

2010 FORT LAUDERDALE PREVIEW

ShowBoats

INTERNATIONAL

perini
navi's
first motor
yacht

EXUMA

BOLERO REVIVED

OLIN STEPHENS' 73FT YAWL ONCE
AGAIN GRACES NEWPORT'S WATERS

144ft
LAMMOUCHE
*Sanlorenzo's First
Steel/Aluminum
Full Displacement Yacht*

197ft
SOLEMATES
*Sleek and Stylish,
This Lürssen is
Designed for Charter*

OCTOBER 2010



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ADVICE YOU NEED TO KNOW**





EXUMA

WHEN AN EXPERIENCED OWNER TOOK A MOTOR BOAT DESIGN FROM A SAILBOAT MAESTRO AND GAVE THE BUILD CONTRACT TO A YARD KNOWN FOR ITS SAILING SUPERYACHTS, HE KNEW IT WAS A GAMBLE. THE RESULT, DESIGNED BY PHILIPPE BRIAND AND REALIZED BY PERINI NAVI'S PICCHIOTTI YARD, IS NOTHING SHORT OF REVOLUTIONARY.

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MICHELE LOMBARDO/M1 MEDIA /
COURTESY OF PHILIPPE BRIAND**





Exuma was conceived at the Monaco Yacht Show when her now owner paused by an attractive yacht model being displayed by the French naval architect Philippe Briand. The model was of a newly developed motor yacht design that Briand had called Vitruvius, a name derived from the study of architectural proportions by the ancient Roman architect Vitruvius Pollio, whose work inspired the "The Vitruvian Man", Leonardo Da Vinci's renowned drawing that today symbolizes "ideal proportions." This clear-thinking design was intended to pioneer a more sustainable balance between the elements that go into a superyacht, while recognizing that an unspoiled environment is beneficial for all yacht owners.

Better known as a designer of racing yachts and high-performance sailing superyachts, such as *Mari-Cha III* and *IV*, *P2*, and *Bristolian*, Briand had developed his Vitruvius concept with the keywords "Further, Greener, and Sleeker" in mind. Expanded, these core principles translate to a robustly constructed, high-efficiency hull form with long range, excellent autonomy, and exemplary seaworthiness. The vessel's external appearance and the division of its internal volume also play a significant role in Briand's balanced design concept, but the main element is, without

doubt, the efficiency of the hull form. Built entirely from aluminum, the Vitruvian yachts are long, lean, and lightweight and, as they are explicitly designed to create less resistance to the water than a conventional displacement hull, they consume significantly less fuel and therefore emit relatively low quantities of CO₂. Such ecological friendliness is also enhanced by the adoption of many environmentally friendly technical items that are rewarded within the Green Plus notation developed by the Italian classification society RINA. Notably, RINA not only confirmed this notation but also honored it with the award of "Green Yacht of 2010," to be presented at this year's Monaco show.

The first thought of the owner of *Exuma* on seeing the model had been, "It's a beautiful looking boat, but it isn't going to work for my needs." But, drawn into conversation and fascinated by Briand's convincing arguments, he slowly formed the opinion that this concept might fit the explorer yacht that he had in mind for Pacific cruising. This is an owner who is no stranger to yachts or adventurous cruising, having previously owned three significant motor yachts and circumnavigated aboard his last, a 111-footer, during which time he developed some very firm requirements for his next vessel.

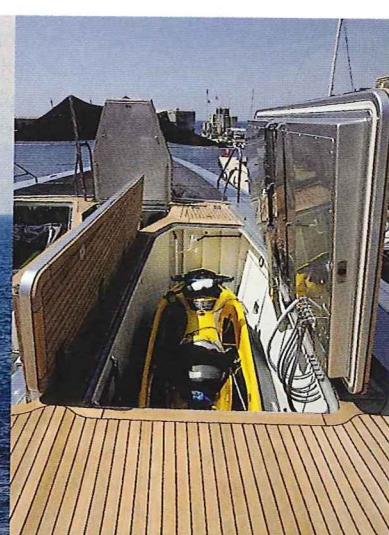
The combination of the slippery hull and the smaller engines needed to take the Vitruvius to 16.5 knots, together with its concomitant fuel efficiency and forecast of long range, fit well with his needs. He was also ready to accept a narrow beamed yacht, having studied ideas proposed by naval architect Tom Fexas in the 1980s, but he initially doubted whether his other requirements were compatible. The yacht he envisaged had to be under 164 feet in maximum length, under 500 gross tons, and have a draft of less than eight feet to ensure access to shallow anchorages. It also needed internal stowage for two tenders as well as for an amphibious car and a hovercraft (to deliver guests ashore over open beaches in dry condition), while a long wish list included a powerful yet silent bow thruster and a serious stern anchor to allow safe maneuvering and secure anchoring in the tightest lagoons and bays. Accommodation needs were for a master suite, and cabins to accommodate nine guests and nine crew. It was a tough assignment to fulfill, especially within the sailboat-like hull envisaged for his Vitruvius series, but Briand rose to the challenge and, over the course of a year of design and tank testing at Southampton University's Wolfson Unit in the U.K., he met all of the owner's requirements and received the go-ahead.

When it came to selecting a builder, a detailed bid package was widely distributed among Europe's leading yards, but it was Perini Navi, who had long been trying to break into the motor yacht market under the name of Picchiotti—a well-known shipyard in La Spezia, Italy, formerly known as Cantieri Navali Beconcini, that Perini had purchased some years previously—that was selected on the basis of cost and expectation of high quality. "It was a gamble," admits the owner, "I had signed up with a sailboat designer who had never before designed a motor yacht, and with a builder of sailing yachts that had never before built a motor yacht, but my confidence



"[Working with a sailboat designer and a sailboat builder] was a gamble...but I was confident because people who design and build sailing yachts strive for an efficient hull that offers minimal drag."

right
 Stowage for the extensive toy collection is particularly impressive, with various compartments housing everything from an amphibious car to a Hov Pod hovercraft, both launched by beam cranes in the hull sides.



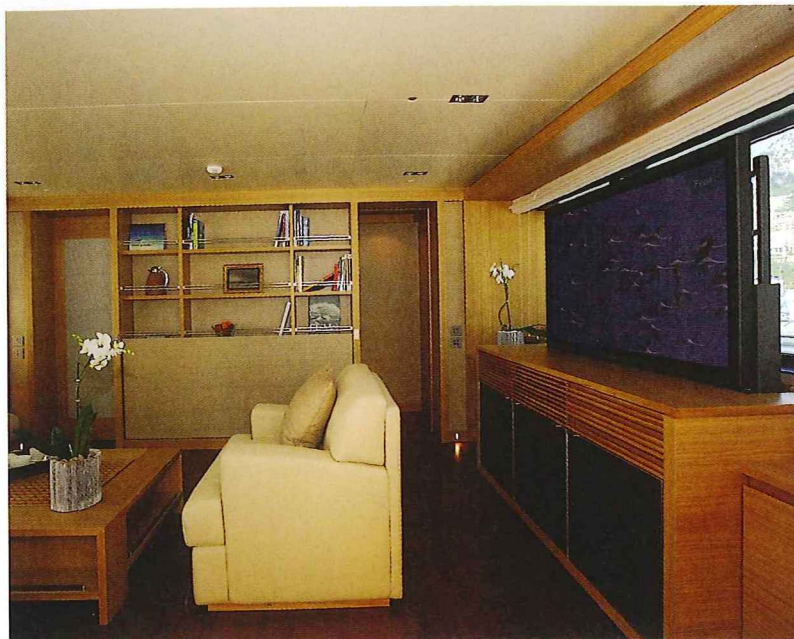
was high because people who design and build sailing yachts are always striving for a highly efficient hull that offers lightness with minimal drag."

Two years later, in July 2010, when *Exuma* was lowered into the water, the owner knew that he had made a good decision. Out of her building shed and suspended in the slings of the travelift, the whole hull was visible for the first time—a long, lean silhouette clearly different from the majority of today's motor yachts that tend to be designed to maximize internal volume. In comparison, this sleek greyhound of the oceans has a knife-like bow—delicately curved and almost vertical, designed to increase waterline length and minimize pitching—which cuts a sharp furrow through the waves rather than being lifted over them in conventional style. Round bilges minimize drag-producing wetted surface, while her shallow transom is slightly scalloped to reduce the draft requirements of her twin, high-skew propellers. Drag reduction was also achieved by choosing a drop-down bow thruster rather than the more conventional "exposed tunnel" variety, as tank testing showed that the latter could add up to 8 percent in drag, while the required fin area for the pair of Quantum ZeroSpeed stabilizers—another creator of drag—was able to be reduced on account of the innate high stability of a hull whose small, light superstructure provides a naturally low center of gravity. Two short bilge keels that add to wetted surface are in evidence just aft of amidships, but while these are creators of drag they fulfill another owner need: a back-up against stabilizer failure or damage in remote areas. Other interesting hull features are the water outlets that feature elegant stainless steel "eyebrows"—another drag-reducing solution—and the complex design of the exhaust outlets that ensure the correct back pressure for the main engines, which have very short exhaust runs. Very practically, the leading edge of her bow is capped with stainless steel to protect the softer aluminum from damage by flotsam.

In the water, *Exuma* has yet another dimension: purposeful good looks. Yachts with minimal superstructures and long foredecks—exemplified by *Carinthia V* and *Limitless*—always attract admiration and *Exuma* has this quality in spades, while adding serious distinction with the convex-glass windows that ring her bridge deck. The cost of such glamour is the lack of a sun deck above the bridge deck, which means that her open deck areas are limited to the aft portions of the bridge and main decks, together with a planned but not yet constructed awning that might be suspended from the tender crane on the foredeck to serve the needs of larger social gatherings. To the owner, though, this limited deck space is not a downside, as his and his wife's needs are more than satisfied by a large spa pool (featuring 55 waterjets) flanked by sunpads on the bridge deck aft and by the similarly sized sunbathing area on the main deck aft, forward of which is an extendable dining table that can comfortably seat up to 14 guests.

The side decks are laid out in the normal configuration, with the decks at main-deck level rising up over the master cabin to give access to the bridge side decks and onto the foredeck.

this page
The cozy upper salon leads out to the aft bridge deck, which offers a large spa pool and plenty of space for relaxing.





Ornaments include Polynesian ceremonial artifacts; of note is the delicately engraved wooden paddle, displayed in a case that also provides support for the spa pool above.



These offer a comfortable balance between width and easy movement around the yacht. They do, however, incorporate a couple of interesting features, the first of which is that to prevent intrusion on the already small size of the deckhouse there is no increase in the width of the bridge's side deck where the steps rising from the main deck land, thus effectively blocking the continuity of the upper side decks and ensuring privacy for the aft deck. Should privacy not be an issue, a hatch can fold down from the superstructure to close the stairwell on the port side deck and open a fore and aft route on the port side. The second is that there is no exterior connection between the two levels of aft deck, other than a vertical ladder that serves the needs of grandchildren in wet bathing suits dodging between sea and spa. Should grown-up guests have the same needs, they must dry themselves and pass through the interior if they wish to preserve their dignity. Both compromises are very acceptable and have saved valuable deck space. One notably prac-

tical feature of the decks is the provision of side boarding ladders at both levels, which allows *Exuma* to lie alongside in yacht marinas as well as against the higher commercial docks that she is sure to encounter in more remote cruising grounds. Other nice deck details include titanium rails, silky to the touch, that offer low maintenance and light weight, and a pleasingly modern flagstaff design, which incorporates LEDs at its truck to light the ensign.

Exuma's owner is the first to admit that his long, narrow hull shape provides the interior volume more usually associated with a 147ft, rather than a 164ft yacht, but huge, lavishly decorated interior living spaces never were his aim. What was important was to ensure excellent outward visibility and to create a calm interior that would blend well with the surroundings. Perini Navi's in-house interior designer, Bernardo Chichi worked with the owner to create the volumes and floorplan, while Daria Nobokov (the grand-niece of the author) was responsible for fabrics and interior decorations. The layout is not startlingly different from the well-established industry norm that remains an acceptable and practical solution to make the best use of available space. The volume of individual spaces are well considered and while not extravagant in size they meet their purpose. The one significant variant is that, in view of the space limitations of *Exuma's* narrow hull, the galley is located on the lower deck within a generous crew area and food is served via pantries on the main and bridge decks.

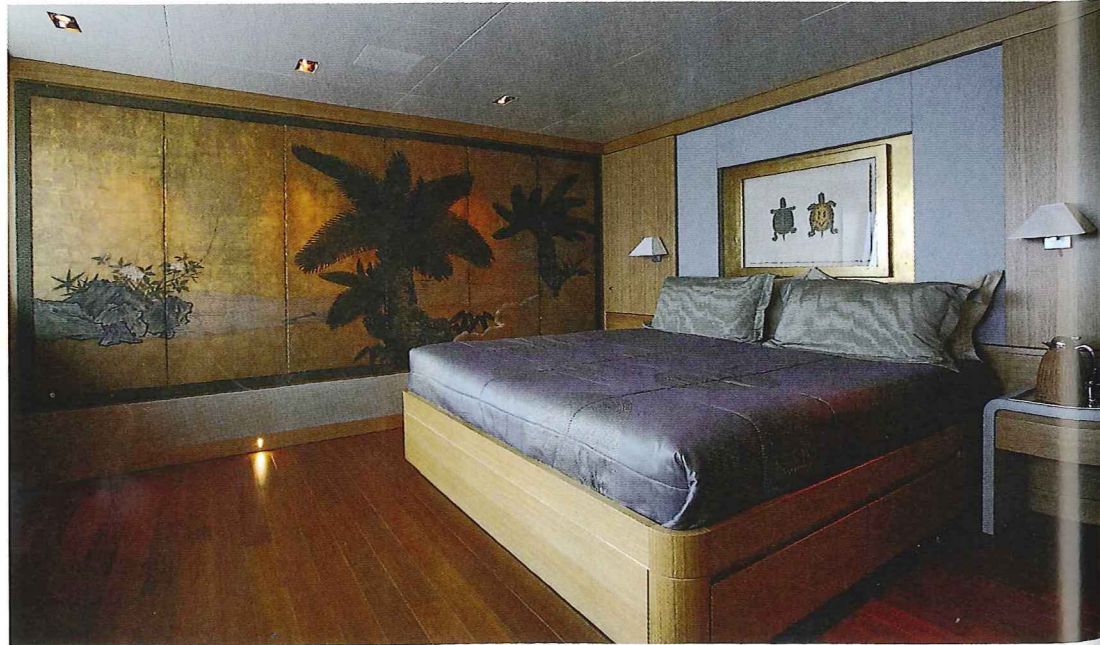
The real triumph of the interior is its understated and extremely tasteful elegance. Set against a background of natural white oak and grey-stained brushed oak paneling and laid teak floors, the furniture and fabrics of the salons

blend comfort with pure modern design. As one might expect from any company associated with Perini Navi, Picchiotti has ensured that they are also of high quality, and these virtues combine to create superb living areas in which interest and color are introduced with the occasional use of contrasting shades of fabric, together with Chinoiserie cushions and lampshades, marine prints, and Polynesian ceremonial ethnic artifacts. One of these, a delicately engraved wooden paddle, is housed in a glass display cabinet at the center of the main salon and blends art with the need to support the weight of the spa pool on the deck above. Interestingly, this was a solid pillar in the original design but the owner astutely suggested dividing its mass into four columns to create the cabinet.

Owner-inspired design is also evident in the master suite, set across the full beam of the yacht just forward of the starboard side entrance lobby. Here, the request was for two separate bedrooms—a double and a single—together with a bathroom and a separate shower room. This has been well executed and, despite the lack of a dressing room, there is a surprising amount of hanging space in concealed wardrobes, while a huge 17th century Japanese screen that exactly fits the forward wall of the double cabin provides a spectacular feature. In the same style as the remaining three lower-deck guest cabins, the bed is set athwartships, providing magnificent ocean views through the huge windows.

Despite their lower deck location, each guest cabin also has excellent exterior visibility through a pair of large ports. All en suite, with their shower rooms embellished with a tasteful Cipollino Apuano marble, two are

The master benefits from large windows, offering plenty of light and excellent views from the transverse bed. A 17th century Japanese screen adds a focalpoint to the forward bulkhead.



doubles that can be converted to twins, and the third a twin. Once again, they are all comfortably sized and sublimely decorated in the same style of understated elegance that distinguishes the remainder of the interior. A fourth compartment on this level is a gym, equipped with a fold-up running machine and a multi-gym set against a wall, while two fold-down beds provide overflow crew accommodation.

A sliding service door connects this lower deck guest area directly to the crew area, where four cabins and a small laundry fill the bow space between the bow thruster room and the forward watertight bulkhead, aft of which a well-sized crew mess and a professionally equipped galley lie abeam of the gym and twin guest cabin. It is an ingenious layout that, in view of the many other demands on the volume of this slimline yacht, provides the crew with surprisingly large living and working areas, while separating guest areas and offering discrete circulation routes.

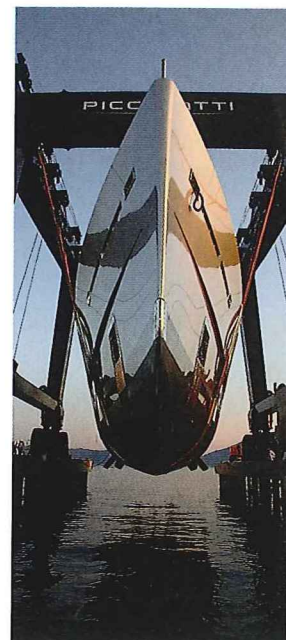
Having been shown around the yacht's interior, many visitors will be hard pressed to believe that the yacht also stows such a wide collection of tenders and vehicles within its hull. Directly above the crew quarters (which are not lacking in headroom) lie two large garages that house a 12ft Hov Pod hovercraft and a 16ft amphibious vehicle, custom built on an Iveco Campagnola frame. Not yet delivered, this latter vehicle will feature a combination of four-wheel drive for land use and Castoldi waterjet propulsion for passage to shore. Both of these vehicles, which are launched by beam cranes through shell doors in the sides of the hull, will serve to get guests ashore with dry feet, the hovercraft having the particular ability to cross reefs that are a barrier to a tender. Just forward of the garages, two flush-topped deck lockers house the 14ft rescue tender and a huge Sea-Doo RXT 250 jet ski that are launched by a centrally positioned hydraulic crane that is contained in its

own locker. A third, refrigerated, locker serves as a garbage store. At the yacht's stern, a wide upward-opening transom door forward of the swim platform reveals an even larger garage where the yacht's main tender, a 20ft Castoldi jet, is stowed, along with diving gear, a couple of electric scooters, and a SeaBob underwater tow.

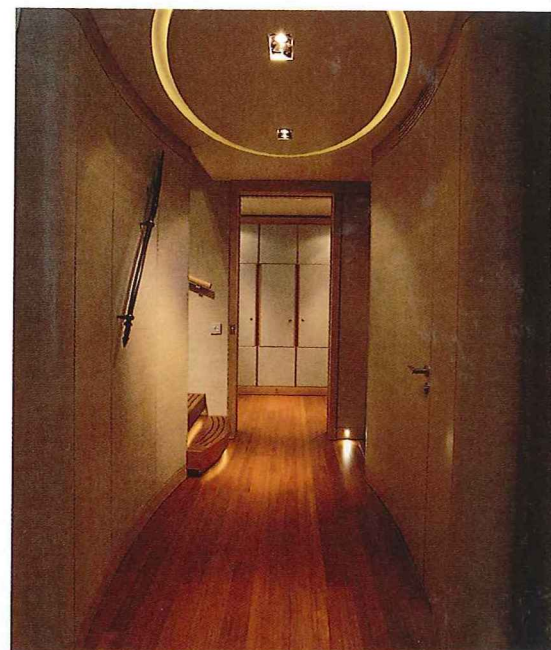
The bridge is fully electronic with its five screens displaying conning, full ECDIS navigation, and X- and S-band radars, while special features include a night-vision camera and a navigational display that provides a useful Google Earth 3-D style visualization of bays and anchorages that one might wish to visit. Outside the bridge's pantograph doors, which feature a clever, easily operable inner sliding door made from Perspex, are a pair of wingstations whose very comprehensive instrumentation includes a chart display screen.

At the time of writing, *Exuma* has not covered many miles at sea, but the current experience is all very positive. She cuts through 8ft waves like a knife through butter, keeping her deck dry in the process, while she swiftly accelerates to 16 knots and executes full speed, full rudder turns while remaining completely upright. "I have never before seen anything like this in a motor yacht," said the impressed owner.

Created by talented designers, accomplished builders, and a knowledgeable owner, *Exuma* is a new "environmentally-responsible" style of yacht that seems to have it all: long range with high performance and good economy with an excellent division of her interior volume that serves the needs of the owner, guests, and crew. Add to that her high-quality build, carefully chosen selection of purpose-oriented tenders and vehicles, a comfortable interior distinguished by its pure modern style, and her convivial deck spaces, and this has created a very special yacht, certain to make waves in the superyacht design world. ■

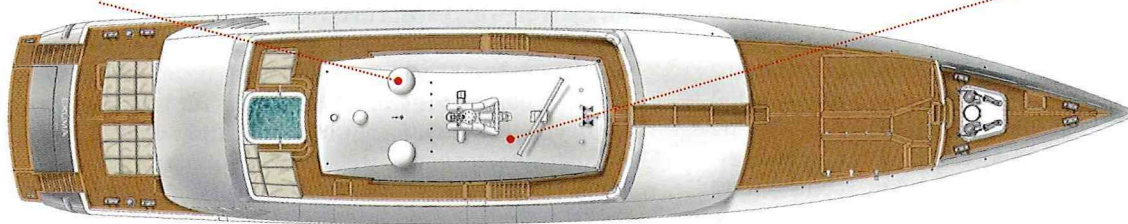


above
The bow is delicately curved and almost vertical, designed to increase waterline length, minimize pitching, and reduce drag.



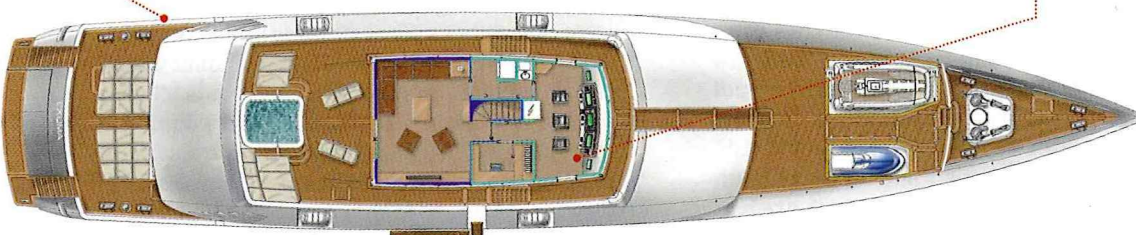
UPPER DECK: To keep the superstructure minimal and the foredeck long, there is no sun deck above the bridge deck.

VITRUVIAN CONCEPT:
Translates to "Further, Greener, and Sleeker"



PERFORMANCE: At a 12-knot cruising speed, the range is forecast at over 5,500nm from her 19,812gal fuel tanks.

BRIDGE: Electronics were chosen for ease of maintenance; Furuno was chosen as the supplier for navigation equipment.



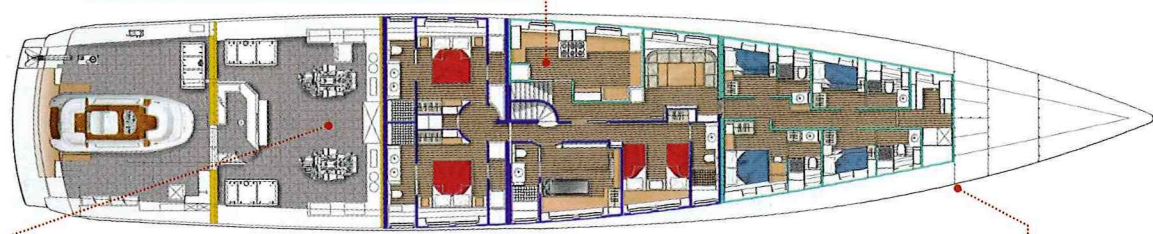
PROFILE: Long, lean, and lightweight, the hull was designed to create less resistance to water.

HULL DESIGN: The knife-like, almost vertical bow increases waterline length to just two feet less than the overall length.



GALLEY: Due to the narrow beam, the galley is located on the lower deck with food served via pantries.

BOARDING: Boarding ladders are found at both levels, allowing Exuma to lie alongside at marinas and commercial docks.



ENGINES: Access to the main engines is helped in part by the fact that the lean, slippery hull has allowed smaller engines.

DESIGN: Tank testing on the sailboat-like hull confirmed the design would offer increased range and fuel efficiency.

LOA: 162FT 5IN (49.5M)
LWL: 160FT 5IN (48.9M)
BEAM: 31FT 2IN (9.5M)
DRAFT: 7FT 7IN (2.3M)
DISPLACEMENT: 400 TONNES
ENGINES: 2 X CATERPILLAR
C32 @ 1,300HP
SPEED (MAX/CRUISE):
16.5/12 KNOTS

BOW THRUSTER: VAN DER
VELDEN EPS, RETRACTABLE
STABILIZERS:
QUANTUM ZERO-SPEED
GUESTS/CREW: 9/9
TENDERS: 20FT & 14FT
CASTOLDI, HOV POD SPX
120-4, AMPHIBIOUS IVECO
CAMPAGNOLA

CONSTRUCTION: ALUMINUM
CLASSIFICATION: ABS, XA1
**YACHTING COMMERCIAL
SERVICE, AMS, MCA
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EXTERIOR STYLING:
VITRUVIUS LTD.
INTERIOR DESIGN: BERNADO

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