

ELITE

SUPERYACHTS

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Everyone knows Vitruvius Man, drawn by Leonardo da Vinci as the human body in its ideal proportions and in perfect balance. It is therefore hardly a surprise that *Exuma*, the first in the Vitruvius® line of motoryachts built by Perini Navi at its Picchiotti yard in Italy, embodies the spirit of ingenuity in the world of superyachts.

BY LAURENT PERIGNON
YACHT PHOTOGRAPHY BY MARC PARIS

• Spirit of ingenuity



Specifications

Length | 162'4/49.5m

Draft | 7'5/2.3m

Beam | 31'1/9.5m

Year | 2010

Builder | Perini Navi, Picchiotti,
www.perinnavi.it

Naval architect | Philippe Briand
(Vitruvius® series), www.philippebriand.com

Range | 6,500nm

Speed (max/cruising) | 17 knots/12 knots

Displacement | 400 tons

Gross tonnage | 497 tons

Charter agent | Fraser Yachts,
www.fraseryachts.com

Leonardo da Vinci is famous to this day for his cutting-edge thinking and strong record of invention. *Exuma* is an exploration vessel conceived, designed and optimized with the strongest sense of practicality, innovation and efficiency to fulfill her primary objective as a go-anywhere superyacht. As such, she is a masterpiece of which the Italian genius would certainly have been proud.

Exuma is the brainchild of an owner who is highly passionate about traveling and discovering unique, remote places, which he has done so for the past 30 years. He believes that yachting is unlike any other experience in providing the ultimate freedom to explore the world and to encounter moments and sights that not many are able to enjoy.

Enamored with the world's beautiful landscapes, fauna and flora, the owner is also a man with a deep awareness of the need to protect the environment and to travel in a way that affects the balance of nature as little as possible.

With that in mind, he carefully thought *Exuma* over, and over, and over. When it was time to build his brainchild, he took the interesting, if not risky, decision to commission a naval architect famed for building performance sailing yachts, Philippe Briand, to develop the architecture of his motoryacht. The idea behind it was quite simple: sailing yachts have to be optimized with the most efficient hulls.



Top and above: The deck areas of the *Exuma* are luxuriously equipped for relaxation

Naval architects like Briand are used to dealing with such hydrodynamics and are best able to design the most efficient hull, with minimal drag, for a large motoryacht whose aim is to have the lowest possible fuel consumption, carbon footprint, and draft, to reach anywhere in shallow waters and at the same time offer great comfort at sea.

Exuma is "long, lean and light," as advocated long ago by designer Tom Fexas, and also boasts an axe-bow. This wave-piercing bow proves that the length at the waterline should be as close as possible to the length over all (LOA). These sound principles tend to be forgotten nowadays as current motoryachts focus on maximizing interior volume and entertainment space



Exuma is designed as an exploration yacht, with onboard devices that help you reach new places easily



for a given length. When more power is needed to make the yacht operate well, many engineers simply increase the motoring capacity, which, unfortunately, is not very environmentally-friendly.

Philippe Briand and the owner visited a few yards capable of turning Briand's optimized Vitruvius® hull concept (called BOS for Briand Optimized Stretched hull) into reality. The Italian yard Perini Navi seemed a natural choice for such a challenge. Used to building sailing yachts, the directors there shared the same philosophy as the designer and were

keen to apply such principles to the development of motoryachts, a new avenue for them (see Perini Navi & Philippe Briand, opposite).

In order to stick to the brief for a long, lean and especially light motoryacht, and in order to limit water displacement, it was decided that *Exuma* would be built in aluminum, and that every element that could impact her weight would be optimized, yet without neglecting quality. As an example, even the stanchions were optimized by being built in titanium.



Left and above: Exuma's six-seater, four-wheel drive amphibious craft

Perini Navi & Philippe Briand

Exuma is the result of the first motoryacht collaboration between naval architect Philippe Briand and famed Italian sailing yacht builder Perini Navi. Their two teams have previously worked together to build *P2*, a fast luxury sailing yacht that received numerous awards when it was launched in 2008.

Philippe Briand is a French naval architect who has collaborated with a large number of yards, including Jeanneau and CNB, to build production sailing yachts and high-performance custom sailing yachts. Amongst his famous creations is *Mari-Cha III*, a 145'/40m ketch that broke the Atlantic sailing record in 1998 with a time of just under nine days. The new Vitruvius® series is his first attempt at building motoryachts, to great acclaim.

Perini Navi was unfamiliar with motoryachts until *Exuma* was born, but is renowned for the most luxurious large sailing yachts, built at Viareggio since 1983. Its notable achievements include *Maltese Falcon*, the 289'/88m three-mast iconic yacht developed with Tom Perkins that is Perini Navi's largest build to date. Perini Navi's entrance into the world of motoryachts marks the re-introduction of the Picchiotti brand, from a 400-year-old yard acquired in the 1990s.

The end result is an amazing, technologically advanced motoryacht that gives superb technical performance. Although *Exuma* is 162'4"/49.5m long, her gross tonnage is just less than 500 tons, with a displacement of only 400 tons, and a draft of 2.3m. She has an ocean-crossing range of 6,500 nautical miles, and only burns 200 liters of diesel an hour at cruising speed (12 knots) – or 10 liters per nautical mile – with her engines running at 30% load.

Such fuel consumption is 30-50% lower than any motoryacht of a similar size, although the owner admits that *Exuma* may not feel like a normal 50 meter but rather like a 45 meter motoryacht. He says that such an impression does not result from the optimization of the hull or any necessary reduction of space onboard. According to him, it is simply because *Exuma* is filled with devices not found in other yachts, which inevitably occupy a fair amount of space when stored in her two garages.

She is designed as an exploration yacht, intended to reach places where few yachts can go, and to enable guests to reach the shore and explore further without having to worry about transportation or access. *Exuma* therefore boasts, amongst other toys, a custom-designed 21'/7m tender for up to 12 persons, an additional 14'/4.5m tender, a two-



Stylish dining aboard *Exuma*



Accommodation boasts spectacular views



Explore or relax on *Exuma*



Above and below: *Exuma* can accommodate up to nine guests in superb comfort



seater hovercraft to ride over coral areas and mudflats without damaging them, and a one-of-a-kind amphibious four-wheel-drive car for six people, with proper road certification. The latter is easily taken to sea, can conquer inclines on land of 30 degrees and, of course, takes guests from the sea to land roads completely in the dry.

The ingenuity behind the development of *Exuma* is such that she is able to berth in any port around the world. Not many regions are equipped with superyacht marinas, which means yachts may have to berth at commercial docks, where piers generally stand much higher. This is why *Exuma* boasts a passerelle at each deck to guarantee safe and easy access in any condition.

She also features a powerful stern anchor to allow for nights out in secluded areas and shallow waters without worrying about the yacht turning around the anchor. On top of that, with her owner being so environmentally conscious, she is equipped with the latest eco-friendly systems, from top-notch waste water treatment to a frozen chamber for all waste.

A compact, efficient and high-performance exploration motoryacht, *Exuma* has now embarked on a three-year round-the-world chartering program, created by the owner himself as a result of his numerous yachting travels around the world (turn to our Owner's View feature on page 110).

From Mexico's Pacific coast and Baja California, where she is in April 2011, she will cross the Pacific to reach French Polynesia in June 2011. There, she will cruise around the Society, Marquesas and Northern Tuamotu Islands until September 2011 before heading to Fiji and Tonga, where she will stay until October 2011.

Exuma can accommodate up to nine guests and is available for charter from €175,000 per week.

Exuma is available for charter through Fraser Yachts. Contact Debra Blackburn at Fraser Yachts Worldwide, +1 954 463 0600, debra.blackburn@fraseryachts.com, www.fraseryachts.com. n