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The Superyacht

TRUTH • OPINION KNOWLEDGE • IDEAS & SUPERYACHT OWNER INSIGHT



OWNER

GUIDO KRASS

The German owner says today's clients are young and dynamic with different tastes and expectations.

MAINTAINING TO CLASS

Do superyacht owners truly understand their responsibility in maintaining a vessel to class?

GERHARD RUETHER

Entering the management sector was driven by this owner's desire to make a difference to superyachting.

THE BUYERS' GUIDE

With faith in the resale market failing we go to the source to ask brokers what needs to be done.

THE PRACTICAL PAIR

— WORDS BY ANDREW JOHANSSON

Launched in July last year, *Stella Maris* is a 72m motor yacht by VSY, designed by Espen Øino International with interior design by Michela Reverberi and naval architecture by Laurent Giles Naval Architects. The Italian shipyard not only built the displacement vessel but developed the concept for two 7.3m tenders, designed by the creative hand of a fellow countryman, Paolo Virgolini, and built by High Tech Marine.

"We wanted two tenders with specific characteristics such as ease of getting on and off, good performance and above all they had to be comfortable for guests and the driver," reveals the captain of *Stella Maris*, Alberto Neri. "We wanted an open tender that included a toilet, and a limousine tender with a very bright and airy interior. The inclusion of these essential features, along with ensuring they were functional, was the main focus."

Presented with a design brief by VSY, High Tech Marine approached Paolo Virgolini to create tenders that would keep guests dry, perform well in medium to high swells, while also keeping in mind the length restrictions of the garage. While the open tender was created with the dual role of transporting guests and being used as a day boat, more attention was given to the limo tender, which provides access to the salon forward and aft of the vessel.

"We examined the design of existing limos with Espen and considered the various pros and cons of existing designs," explains VSY director Luciano Scaramuccia. "We found they are comfortable but often feel claustrophobic. For this reason we spent a lot of time on the design of the window and developed a drop shape. In addition, we decided to include a retractable roof in order to better enjoy the weather and fresh air, reducing the need for air conditioning."

While both boats include role-specific features, such as the inclusion of a day toilet hidden in the console of the open tender, one of the main objectives was to create a way in which to easily board and disembark the vessels. "This requirement inspired the need for the large step areas," explains Virgolini. "The bow of the limousine, which has a specific pilot area with an aeronautical-



inspired windshield, offers guests the possibility to walk from the tip of the bow to the large steps, left of the pilot station, and into the salon. The open design was created with a double flight of steps, left of the pilot station, that leads towards the bow and stern."

A Yanmar engine connected to a stern drive propulsion system has been used on both boats to reach a maximum speed of 35 knots on the limo tender, with the open tender capable of travelling five knots faster. "We wanted to use the same propulsion system and engine on both tenders in order to optimise on spare parts and service. We also decided on using propellers, as it is preferred for seakeeping and efficiency," says Scaramuccia.

The project, which took eight months to complete from initial sketches to delivery, was not without owner input. Scaramuccia explains the owner worked with the team in order to develop the designs to best suit his needs.

"The design has managed to combine the needs that I mentioned previously through the incorporation of unusual shapes, creating two boats with a strong family feel," concludes Neri. "The tender complements the style of *Stella Maris* very well, as their asymmetrical design make use of areas that are not commonly accessed, making the boats more comfortable and safe."

Due to confidentiality, the cost of the two boats has not been released. However, for a custom-built limo tender capable of transporting eight guests and an open boat with a capacity to sit 10, you are unlikely to get much change back from a million euros. □



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This page: (top) Steers portside of the pilot station on the limo tender and a flat bow make it easy to board; (bottom) Open tender during sea trials.

Opposite page: Limo and open tender side by side by Paolo Virgolini.

