht to decide. But regardless of which option the yacht makes available to the crew, it will still mean a lot of stress monitoring consumption, changing schemes and SIM-cards, in order to try and keep the monthly bill within the budget. Another time-consuming task, and failure to be vigilant can cost dearly. Many captains, myself included, have had to explain high (sometimes very high) sat-com or mobile roaming bills to the owners, due to forgetting to log on or off correctly, or simply because the mobile phone operators (all of them) cleverly design their price catalogue and roaming charges in such a way that it invites misunderstandings.

AMC, Alarm Monitoring and Control
I have a custom built, PLC-based AMC system aboard. It was conceived by A. de Keizer Electronics in The

Netherlands during the construction of the yacht.

All auxiliary systems, bilge, fire, main engine, generators, tanks etc, digital and analogue, feeds into this system, and it can be monitored, and alarms silenced, from various points around the yacht. However, Lloyd's requirements are such that the alarm can only be properly re-set from the main alarm board in the engine room.

I also have an alarm dialler, which can call various phones with a message, recorded or SMS, if an alarm goes off when I am not on the yacht.

This system is extraordinarily reliable! It practically never gives false alarms. In fact, I cannot remember one single false alarm in the nine years I have been running the boat. So, in short, totally happy!

IBS, Integrated Bridge System

I do not have IBS. I do run Transas Navisator ECS, but being the old system it is not type approved for paperless operation. It is probably used during 95% of navigation, but I do carry paper charts. And, as mentioned earlier, running Transas in NT on my trusted old PC has been very reliable.

LED lights

Definitely the future, but I'm afraid that I do not have any yet (except handheld lanterns).

Stefan Wienecke, Managing Director, YACHTLITE

What is the growth in LED sales in the past three years, including interior, exterior and nav lights; and what is your opinion of the reason for the increase?

In my experience the use of LED-based light technology has increased roughly 50% each year in the past three years. Apart from the well-known attributes of low energy consumption and higher durability LEDs are smaller in form so they are much easier to include, process and apply in our designs. Due to the ever-increasing quality of the LEDs they are becoming more and more suited as substitutes for traditional light sources.

For about two years the LEDs have been highly successfully implemented for underwater lighting as the performance capacity has increased to enable a greater expanse of light. Environmental protection is a factor, which also shouldn't be underestimated. If a yacht had a complete conversion from, say, halogen to LED, its generator would need to generate a great deal less energy, which in turn of course means fewer emissions and therefore less pollution.



LEDs are near standard but are they really a mature lighting technology?

Yes, I have no doubt about it. Lighting technology with LEDs really knows no limits, and it's also easily possible to integrate LED-based lighting technology into existing systems. Because LEDs are becoming increasingly better and true to colour, I believe uniform lighting for an entire yacht is a real possibility: letterings, stair and gang board lighting, nav lights and interior illumination. With RGB colours the illumination receives a high "feel-good" factor, which our clients deserve.

The scepticism about LEDs and their unsightly light spots has decreased, although we do receive some anxious inquiries from our clients. Not only are the quality demands when attending to high-performance vessels, of course, very high but the request of singularity and extravagance is also increasing.

But no matter how good the LED quality is, an absolute accurate workmanship embedding the LEDs into the elements is a prerequisite for long enjoyment of the product. At YACHTLITE the positioning of the single LEDs is individually calculated

rooms, where curves, corners or difficult locations could present challenges. We have projects in the planning and those we have also already completed, which are still completely unique, illuminating shower room walls for example.

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LED-based illumination yields unlimited possibilities for us. Our faith in the

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precisely for each element and they are subsequently embedded by hand to achieve the best possible illumination results. With our technology visible light spots are avoided resulting in perfect homogeneous and uniform illumination suitable for all superior interior and exterior lighting. Our experience with LED-based illuminating letterings enables us at YACHTLITE to create unlimited application possibilities in interior

How far can the level of exterior lighting on yachts be reached, without extending to a Disneyland-style lack of subtlety?

The market will develop further without a shadow of doubt because lighting now belongs to exceptional designs of every yacht. Further development of LED technology and processing will ensure a revolutionary application of LEDs in yacht lighting in the coming years. However, the answer lies

product allows us to use our creativity and perform the impossible. That's why we continue to lead the way by the development and realisation of illumination ideas.

Whether a refit (exchanging old light systems), or the development of completely new ideas, through our technologies every yacht is shown in a new and, above all, homogeneous light.

Yachtlite®

Exclusive Light Design



YachtLites



RoomLite

luminous shower wall



StairLite



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