Prima di lasciare il cantiere e toccare l'acqua, uno yacht deve essere verniciato e, prima ancora, stuccato. Ci sono fatti raccontare il procedimento dagli stessi d'eccezione...

**RIMASTI DI STUCCO**

**STICKY SITUATIONS**

...before locking the yard and going anywhere near water you must first paint and, before that, we've got a fairly exceptional character to outline the procedure...
I numeri
- 23.000 litri di stuco per un peso complessivo di 15.000 kg.
- 2300 m² di superficie da stuccare.
- 25 stuccatori hanno lavorato in contemporanea.
- 8 gli addetti al lavoro correntemente per la verniciatura.
- 7 sono gli anni necessari per diventare un bravo stuccatore.
- 5 granelli di polvere ogni giorno per metro quadrato e la quantità tollerata.
- 300 micro e la misura massima di ogni granellino.
- Tra 18 e 20°C è la temperatura ideale per stuccare.

Perché è la temperatura ideale per stuccare. Se è troppo freddo ci si arrabbia e perdono stucco. L’affinità è il mio pregio più importante. La forma della polvere che deve essere prodotta per far sì che sia visibile per l’aria calda e per l’aria fredda proprio per evitare sbatti tarli. Se il lavoro deve essere fatto benissimo. Gaston Vella sostiene che sono necessari almeno sei o sette anni per diventare un bravo stuccatore. Si deve capire quali è la giusta quantità, come si trae la giusta grandezza di polvere. Per mettere lo stucco si vogliono cinque minuti, ma per impastare, cioè per capire se si sta facendo un buon lavoro, serve più tempo. Non ci sono regoli a tutto manuale. Nei progetti andiamo ad aggiungere 5% alla volta, solo così si riesce a tenere linee dritte, ho sentito Gaston che lo ripeteva ai ragazzi più giovani. Ha raccontato loro anche di quelle volte che sono intervenuti ad un fly di carbonio da una basi. Qualcuno avrebbe messo del carbonio proprio in quella parte della struttura. Le forme però erano tutta storta e la Voce era stata costantemente, per azionamento, ad aggiungere così tanto stucco che si è dovuto dire: ma non si possa di un normale in ventimila. Bisogno di essere dei meccanici, ma anche che il mattone deve essere fatto al suo lavoro. Qui da Tanzini sembra che sappiamo che fa bene. Un po’ di giorni fa c’è stato un gruppo di giovani che ha provato un cane guida con Gaston Vella. Era Eduardotto Ratto, general manager di Tanzini. Poi stavano tra di loro per verificarlo che il sistema antitappo fosse proprio. La polvere è la nostra principale materia. Se si mette qualsiasi differenza stessa o al vario è un bel problema. Perché è l’unico principale che l’attrezzatura controlla il lavoro e dice che non è stato fatto bene. Tutto lo yachting che è venuto avvicina è una forma di interazione e tecniche. Ci sono anche di aspirazione del carbone e dell’altra della VeGa Yachting. Pensa che gli stoccolmi dei militari di avvicinamento, tutto viene lavorato con un prodotto a base acqua per evitarlo che la polvere ci si attacchi. Inoltre, ha sentito Gaston Vella che spiega ai suoi ragazzi che si danno i cento tanti tante e sempre molto spesso, come se fossero in una camera operativa di un ospedale.

I figures
- 23000 litri di stucco per un totale weight of 15.000 kg.
- 2300 m² the area to plaster.
- 25 plasterers have worked at the same time.
- 8 workers have painted together.
- 2 years are necessary to become a good plasterer.
- 300 micro of the maximum size of each granellino.
- The right temperature for the stucco work is between 18 and 20°C.

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The survey of Boero

The survey of Boero is working for many years, which builds great projects, in Italy and all around the world. There are 150 employees and some of them have worked with him for twenty years. They have already reached the second generation, in fact some of the early employees are the sons of the 60s employees.

L’autore di Gaston Vella è impiegato in molti cantieri che realizzano mega yachts, in Italia e nel mondo. I dipendenti sono 150, alcuni lavorano con lui da vent'anni e altri ancora in sesto generazione, non solo perché gli stoccolmi sono tanti il lavoro è sempre molto spesso.
avoid sudden temperature changes. Not forgetting of course that the work has to be done well. Gaetano Vella maintains that it takes at least 6 to 7 years to become a skilled planter. You have to know what’s the right quantity, how to smooth it on and press a down. It takes five minutes to apply plaster but it takes years to understand how to do a good job. Nothing is automated, it’s all done manually. We need to be applied in 24 hours at the latest, that’s the only way to spread straight lines. I’ve heard Gaetano say it often to the younger workers. He also told them about the job on a boat’s carbon fibrebridge. The yard had chosen carbon precisely so it didn’t weigh the structure down. The shapes were all alike though, and VeGa had to apply so much plaster to sort it out that the fibrebridge became heavier than a normal fibreglass version. Skilled workers need to be good but the yard has to play its part. Here at Tanke they seem to know their trade. A few days ago a man was asking to Gaetano Vella. It was Edoardo Pizzuto, the general manager of Tanke. They were discussing whether or not the anti-dust system was ready. Dust is our number one enemy. It is a trick when they apply us or the paint it’s a real problem. The owner could even complain about the job and say it hasn’t been done well. All parts of the yacht; we’re applied to are covered with sanding and surfacing. There are suction pumps belonging to the yard and VeGa Yachting. Before planting and painting everything is cleaned with a water-based product to prevent dust circulating. I’ve also heard Gaetano Vella explain to the team that they have to change their overalls and shoes frequently, as if they were in an operating theatre.

6 MONTHS LATER

I ended up on the upper deck and I’ve got a great view here. The team at VeGa Yachting are real experts and work quickly. But there’s still a long way to go. I’ve heard it said that 23,000 litres of plaster are needed for that bridge! The weight of the planter alone when it’s finished will be 15 kg. It’s true that the yacht measures 75 ft, but so many as 2300 m² were being plantered. In the last few months I’ve met somebody else I’ve seen often in the yard. He’s called Fabio Kelly and he’s a technical consultant from the Scirok Yachting Business Unit. He came to see the planter and find out if the plantering cycle was progressing as it should or if there were any issues. He did a lot of pull-off tests, the first one when there was still the primer. Do you want to know what a pull-off test is? It involves gluing aluminium studs with a two-part epoxy adhesive. After three or four days when the adhesive is well-bonded, a machine is positioned to perform the pull-off test, which measures the pressure in MPa. It’s a bit sore but it has to be done to know how much strength is between the primer and the planter. It’s a bit like a load test, like those I’ve seen at the top on the rigging of racing boats. Mr Kelly had it performed on the primer because he said when the primer is stuck well the rest is too. After plantering there’s the painting, and that’s a quite a quick job either. A thick primer has to be applied and weighed. An unevenness is applied and this is also weighed. A coat of paint is then applied which is need, followed by the first coat. It’s a bit more complicated than painting the house. Everybody’s been a bit on edge the last few days because the surveyor’s coming. That’s a type of high-level expert who chooses that the work is being carried out professionally and according to the contract between the yard and the owner.

SIX MONTHS AND ONE WEEK LATER

Everything went well with the surveyor, there were no complaints. I was stuck for words, if you’ll pardon the expression, because he did a pull-off test just the same as Fabio Kelly from Scirok had done many times. When the surveyor went Mr Kelly and Gaetano Vella looked more relaxed. Gaetano said the surveyor wants to come back a few more times until the final paint test. He was recalling how he once saw one of their machines capturing a macro lens and a 50mm W bulb that took a photo of a small section of the hull and checked for any dust. Only a few grains of dust are allowed every square decimetre but this surveyor even wanted to measure the size of the grains. He finally established there were less than 300 μm each and said no more. Work is going on the right track as I think at last I’ll be in the water by the deadline. I can’t wait.