

ASIA-PACIFIC BOATING

NOVEMBER-DECEMBER 2010

ASIA'S TOP

50

SUPERYACHTS

SPECIAL FEATURE

The Top 50 Superyachts of Asia

BONUS FEATURE

The Asia Superyacht Conference returns

DESTINATION

Patagonia the far side of the Pacific

SPOTLIGHTS

McMullen & Wing's *Big Fish*, built for a Hong Kong businessman, offers plenty of long distance fun.

Plus, Perini Navi's *Exuma*, The Custom Line *Navetta 26*, Heesen's *Sky* and Kingship's *Columbus 90*



Hong Kong, China
Singapore
Malaysia
Thailand
China
Philippines
Rest of Asia
Rest of World

HK\$70
S\$10 (inc GST)
M\$25
B\$25
RM\$75
P\$70
US\$9
€10

India
Indonesia
Australia
New Zealand
Japan
S Korea
Europe
U.S.A.

RS915
RP\$0,000 (inc tax)
A\$10
NZ\$10
¥955
W\$320
€10
US\$11

THE HULL STORY

WORDS FRANCES AND MICHAEL HOWORTH

Imagine a motoryacht that combines the best of Italian luxury on board with the efficiency of a sailing yacht hull. The new 50-metre Exuma from Perini Navi's Picchiotti yard is just that – it even comes with its own hovercraft tender







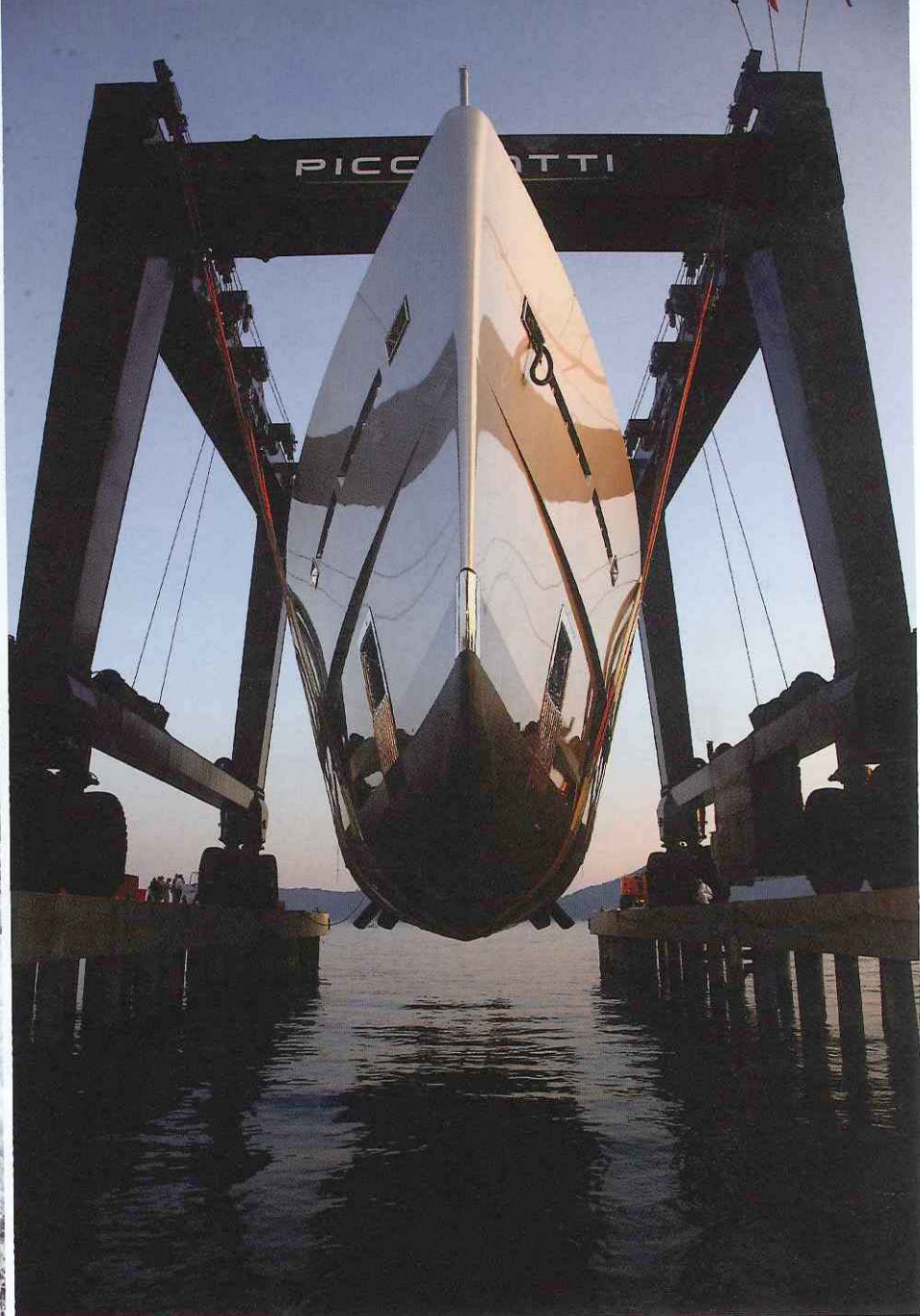
Water tank testing proved that the hull used for the build of *Exuma* requires around 30 percent less power at maximum speed than a similar sized conventional motoryacht

► ONCE EVERY FEW YEARS, A RADICALLY DESIGNED SUPERYACHT SPLASHES INTO THE WATER, AND GRABS THE ATTENTION OF OWNERS, CAPTAINS, DESIGNERS AND POTENTIAL BUYERS. Perhaps the last to do this successfully was the 88-metre *Maltese Falcon* launched by Perini Navi in 2006. Now, *Exuma*, from the same yacht builder has been launched and she is having the same effect. Manufactured under the brand name of Vitruvius Yachts, drawn by a sailboat designer and built by Picchiotti, a company that began in 1600 and now has a new lease of life thanks to the Perini Navi Group, *Exuma* is as radically different as one would expect.

The Vitruvius concept is the brainchild of Veerle Battiau. Seeking a motoryacht that could do what a sailing yacht did, she reasoned that superyacht owners needed a yacht over which they had more control. It was while working with a French yacht builder that she first met Philippe Briand, one of the world's best-known figures in sailing yacht design. Briand shared her opinion that a motoryacht could combine all the positives associated with sailing yachts with the benefits associated with luxury motoryachts, and equally important have a similar environmental foot print.

What emerged from the drawing boards at Philippe Briand Design was an environmentally-friendly, long-range yacht with an elongated, sleek hull that's designed for maximum hydrodynamic efficiency. The hull line on this yacht therefore features a plumb-line bow, which extends the length of waterline to the overall length of the yacht and cuts drag by up to five percent compared to yachts with a standard shape and similar length.

Moreover, the straight bow spreads buoyancy along the elongated waterline, allowing for a faired longitudinal line design, and so avoids steep, hollow lines further aft., yielding a far larger range at cruising speed. The resulting design paid close attention to the three key principles dictated for the boat: that it should be efficient, sustainable and robust. With



the concept tested, it was time to involve a shipyard.

GETTING EXUMA IN THE WATER

Back in 2005, German mega-yacht specialist Lürssen, hoping to find owners that would build avant-garde designs at their yard, announced that they would build the first of the Vitruvius Yachts. The statement generated huge amounts of media attention and many magazine pages were filled with inspirational drawings and smiling faces of designers and yacht builders. Later, it became apparent that the size of a Vitruvius yacht did not fit well within the shipyard's business plan, and the idea of them building the yacht was dropped. With Lürssen out of the running, a new yard had to be found.

Fortunately, Perini Navi had decided to revive the Picchiotti name, a brand they had acquired in 1990 when they purchased the yard and were looking for an opportunity to





build a new breed of motoryacht; they were keen to establish a new benchmark for the industry.

Work on *Exuma* began in 2008 at the Cantieri Navali Beconcini shipyard in La Spezia, a yard whose name has subsequently been changed to Picchiotti Shipyard. Two years later she was completed. The smooth, streamlined and elongated waterline with a dramatic upright bow are what her designer calls, prosaically, the Briand Optimised Stretched Hull. Walk around the yacht while she's out of the water and you get the impression of a sailing boat without sails was emphasised by the hull design. This was greatly reduced once the yacht was launched and she was lowered as gently, into the Mediterranean water. Two, huge gull-wing doors on either side of the hull house the yacht's special toys for use in remote locations: a hovercraft on one side and a completely customised amphibious vehicle on the other.

Here is a vessel designed to be used and enjoyed, not tied to the dock and wrapped up in endless maintenance. Gone are superfluous features such as teak handrails and stainless steel. Instead, handrails feature matt titanium, which is both beautiful and practical, especially as the yacht carries a relatively small crew for her size. The huge flush foredeck has two deck hatches

allowing access to the rescue boat and the jetski, both handled by the telescopic crane located beside them. This deck is the perfect place for passengers to survey the world as well as being a superb sunbathing area.

ON-BOARD THE LEAN MACHINE

The yacht may be 50 metres in length overall, but inside her volumes suggest those of a more modest 35 metre, something brought about by her narrow beam and the toy garages. Besides the wheelhouse, the captain's office and a pantry, the bridge deck features a small





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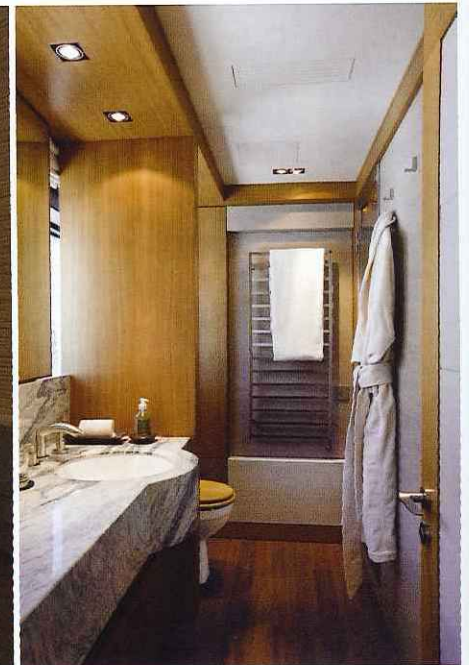




skylounge with L-shaped sofa, a coffee table, armchairs and an entertainment area. Large glass doors lead aft onto a small sundeck partly shaded by the aft facing eyebrow with two comfortable chaise-lounges and a large spa pool. What this deck does not have, unusually for a yacht this size, is a captain's cabin. This is located on the lower deck, a rather long sprint away in case of an emergency. This omission has clearly been recognised by the build captain, if not by the classification society and Flag States, and the captain has wisely insisted on a small fold away sleeping cot built in the bulkhead of the sky lounge.

The main deck aft resembles the cockpit more typically seen aboard sailing yachts. It hosts two C-shaped sofas with two connectable coffee tables and is a perfect place to eat when on

deck. Access aft to the swim platform is via double stairs on either side. The full-height lazarette houses a seven-metre Castoldi tender with an extendable rail to assist in the launch operations. The area is also home to a diving preparation area, with dive compressor, a machine workshop, 50-60 Hz frequency converter. Here too is the stern anchor. One of this owner's key criteria was





TECHNICAL SPECIFICATIONS – PERINI NAVI PICCHIOTTI *EXUMA*

Length overall:	49.5 m
Waterline length:	49 m
Beam:	9.5 m
Draught:	2.3 m
Displacement:	400 t
Engines:	2 x 970 kW Caterpillar C.32
Generators:	2 x 115 kW & 1x 86 kW Caterpillar
Berths Guests:	8 / 9
Berths Crew:	7
Fuel capacity:	75,000 litres
Fresh water capacity:	17,000 litres
Class:	ABS: A1 Commercial Yachting Service AMS+
Classification:	MCA LY2
Hull material:	Aluminium
Superstructure material:	Aluminium
Exterior styling:	Vitruvius
Interior designer:	Perini Navi
Naval architects:	Philippe Briand
Top speed:	17 kts
Cruising speeds:	12 kts
Range@12 knots:	5,700 nm
Tenders:	1 x 4.2m Rescue Boat, 1 x 6.4m tender
Builder:	Picchiotti, Perini Navi Group

Exuma charts through Fraser Yachts and is available in the Caribbean this winter for €196,000 pw. www.fraseryachts.com

that his superyacht would be under 50 metres in length and have a gross tonnage below 500. *Exuma's* draught was to be no more than 2.4 metres, she would be equipped with a superior forward scanning sonar, her powerful yet silent bow thruster and this stern anchor would allow safe manoeuvring and anchoring inside the tightest of uncharted anchorages.

Glass sliding doors lead from the main deck aft to the open-space saloon, with its large glass windows. The living area is comprised of three U-shaped sofas located on the port side, while the dining area houses a table capable of seating up to ten people. Amidships, the main lobby features the guest stairway that directly connects all three decks, a day head and forward of that the owners area, comprised of his and hers bedrooms. His is larger and has a double bed athwartships from which to gaze outside and enjoy the view. Hers has a single bed set fore and aft in a style more in keeping with an explorer yacht. Both have large glass windows and ensuite bathrooms fitted with Italian marble.

The lower deck, accessed using the central guest staircase, is comprised of two VIP cabins and one twin cabin with ensuite bathrooms and all, strangely again, having their beds athwart ships. A fourth cabin is equipped as a gym but can be transformed into more sleeping quarters using two Pullman beds. A bathroom and shower complete this area, which also has a parallel corridor, with separate stairs for crew access. Forward of the guest accommodation is the crew area accommodating eight crew in four double cabins including a Captain's double bedded cabin, a crew mess and laundry room. This deck is also home to the small main galley, which is very much drawn from sailboat-style galleys, and it is equipped with a dumbwaiter serving all three decks directly.


GOING FARTHER THAN BEFORE

The engine room, with a separate control room is located forward of the lazarette and is fitted with two 970-kW Caterpillar C32 Acert engines capable of giving the yacht a top speed of 16 knots. Given the power output of these units and *Exuma's* hull shape, it is expected that she will burn just ten litres for every nautical mile when travelling at cruising speed where the average for a yacht of her size is normally nudging 13. Other machinery installed includes two 115-kW and one 86-kW electric generator, a central air conditioning unit and a waste water treatment unit.

Capturing the imagination of all who saw her at the Monaco Yacht Show, *Exuma* was awarded

the RINA Green Plus Platinum certificate, as well as the Green Yacht of the Year award, in recognition for her proven commitment to environmental excellence. Vibration free and ultra quiet, she was designed with exploration in mind and her range of over 5,500 miles at a speed of 12 knots is extremely respectable and very unusual given her capacity of only 75,000 litres of fuel.

Her long lean hull has been designed to run economically she is not too greedy when it comes to fuel consumption drinking a miserly 9.8 litres per nautical mile. Her highly experienced commissioning owner insisted that the yacht should be equipped to go anywhere, and the yacht has been tailor-made to these exacting requirements. The living areas have been designed to provide comfort to him and his guests on board without being over-decorative or difficult to maintain. Overall, since her launching and the handover to her owner, the yacht has out-performed the specification brief, fuel consumption was better than hoped for and her Captain reports, "she handles particularly well in a seaway."

For those wanting long-distance cruising in comfort, the Vitruvius vision is now available and waiting. 

www.vitruviusyachts.com
www.perininavi.it