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52 METRE BEL ABRI AMELS' NEW BESTSELLER

50 METRE EXUMA PERINI'S FIRST EXPLORER

RON HOLLAND SUPERSAILING DESIGN TRICKS

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INSPIRED BY VITRUVIUS

Had he not died 2000 years ago, Vitruvius Pollio would have been delighted by "Exuma". The styling of the 50-metre explorer is based on the Roman architect's theory of proportions. Philippe Briand provided a modern maritime interpretation. We paid a visit on board this efficient, spectacular design in La Spezia, Italy

Text Martin Hager Photos Giuliano Sargentini, Michele Lombardo





"Exuma" under way: two 970 kW Caterpillar units operate in the engine room of this 400-tonne yacht, providing a maximum speed of 16 knots. At 12 knots she has a range of 5,500 nautical miles. The similarity of the hull to sailing yacht designs by Philippe Briand is unmistakable.



Large saloon: grey leather, white ceiling panels, plenty of oak combined with teak floors dominate the entire interior of "Exuma".



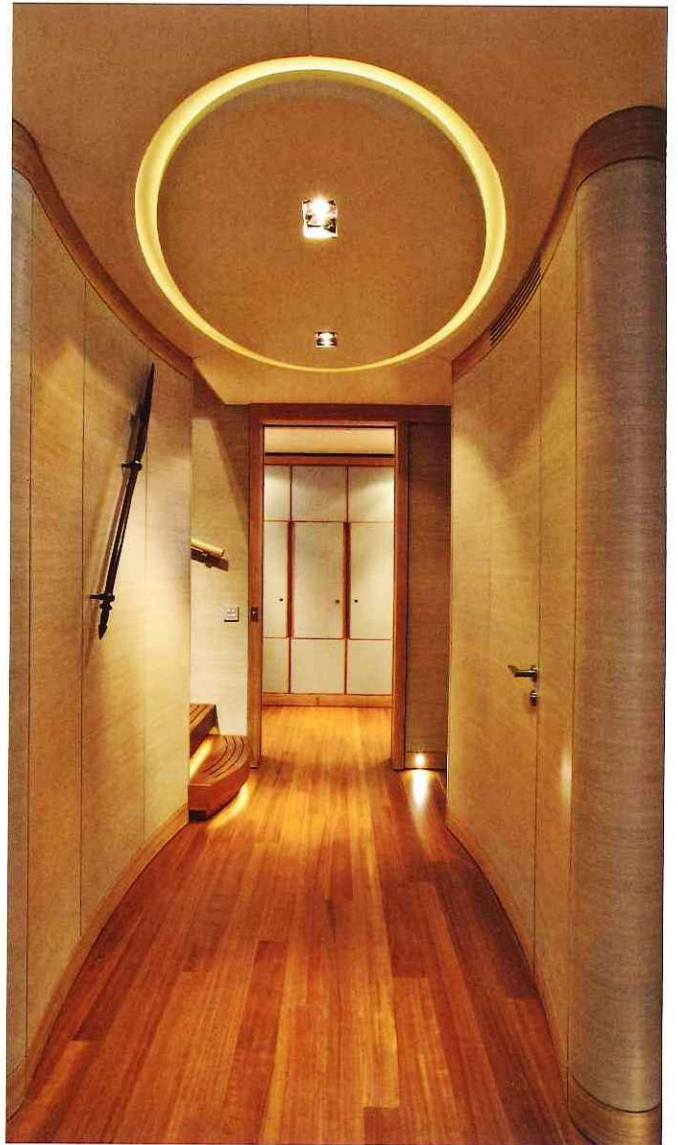
Seating arrangement: Perini Navi designed the interior in-house.



Skylounge: the owner can enjoy the calm private saloon up top.



Dining area: the table can seat up to ten guests comfortably.



Corridor: the walls leading to the owner's suite are cambered.



Owner's bed: large windows provide magnificent views.



Space for toys: the crew can stow the Castoldi tenders as well as a mini-hovercraft and an amphibious vehicle behind the side hull hatches.



A lone the list of toys and tenders on board the 50-metre "Exuma" is impressive. An amphibious vehicle, an almost 4-metre-long hovercraft, a jetski, 2 Castoldi tenders up to seven metres in length and a set of electric scooters. This extensive for-fun fleet, which is parked in oversized on-board garage facilities of more than 120 square metres, give a clear indication of what purpose the latest yacht to be launched by the Italy-based Perini Navi Group is intended to serve. Leave the daily grind behind, put some adventure into your life. And the rougher it gets, the better it is. "Exuma' is the ultimate explorer that will take me to the ends of the Earth",

her experienced yacht owner emphasised during his naming ceremony speech. The birthplace of the "Exuma" project was – as so often – the Monaco Yacht Show. The owner saw one of Philippe Briand's first Vitruvius conceptual designs and commissioned the French yacht designer to come up with a 50-metre explorer featuring gross tonnage of less than 500, long-range capability, shallow draught, low diesel consumption and thus minimal CO₂ emissions. It should accommodate a maximum of ten guests, the layout had to be charter-compatible and – most important – the above-mentioned range of toys would need to be carried on board at all times.

The results, four years after those initial Monaco discussions, are impressive.

"We spent a lot of time working intensively to achieve the right hull and superstructure proportions", recounted the designer, Philippe Briand. These were inspired by the Roman architect Vitruvius Pollio, who in the 1st century BC concentrated on deriving perfect architectural proportions. The fact that "Exuma", which displaces 400 tonnes, looks elegant, athletic and slender, despite having three decks and a beam of 9.50 metres, can definitely be attributed to these harmonic dimensions. "People who are familiar with Briand's

You cannot miss the Briand genes in her

sailing yacht designs will immediately recognise his typical design genes in 'Exuma'", said Giancarlo Ragnetti, CEO of the well-known Italian shipbuilding group, Perini Navi, which includes the La Spezia-based motor yacht builder Picchiotti, known until recently as Beconcini.

As he worked on his Vitruvius designs, Philippe Briand was inspired by streamlined sailing yacht hulls, and he attached great importance to optimum use of available space and to scrupulous attention to detail in relation to weight calculation, in order to design lines of maximum efficiency. "A yacht can only cruise fuel-efficiently if the displacement is as low as possible and the hull lines generate minimum drag", said the London, UK-resident Frenchman. Picchiotti managed to achieve low displacement of only 400 tonnes with the aid of aluminium, which is widely used in yacht building, out of which the Italian builder welded the hull and superstructure.

Titanium deck hardware and stanchions provide further weight reductions and the resulting lower centre of gravity generates the required nautical ride,



Racy design: the near-plumb stem can also cut through rough sea. Featuring a 9.50-metre beam, "Exuma" is narrow and her aluminium hull makes her fuel-efficient. The owner ordered the stanchions be fabricated in titanium.



Fore and aft: an uninterrupted view from the cockpit into the saloon. The crew can hoist water bikes and MOB tenders by crane onto the spacious foredeck.



despite her exceptionally narrow beam. The BOS (Briand Optimized Stretched) hull, which was developed for all Vitruvius yachts, is characterised by a near-plumb stem and a stretched waterline and is responsible for low overall drag. As usual in the case of lines by this well-known naval architect, the results of intensive trial tank tests and CFD analyses were incorporated into the final hull shape. "As far as exterior styling was concerned, we attached great importance to the right proportion of sweeping shapes and straight-line surfaces in combination with extensive glass facades for a naturally bright interior and an impressive view from the bridge deck", the yacht designer added. Indeed the bridge

deserves special mention, and there is nothing to rival the spherically curved windows, not just given their impressive dimensions but also their shape. People, who set eyes on "Exuma" for the first time, are inevitably reminded of the world-famous 73-metre Martin Francis design "Enigma" (Ex-"Eco"), which attracted a great deal of attention in the yachting world after her launch in 1991, on account of the cambered windows on her main, upper and bridge decks. "Manufacturing the glass panels was even a great challenge for our supplier, the German company, Yachtglass", said Perini Navi CEO Ragnetti.

The captain's office adjoins to starboard aft of his state-of-the-art work-

place, which features Furuno and Sperry Marine equipment. On the opposite side the builder installed a small pantry with a food elevator, which serves all three decks from the galley on the lower deck. The builder's own interior designers kitted the saloon behind the pantry and captain's office out with a welcoming seating arrangement and a comprehensive range of entertainment equipment. Fresh-air fans and sun worshippers get their money's worth on the aft deck, which is 50% sheltered.


The bubbles in the Jacuzzi, which is surrounded by acres of lounge space, help you to cool down whilst enjoying a magnificent view. Guests and crew can

A slimline hull achieves range

reach the foredeck and the Portuguese bridge, including twin Panama helm positions, via the broad side deck walkways. Watertight deck hatches accommodate the crew tender, which is also approved for use as a lifeboat, and a water bike beneath the extensive outdoor teak foredeck. This can also be used as a party area when "Exuma" is in port. A remote-control davit guarantees that tenders are launched quickly.

There is also no lack of outdoor space on the main deck. Behind the large windows that surround the bright saloon with its sofa arrangement and dining table seating up to ten people, is the aft deck that is dominated by two large sunloungers and provides access to the swimming platform and to the spacious lazarette. The owner's suite, which unusually consists of two cabins and extends across the yacht's full beam, is located forward of the saloon.

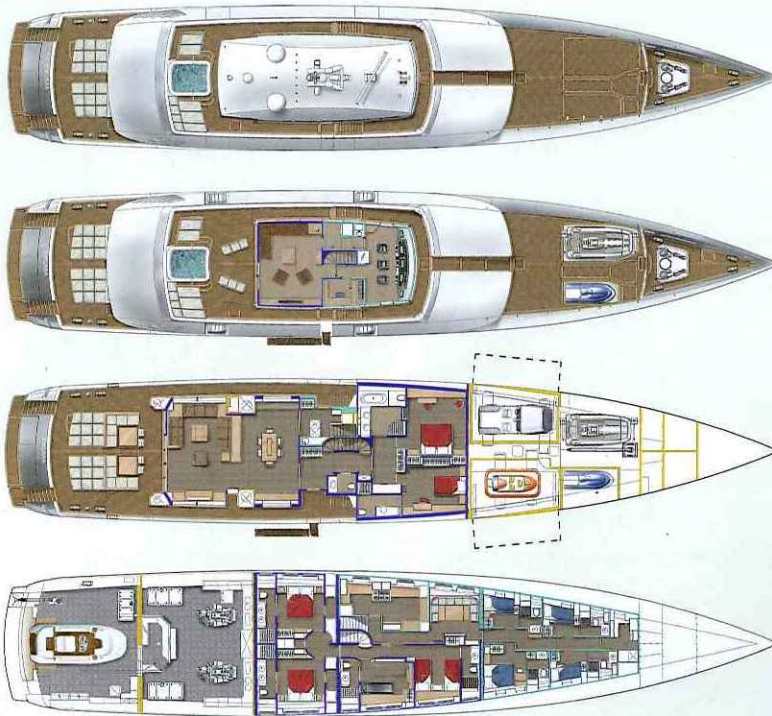
Like everywhere else on board "Exuma", oak and teak, light grey leather and white ceiling panels dominate. The yacht builder installed Italian Cipollino



Design vocabulary: the appeal of the Vitruvius concept is based on the effective balance between straight-line and cambered surfaces, on the extensive window facades on the main and bridge decks and on the almost profligate outdoor deck areas.

EXUMA

LOA:	50 m	Shore supply:	2 x 54 kVA, ASEA
LWL:	48.90 m	Fresh water capacity:	17,000 l
Hull speed 2.43√LWL:	17 kn	Water makers:	Idromar, 2 x 12,000 l/day
Beam:	9.50 m	Bow thruster:	Van der Velden, 110 kW
Draught:	2.30 m	Stabilisers:	Quantum, Zero Speed
Displacement:	400 t	Air-conditioning:	Condaria
No. of decks:	3	Galley:	Miele
Material:	aluminium	Navigation system:	Furuno
Gross tonnage:	497	Communication system:	Furuno, FB 250, FB 500
Engines:	Caterpillar	Autopilot:	Sperry Marine, Navipilot 4000
Engine performance:	2 x 970 kW	Gyrocompass:	Sperry Marine
Propellers:	Detra	Tenders:	1 x amphibious vehicle, 1 x hovercraft, 1 x jetski, 1 x Castoldi 21'
Speed (max.):	16.5 kn	Paint system:	Dupont
Speed (cruising):	12 kn	Naval architect:	Philippe Briand
Fuel tank:	75,000 l	Exterior design:	Vitruvius Ltd.
Range:	5,500 nm @ 12 kn	Interior design:	Perini Navi
On-board voltage:	380 V/50 Hz	Classification:	ABS, MCA LY2
Generators:	Caterpillar	Builder:	Picchiotti, 2010
Generator output:	2 x 115 kW, 1 x 86 kW		



Going separate ways: three guest suites are located on the lower deck and the gym can also be used as a cabin if required. The crew quarters, designed to accommodate eight people, including the galley, can only be reached by a separate companionway. The owner is accommodated on the main deck.

Apuano marble in the bathroom. Amidships in the lobby the stairwell leads to the lower deck, which features two VIP suites, a double cabin and a gym that can be converted to a twin-bed cabin. "A particular feature of this deck is the complete separation of guest and crew facilities", Philippe Briand explained. "Crew and guests use separate companionways that lead to two parallel corridors. The large galley and mess-room are located to port and the crew of 8 is accommodated forwards right in the bow. The guests are accommodated to starboard and in front of the engine room."

The Picchiotti engineers installed two 970 kW Caterpillar diesels in the engine room, located in front of the lazarette, and they provide the 400-tonne yacht with a maximum speed of 16 knots. The chief engineer has the use of a separate

The bridge with its windows is amazing

insulated control room. Bunkers for the generators and the propulsion package can hold 75,000 litres of fuel, which enables this modern explorer to travel up to 5,500 nautical miles non-stop at a cruising speed of 12 knots. "We anticipate fuel consumption of just ten litres per nautical mile", said Philippe Briand. "That is sensational."

In the case of "Exuma" the Perini Navi Group has demonstrated impressively that it can manufacture excellent products that do not feature a mast. Two more Briand designs from the Vitruvius range, a 55-metre Ice Class explorer and a 73-metre displacement yacht, currently the flagship, are at present under construction at Picchiotti in La Spezia and are due to be launched by 2013.

As far as green design goes, "Exuma" marks a significant improvement in efficiency, compared to "Eco" with her gas turbines. A sign of the times.

Standing by: hydraulic pistons open both lateral hatches, in which the crew stows the amphibious vehicle and the hovercraft. The spherically cambered bridge windows are reminiscent of the 74.50-metre Martin Francis design, "Enigma" (ex-"Eco"), designed 20+ years ago.

