

# SuperYachtWorld

The international magazine for superyachts of distinction

## *The BEST of* **MONACO**

The must-see yachts at the  
Monaco Yacht Show



### THIS MONTH

Family round the world in *Tenaz*  
*O'Rama*: Greece's newest superyacht  
Art on board: keep your *Mirò* safe  
Speakers that'll blow your ears  
Go: aboard the latest pristine *Feadship*  
James Bond's über-cool *Aston*



# Exuma

Michael & Frances Howorth take to the high seas on board the new eco-friendly Vitruvius motor yacht built by Perini Navi





**S**tanding forward on *Exuma*, almost at the place where her bow gathers to a knife edge, I could barely feel we were under way, let alone accelerating through the revs to her comfortable cruising speed of 12 knots. Below us, the Gulf of La Spezia hardly noticed either – *Exuma*'s entry is so surgically clean that there were just a few gentle ripples peeling off the bow to register our progress. Ultra-quiet and vibration free, she scythes effortlessly through the water like a shark silently stalking its prey.

It might be hard to register progress when you're on deck, but she's sure to be noticed by everyone else on the water. Every few years or so, a radically designed superyacht splashes into the water, grabbing the world's attention. Perhaps the last superyacht that successfully turned everyone's head in this way was the 88-metre *Maltese Falcon*, launched by Perini Navi in 2006. Now it's another Perini Navi that is capturing the imagination. Industry-watchers sit up because of her contrarian approach to what a superyacht should be; even uninformed passersby will be drawn in by the aggressive elegance of her sleek lines, plumb bow and platinum and black exterior: she just looks so *different*.

The thinking behind the Vitruvius concept was first discussed in 2004 aboard a large sailing yacht during a voyage in heavy weather. Why, thought Veerle Battiau (now a director at Vitruvius Yachts), do sailing superyacht owners have to follow the wind, constantly at the mercy of unpredictable waves, and often forced to take an indirect route to reach the desired destination? For truly remote exploration, she reasoned, owners need a yacht over which they had more control – a conclusion that led ultimately to the conviction that it would have to be a motor yacht albeit one with the comfortable long range cruising abilities of a sailing boat. With that thought established, Vitruvius Yachts had started on the road to a destination it reached this summer when *Exuma* was launched by Perini Navi at Perini's newly branded Picchiotti complex in La Spezia.

The next step was to find a designer capable of creating such a craft, someone who really understood the subtle intricacies of successful sailing yacht design. And Battiau knew just the man. A successful businesswoman in her own right, having sold conceptual software to Larry Ellison's Oracle Group, Battiau had at one time been involved with the interior design of production yachts built by Bénéteau. It was while working with the French builder that she met

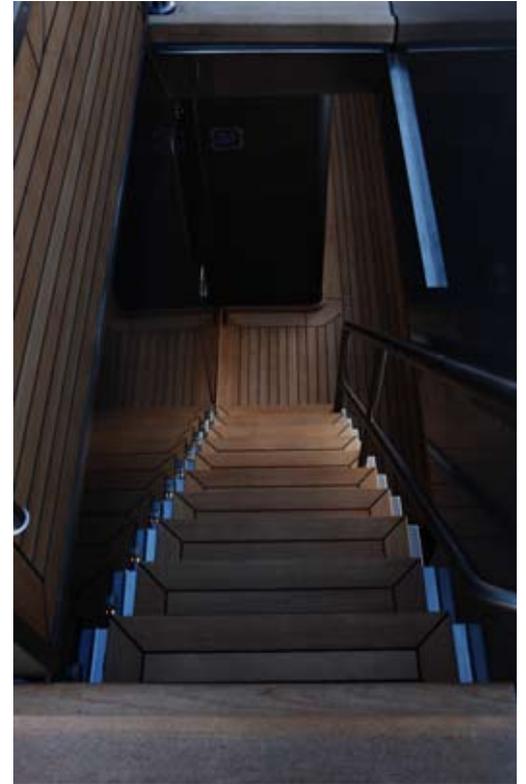
**Below:** Opening upwards, the two gull-wing doors in the hull allow the toys stored in the forward garages to be deployed by overhead gantry cranes. **Right:** Under way, *Exuma* cuts cleanly through the water with barely a bow wave visible from her knife-like forward sections.





**Right:** Sunloungers and a spa pool on the bridge deck.  
**Below:** Twin coffee tables can be connected to make a large outside dining table.  
**Facing page, top left:** The forward part of the huge foredeck opens hydraulically to reveal the rescue boat and PWC.  
**Facing page, top right:** The Hov-Pod hovercraft and amphibious car are launched from gullwing openings in the topsides.  
**Facing page, far right:** Wide stairs to the main deck.





yacht designer Philippe Briand. He, she felt sure, would be able to take the positives associated with the sailing boat form (seakindliness, long range, rough-weather performance, environmental friendliness) and wrap them up in a sleek, striking, modern motor yacht.

When Philippe Briand first considered the concept he was sure it would be possible. What emerged from his drawing board was a yacht with an elongated, slender hull designed for maximum hydrodynamic efficiency to reduce water resistance. Not unlike a sailing yacht, it optimised volume and weight distribution to allow for low fuel consumption. Employing an efficient ratio of superstructure to hull, and built out of steel and aluminium, it was lightweight, and designed to consume less fuel and emit less CO<sub>2</sub> than other motor yachts of a similar size. It was, in many ways, a handsome-looking sailing yacht – just one without any masts!

The plumb bow extends the length of waterline and cuts drag by up to 5% more than a conventionally flared bow. It also spreads buoyancy along the elongated waterline reducing the bows tendency to pitch over waves and smoothing its passage through a choppy sea.

Water tank testing proved that the hull shape requires around 30% less power than a similar-sized conventional motor yacht to reach its maximum speed, and in consequence has a far longer range at cruising speed. The resulting yacht pays close attention to the three key concept principles: that it should be efficient, sustainable and robust. The recent awarding of RINA's Green Plus Platinum certificate to *Exuma*, as well as the Green Yacht of the Year at the recent Monaco Yacht Show, is proof that all three goals have been achieved.

With the concept proven, it was time to find a shipyard to build it. The choice of Perini Navi was probably surprising to many people, given that it had never before built a motor yacht. But the decision made a lot of sense. Perini had already decided to revive the Picchiotti name, which they had acquired in 1990 when they purchased the yard. They were also looking for an



**Above:** Natural oak and light materials on the sofas contrast with the warm teak floor and Asian influenced cushions.  
**Right:** The understated dining saloon table lends itself to business meetings.  
**Facing page, left:** Natural teak flooring throughout.  
**Facing page, centre:** A sliding door connects the lower deck guest lobby and crew quarters.  
**Facing page, right:** The only guest bed lying fore-and-aft is the single berth in the master suite's second bedroom.

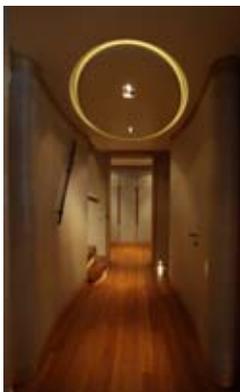




opportunity to build a different kind of motor yacht that would help establish a new benchmark for the industry. The Vitruvius project was the perfect way to breathe new life into a yard with a long pedigree of building motor yachts up to the 1990s but no current designs to build on. Work on *Exuma* began in 2008 at the Cantieri Navali Beconcini shipyard in La Spezia, now renamed as the Picchiotti Shipyard.

Standing on the dock looking up at the finished yacht gently nestled in the straps of the huge travel-lift prior to her launch, I was genuinely awestruck. I could clearly see the streamlined underwater profile, the elongated waterline and the dramatic upright bow that make up what her designer calls the 'Briand Optimised Stretched Hull'. Viewed from underneath she looks like a sailing boat without sails or a keel. But this impression was soon scotched once she was lowered, as gently as crystal vase, into the clear Mediterranean water. Now it was possible to clearly see the contrasting straight lines and voluptuous curves of the low and relatively small superstructure set against the long, flat foredeck. The large, double-curvature windows surrounding the bridge deck distinguish the yacht's lines and are loosely reminiscent of the bridge windows first seen on *Eco*, the Martin Francis-designed superyacht now sailing as *Enigma*. Two huge gull-wing doors on either side of the hull house the yacht's special toys for use in remote locations: a Hov-Pod hovercraft on one side and an amphibious vehicle custom built for Vitruvius using Iveco Campagnola mechanicals.

Stepping aboard the yacht it's clear that this is a vessel designed to be used, not tied to the dock in an endless cycle of maintenance. Gone are superfluous details such as teak handrails and stainless steel stanchions, replaced with maintenance free matt titanium guardrails that are as beautiful as they are practical – especially for a craft with a relatively small crew for her size. The huge flush foredeck has two deck hatches for the rescue boat and PWC, both launched by a telescopic crane also hidden beneath the deck.





**Above:** A 17th-Century Japanese screen is the focal point in the master bedroom. The bed faces the large hull windows to make the most of the view out.

**Top right:** The fully equipped electronic bridge is designed for maximum efficiency under way.

**Above right:** Quiet and almost entirely vibration free, the engine room allows easy access to all main components.

**Right:** The larger of the bathrooms in the master suite has a tub. Cipollino Apuano marble is used throughout.



This vast open foredeck was the perfect place from which to survey the world as the yacht left harbour for her sea trials. And unlike on some yachts, it felt perfectly safe to be standing there protected by proper stanchions and lines rather than the flimsy affairs fitted by some as a regulatory afterthought. As well as being a superb observation and sunbathing area this expanse would equally well for on-deck parties.

The yacht maybe 50 metres long but the narrow beam and the large tender garages – essential elements of the yacht's true purpose – do mean that the internal accommodation is relatively compact for a yacht of her length. Then again this is not a typical yacht. The bridge deck does have space for a small sky lounge with an L-shaped sofa, a coffee table, armchairs and an entertainment area as well as the usual wheelhouse, captain's office and pantry. Large glass doors lead aft from the sky lounge 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 room for is a captain's cabin.

This is located on the lower deck instead, although the captain has wisely insisted on a small fold-away sleeping cot built into the bulkhead of the sky lounge for use on night passages, when his presence may be required at a moment's notice.

The main deck cockpit resembles that of a sailing yacht with two C-shaped sofas and a pair of coffee tables that can be linked with an extra leaf to make a full size dining table when eating on deck. Double stairs lead down on either side to the big bathing platform and the full-height lazarette. Here, behind yet another folding door, sits the yacht's main 7-metre Castoldi tender. The area is also home to a diving preparation area with a compressor, a machine workshop, and 50-60HZ frequency converter.

Here, too, is the stern anchor. The owner wants to explore out-of-the-way spots and insisted on a number of key criteria to ensure the boat could slip in and out of the smallest anchorages. As a result she would be under 50 metres in length, have a gross tonnage below 500 and her draught was to be no more than 2.4 metres. In addition she was to be equipped with forward-scanning sonar, a powerful yet silent bow thruster and a stern anchor to ensure she wouldn't swing on her ground tackle.

Glass sliding doors lead from the main aft cockpit to the open-plan saloon, with its large bulging windows. The living area comprises three U-shaped sofas located on the port side, while the dining area houses a table for ten. Amidships, a stairway runs through the main lobby connecting all three decks. The owner's area lies further forward with a main bedroom to port and a second, smaller sleeping cabin to starboard. The main cabin has a double bed athwartships from which to gaze at the view, while the smaller one 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 has two VIP double cabins and one twin with ensuite bathrooms and all with their beds athwartships. A fourth cabin is equipped as a gym but can be transformed into more sleeping quarters using two pullman beds. It too has an ensuite bathroom and shower. A parallel corridor with separate stairs leads to the crew area, with its three twin cabins, captain's double, crew mess and laundry room. This deck is also home to the small main galley equipped with a dumbwaiter serving all three decks.

The engineroom, with its separate control room, is located forward of the lazarette and is fitted with two 970-kW Caterpillar C32 Acert engines capable of powering the yacht to a top speed of 16 knots. However, the real benefit of all that design and engineering is her expected fuel burn of just ten litres for every nautical mile at a cruising speed of around 12 knots. The average burn for a yacht of her size is normally 13 litres per mile. Other machinery includes two 115kW and one 86kW generators, a central air-conditioning unit and a waste water treatment plant.

Sea trials proved the mathematics were correct. With engines turning at 1,400rpm, fuel rates were measured as 9.8 litres per nautical mile. At 14 knots there was still reserve engine power of around 50%. No comparable motor yacht I know has achieved consumption rates as low as that. When I checked with her captain shortly before going to press, he confirmed that her average consumption figure for the summer cruising season worked out at 120 litres per hour when under way.

*Exuma* is a yacht with a purpose. She was designed with exploration in mind and her range of over 5,500 miles at a speed of 12 knots is extremely impressive

given her fuel tankage of 75,000 litres. By the same token her experienced owner insisted that the yacht should be equipped to go anywhere while keeping its environmental impact as low as possible. The end result fulfils the brief to perfection. Instead of delivering the last word in over-indulgent luxury and space, the living areas have been designed to provide comfort to him and his guests without being unnecessarily decadent or high maintenance.

It's a template for a different kind of yachting experience and one which is already gaining favour with other owners. Now that *Exuma* is in the water, cruising successfully for her owner and winning charter guests from more conventional superyachts, word is spreading rapidly around the industry. Two other Vitruvius yachts – a 55 metre and a 73 metre – are already in build at the Perini Navi yard, providing the ultimate endorsement of the concept.

This is not just a yacht that works on its own terms for one very focused owner; it's also a yacht that takes superyachting in a new direction. **SYW**

**Top left:** Each guest stateroom has slightly different decor.

**Top right:** Of the three guest cabins on the lower deck, one has twin beds.

**Above left:** The galley is unusually situated on the lower deck, conveniently below the dining saloon.

**Above right:** The second identically sized VIP cabin is directly opposite its neighbour.

**Above:** Twin pullman berths in the gym can convert this area into an additional sleeping cabin.



# THE SPECS *Exuma*

Length overall 49.50m (162ft 4in)  
 Waterline length 49.00m (160ft 6in)  
 Beam 9.50m (31ft 2in)  
 Draught 2.30m (7ft 6in)  
 Displacement 400 tonnes  
 Engines Twin 970kW (1,300hp) Caterpillar C32  
 Generators Twin 115 kW & single 86kW Caterpillar  
 Berths Guests: 8/9. Crew: 7  
 Fuel capacity 75,000 litres (19,800 US gal)  
 Fresh water capacity 17,000 litres (4,491 US gal)  
 Class ABS:  $\star$ A1 Commercial Yachting Service –  
 AMS + Classification MCA LY2

Hull/superstructure Aluminium/aluminium  
 Naval architecture Philippe Briand  
 Exterior styling Vitruvius  
 Interior Perini Navi

**PERFORMANCE NOTES**  
 Top speed 17.0 knots  
 Cruising speed 12.0 knots @ 1,500rpm  
 Range @ 12 knots 5,700 nautical miles

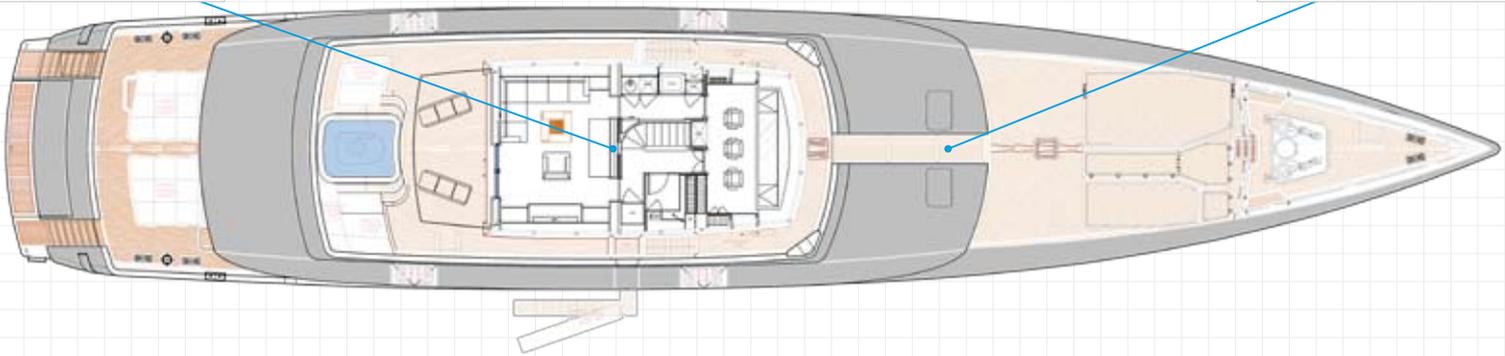
**EQUIPMENT**  
 Navigation electronics Imtech, Leica, Furuno

Entertainment Linn/Kalaidescape/Creston  
 Tenders 6.4m tender; 4.2m rescue boat; Hov-Pod

**BUILDER/CHARTER**  
 Builder Picchiotti, Perini Navi Group & Vitruvius.  
 Websites: [www.picchiotti.net](http://www.picchiotti.net) [www.vitruvius.com](http://www.vitruvius.com)  
 Charter Exuma charters for €175,000pw winter  
 (Caribbean); €196,000pw Christmas/New Year;  
 €175,000pw summer 2011 (location TBC).  
 Contact: Fraser Yachts Monaco. Tel: +377 93 100  
 480. Email: [nathalie.simoni@fraseryachts.com](mailto:nathalie.simoni@fraseryachts.com)  
 Website: [www.fraseryachts.com](http://www.fraseryachts.com)

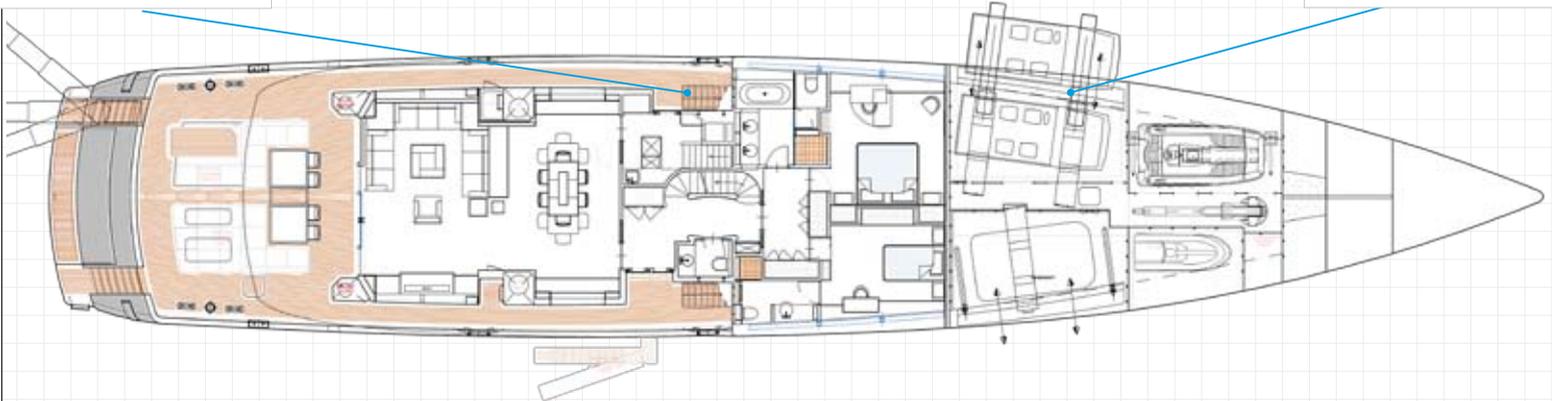
**BRIDGE DECK:** A pull-down bunk in the sky lounge can be used by the captain.

**BRIDGE DECK:** Wide walkways and a catwalk lead down to the huge foredeck.



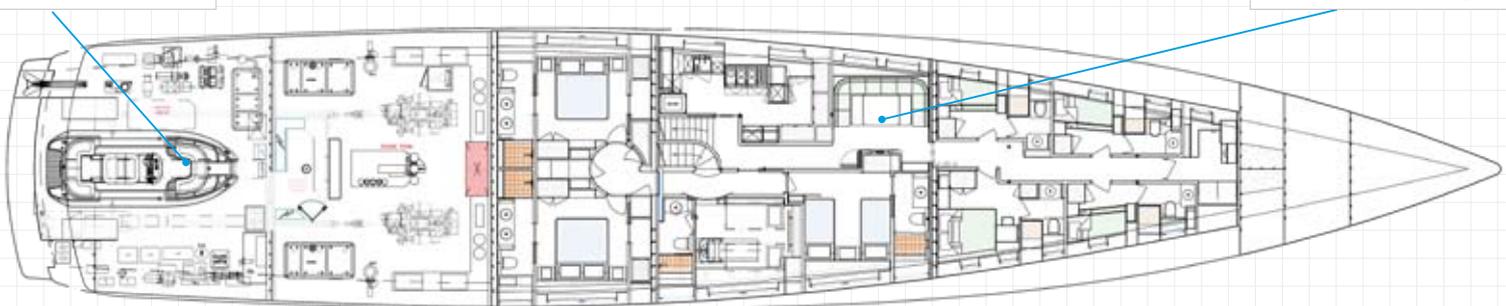
**MAIN DECK:** Outside decks extend from aft to stairs leading to the next level.

**MAIN DECK:** Ascheo gantry cranes slide out from the gull-wing doors



**LOWER DECK:** The 7-metre Castoldi guest tender is stored in the aft garage.

**LOWER DECK:** The crew quarters with four cabins and a small mess for eight crew.





**FOREDECK:** The well deck right forward is ideal as a crew recreation area in line with new regulations.

**WHEELHOUSE:** *Exuma's* distinctive upright bridge windows reduce glare and reflection.

**SUNDECK:** After sea trials, the large expanses of teak on the aft deck were covered by comfortable sunpads.

**FLAG:** During sea trials *Exuma* flew the Italian ensign. She has subsequently changed to Maltese registry.

**FORWARD SPACE:** The enormous foredeck is large enough to host a huge party outside.

**COMMUNICATIONS:** Even the mast and communication domes have been colour co-ordinated.

**SUNDECK:** The eye-brow of the deck above provides excellent shade for the guest cockpit.

**HULL FINISH:** The hull and superstructure is finished in metallic silver paint specially mixed by Dupont.