

Freedom to (Glass) Design New Flushline Glass Sliding door opens design opportunities for yachts to new aesthetics

HAMBURG. The glass surfaces on megayachts are getting increasingly larger. Glass is brittle and transparent – and more and more designers like to use it, especially in yachts. Henning Fehrmann, who leads the family-owned company Fehrmann Metallverarbeitung, a renowned ship supplier in the fifth generation, describes how glass is used aboard yachts: “Windows bring the outside in and the inside out. No doubt, the use of glass in yacht design has increased and windows in modern super yachts become bigger and bigger. But design ideas often have to meet, and fall victim to, necessities of function and safety.” Fehrmann has a long experience in creating exceptional solutions for the use of glass in yacht building. In 1991, motor yacht *eco* has been equipped with 3D shaped windows – which still remain a world record in bending thermally toughened safety glass.

With the world’s first Flushline glass sliding door, a product appears on the market that meets the desire for floating design on a yacht’s deck, and thus opens completely new opportunities to the freedom in aesthetics. The door leafs fit literally flush with the ship’s outer bodyshell. For the first time, the view around the ship is floating – on all lines. Until today, design had to follow function. With the new Flushline glass sliding door, function follows design – a former unmet designers’ wish is now becoming reality. “The Flushline sliding door design can be adapted to the individual design of the yacht. But it does not only give the designer more freedom to design, but meets also present and future standards”, as Henning Fehrmann explains. Doors and windows on ships underlie raising requirements regarding safety like hydrostatic testing or testing without pneumatic seals. All parts – with the complete counterbore technique – also meet all actual safety requirements, such as crushing hazard protection, escape route requirements, and even future requirements like watertightness or no use of pneumatic seals are matched with the Flushline sliding door.

Until today all sliding doors that are available for yachts are based on concepts from cowl engineering. Fehrmann believes that those doors will not withstand requirements of modern international ship building standard. He says: “Requirements of designers, yacht owners, shipyards, and classes are going to increase during the coming years. For us another reason to further improve existing technologies and implement new ones.” Whether Ethernet-ready plc controls, low-noise drives, fast moving leafs, or a comfortable use by touch panels or with a biometric key – Fehrmann’s engineers provide these and many more issues according to the individual needs. Fehrmann and his team are convinced that the Flushline Sliding Door will become standard in world wide yacht construction. During the first presentations designers and yacht owners concede that Fehrmann has a point. The patented product by Fehrmann opens up new tolerance in the design of a yacht, as it is not only tight and resistant, but also fully flushes with the lines of the outer ship’s bodyshell. Flushline glass sliding doors fulfil these standards above the Freeboard Deck. The view across the ship walls is floating – and thus designers and draftsmen are given completely new opportunities into their hands.

A prototype of the door can be seen in Hamburg. At any interest of talking to Henning Fehrmann about the innovative Flushline Sliding Door, or if you like to see the door, please talk to the press consultant of Fehrmann Metallverarbeitung GmbH, Mr. Rafael Robert Pilszczek, via + 49 170 / 310 79 72.

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