

EC138-12 SCHOONER © Derek Ellard 2025

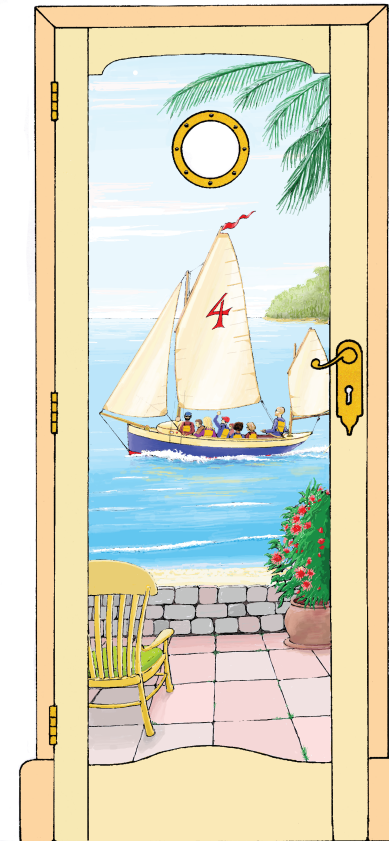
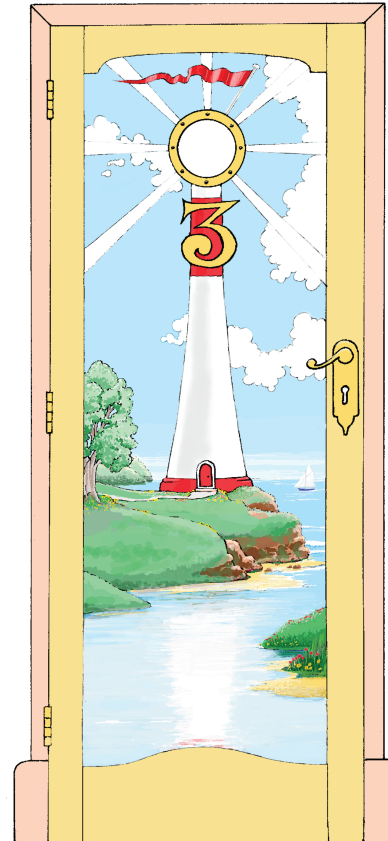
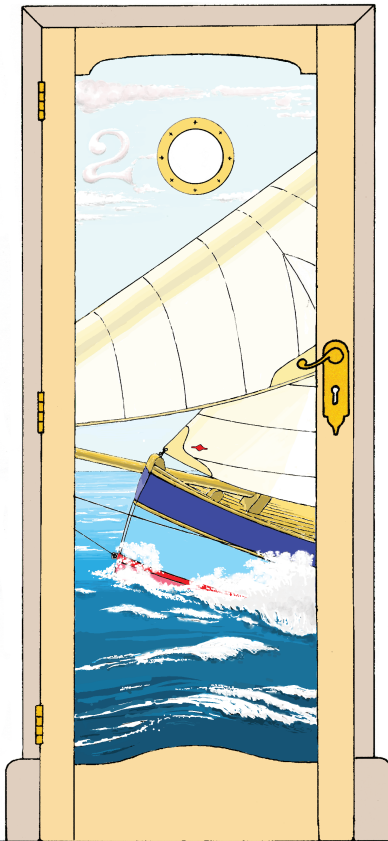
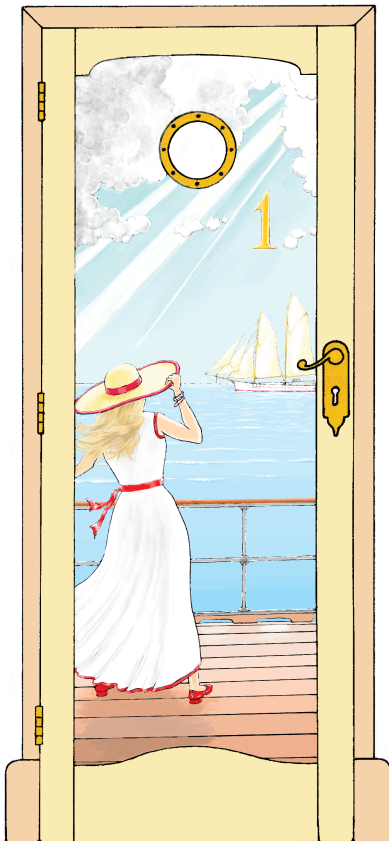
Interior Design Sketches
Go Sail Cargo Electric Clipper Range
Derek Ellard 2026



Notes on the interior design sketches

At Go Sail Cargo, I embrace new technology with gratitude for it is the cornerstone of our business. No quality compromises are needed and the vessels step up to a practical reality – the vision realised. All aspects are important including interior design, and the visual details outlined here represent a new expression of passenger amenities.

Aesthetically, the ships feature updated interpretations of early 20th century travel, drawing on a variety of styling cues from Art Nouveau and Art Deco architecture and design, already hinted at with my electric ferry interiors of a decade ago. See: www.electricferry.com.au The passenger spaces will showcase GSC thinking. Drawing from diverse sources such as 1930s seaside travel posters and late Victorian architecture, the idea is to bring a fresh breath of life and colour to the interiors. The old remembered in a new way. As an example, all cabin doors will feature artwork on the corridor side and inlay inside, and others will be invited to submit studies for pictures, furniture, and décor with similar nautical themes.



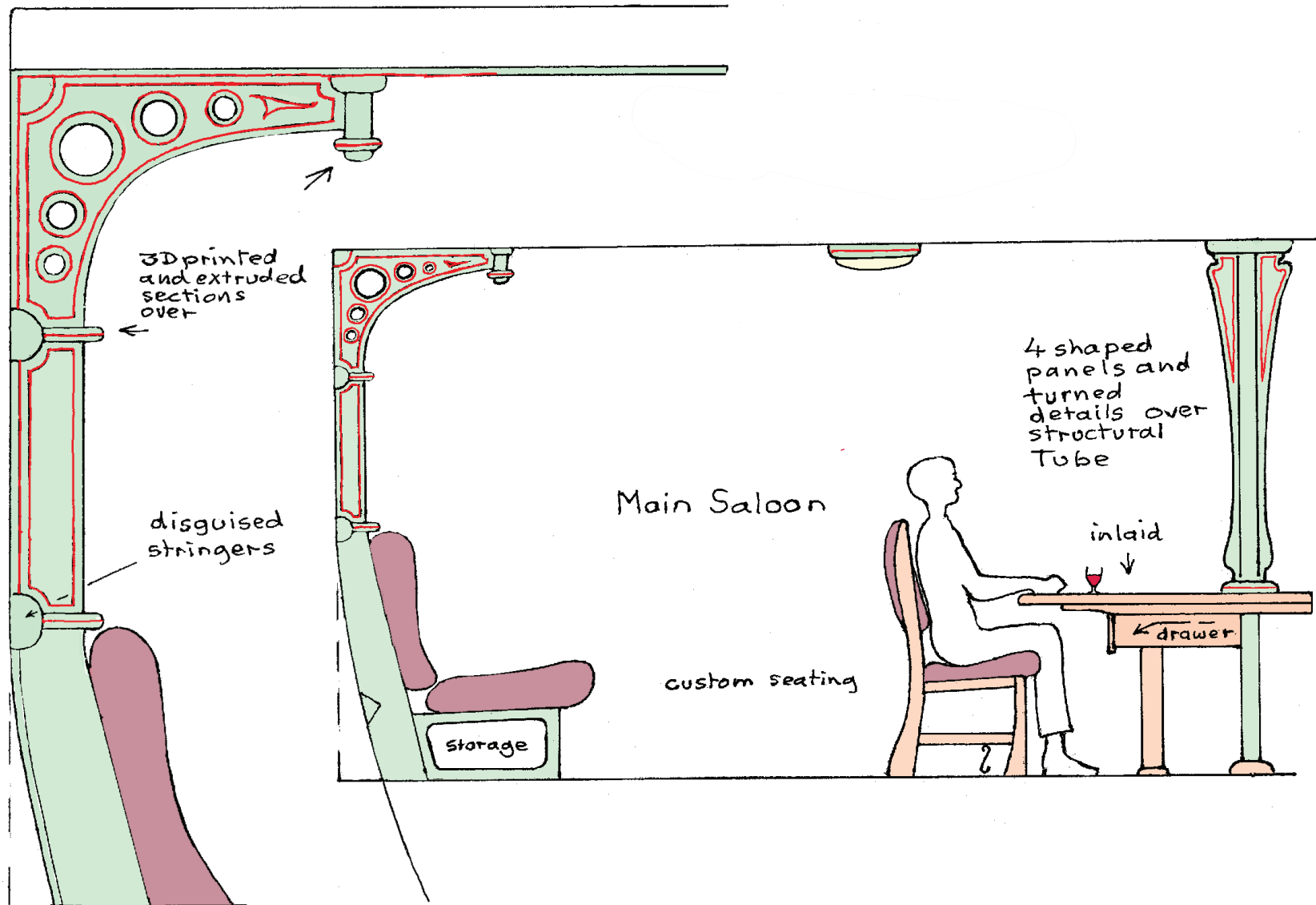
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Technically speaking the doors will be constructed of fire-resistant panels with 9mm CNC routed timber, epoxied on either side. Cavities for brass locks, ports and hinges are pre-cut, the ports being dress rings over double glazed frosted glass. Artwork is by good quality film on pre-coated panels to the outside, inlaid work inside - all made possible and cost effective with technology. The ships framing in premium suites and the main saloon is custom engineered structural steel with a stopped curves and decorative holes, dressed with 3D printed or extruded sections to suit. Only a few visible frame sections will need this modification.

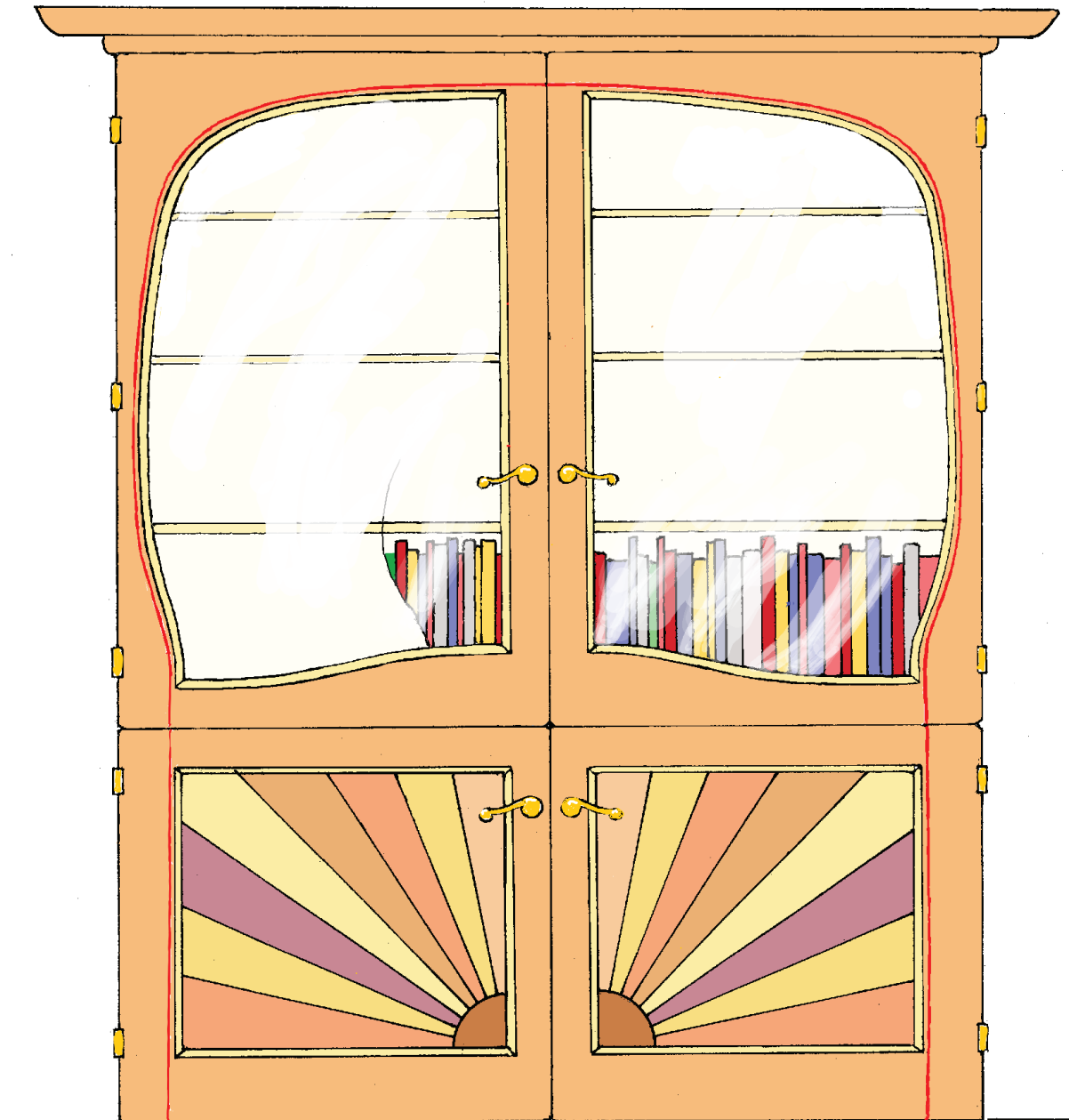
The table is fixed around 2 structural columns, each with decorative additions. The table top is inlaid with pre-cut 4mm veneers, epoxied and vacuumed in place. Underneath is a laminated timber framework with a series of storage drawers that angle down when open for easy access.

The fitted seating is straightforward but the dining chairs are custom built from solid timber, reinforced with concealed stainless fittings and fitted with quick-release hooks on discreet tracks to pull in or out as required.





The bookshelves continue the themes in an easily manufactured and scalable basis for the library and other variations. Using CNC and best practice assembly systems in solid timber with fireproof panels and inlays, all are coated with fire resistant clear topcoats. All cupboard and custom lockers are ready for the voyage, locked top and bottom via sprung rod latches. Wall covering and general finishing is yet to be decided but timber panelling up to dado level is preferred with timber skirting and architraves, protected where necessary. All removeable access panels will not be disguised but secured with neat rows of screws. While most fittings will be standardised, the two premium cabins will feature custom fit-outs, and in the saloon, the library shelves and other fittings will follow the design cues. All other public spaces will be similarly co-ordinated. All furnishings and decorative works will be used on other vessels in the range and also for prints and promotional use.





The results of this attention to detail will undoubtedly pay dividends with premium publicity, good ROI and satisfied passengers writing favourable reviews.

While most of the features illustrated in the provisional drawings are self-explanatory, further details are readily available as all the preliminary work has now been undertaken.

Derek Ellard, founder Go Sail Cargo 2026 info@gosailcargo.com

