

INVICTVS™

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*"I am the master of my fate
I am the captain of my soul"*

William Ernest Henley

STELLA  MARIS

©GUILLAUME PUSSON

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STUDY

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STUDY

236' (72M) VSY **STELLA MARIS**

BY CRAIG BARNETT PHOTOGRAPHY, BEPPE RASO,
MASSIMO LISTRI AND GUILLAUME PUISSON

A DIFFERENT LEVEL

With split-level decks and sole to ceiling glazing, some of Stella Maris's appealing attributes are clear to see. What is not immediately apparent however is the degree of engineering sophistication and environmental responsibility she possesses, both of which elevates VSY's latest launch to another level altogether



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236' [72M] VSY **STELLA MARIS**

→ SPECIFICATIONS

LOA: 236' [72.10M]

BEAM (MAX): 41' 3" [12.60M]

DRAFT: 12' 1" [3.70M]

GUEST: 10 +2

CREW: 18 +2 (CAPTAIN)

CONSTRUCTION TYPE: STEEL/ALUMINUM

CLASSIFICATION: LLOYD'S REGISTER

GROSS TONNAGE: 2,114 GT

MAXIMUM SPEED: 17-KNOTS

RANGE AT 12-KNOTS: 5,500NM

STABILIZERS: QUANTUM QC 2200 XT ZERO SPEED

HELIDECK: FULLY CERTIFIED HCA/MCA (NIGHT OPERATION)

TOTAL GUEST SURFACE AREA: 16,500SQFT (1,532SQM)

ENGINES: 2 X CATERPILLAR 3516B TIER II

POWER: 2000 KW AT 1600RPM EACH

PROPELLERS: ROLLS ROYCE KAMEWA CPP

BOW THRUSTER: VOITH - VIT 1000/300 (260KW)

STERN THRUSTER: SCHOTTEL JET PUMP (350KW - 360°)

MAIN GENERATORS: 4X 290KW LINDENBERG

LIAG/MAN D2876 LE301

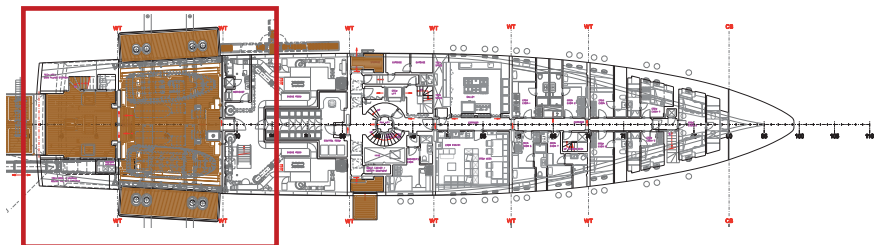
EXTERIOR DESIGN: ESPEN OEINO

INTERIOR DESIGN: MICHELA REVERBERI

NAVAL ARCHITECTURE: LAURENT GILES

BUILDER: VSY (VSY, ITALY)

*Double lateral terraces
provide fantastic
waterlevel panoramas
when Stella Maris's double
tender garage converts into
a floating discotheque.*



W

We're dockside at Quai des Etats-Unis, watching Monaco's Port Hercules come to life in the early morning sun, when Espen Oeino arrives. Smoothing down hair that was obviously enjoying a styling session from the pillow only minutes before "I'm sorry," he grins by way of unnecessary apology. "I was up until

2am working on some drawings, without interruptions and distractions I always find night to be the best time for getting work done." His remorse at a mere five minutes is indicative of the exactness and precision that he strives to live by, a quality that comes through in the yachts he designs. Anyway, we're grateful one of the megayacht sector's busiest designers has found time to give us a personal tour of Stella Maris, the distinctive 72m he drew up for VSY (VSY) and we'd had spent the brief interlude taking a look over

the tender. Custom designed by the shipyard and built by the Italian specialists HTM in cooperation with the designer Paolo Virgolini, it is a well thought out piece of kit. An open transom allows for easy re-boarding from the water or beach, non-slip runs across the top of the gunnels, and the high teak lined step that fills in the portside gangway is matched by a slightly lower one on the bow. The result is she can be boarded with grace whatever the height of platform one is alighting. As we discover later, being multi-level the tender provides a subtle continuity from her mothership, as does the blunted bow form. Back-to-back benches run along the centerline behind the helm, with a head concealed in the central console and further seating laid out in a bow-rudder fashion. "This is the Open version," explains Lorenzo Cerulli, VSY's Sales and Aftersales Manager. "Onboard there's also the enclosed limousine version that offers additional protection from the elements when required."



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236' [72M] VSY STELLA MARIS



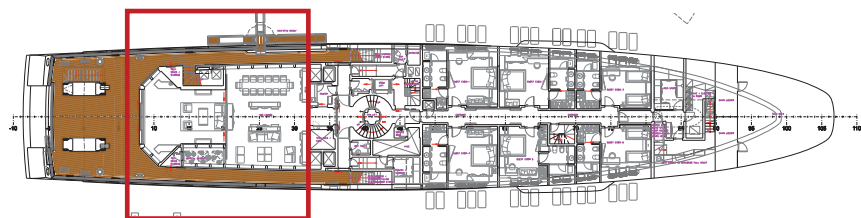
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Stella Maris was allowed to navigate in the Cinque Terre Marine Park for scientific research purposes within the shipyard's sustainability project.

As we make the short trip out to where Stella Maris rides her anchor in Monte Carlo Bay, talk inevitably turns to the current state of the industry. In a recent interview with CNBC in New York, Jonathan Beckett, CEO of Burgess, suggested there are currently 15 to 18 units of 100m+ currently under construction, so I pondered how many there must be in the 80m+ category. Silently counting off on his fingers, Espen eventually tallies seven that he's responsible for... we told you he's a busy guy! "This was the third yacht I've designed for this client," Espen proffers as Stella Maris comes into view. "The first was the 62m that became Candyscape II, another 62m in Roma, there's Stella Maris... plus there's now a fourth, a 64m that's under construction." When Espen refers to client, he's actually speaking of Longarini family, owners of a large Italian construction business and founders of the VSY yard. Established in 2004 the brand is still relatively young compared to some of the ancient 'heritage' yards of Germany and Italy - "which is why we've employed the services of someone as renowned and respected as Espen," Lorenzo later confides - but it is a niche in the market between these two countries that it aims to fill. "Producing German quality yachts, with Italian flair and lower labor costs is our goal," Lorenzo continues by way of introduction as we draw alongside. From first sight Stella Maris exudes a strong masculine presence, of the style usually favored by relatively young

Russian owners. Appearing planted firmly on the water she exhibits a sense of gravitas, and this is subconsciously reinforced by the fact that her full beam is possessed at the waterline and a subtle tumblehome slopes inward to the main deck. Above this the angled facets of the superstructure cleverly conceal the features that make her truly unique; her split-level decks. Take a look at the photograph of her profile here, through Espen's ingenious continuation of lateral lines it takes a moment to realize the decks do not run continuously in the traditional manner. As we circle the yacht in the tender, evidence of the owner's encouragement to Espen to push the envelope is immediately evident. From her unusual but pleasing blunted bow, through the oversized portholes and into the expanses of sole to ceiling lateral glazing, she's an original and well-executed design. In fact, so well proportioned is Stella Maris, one only appreciates the dimensions of the glazing when a crewmember passes in front to provide a sense of scale. Admiring her metallic grey paintwork, Lorenzo explains how achieving the finish was one of the biggest challenges the yard faced, yet gained the largest satisfactions from the result. "We used a Dupont paint system and as with all large yachts she was painted in sections. With a metallic paint however you can't buff out where the sections meet, so we had to be meticulous with the color match throughout. The result was well worth the hard work."



**IN OFFSETTING THE DECKS, DESIGNER
ESPEN OEINO HAS SUPPRESSED
ONE LEVEL TO CREATE MAGNIFICENTLY
LOFTY HEADROOM IN THE MAIN SALON...**

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ALL ABOARD

Boarding Stella Maris via one of the platforms created by her twin lateral garage terraces, we note how the teak lined area offers a full 6'8" (2.10m) headroom, which increases dramatically as one steps down into the twin tender stowage area. Converting into a discotheque if so desired, the wide access through to the beach club area creates a contiguous space. The beach club proper, extensive in size thanks to the bathing platform created by the drop-down transom plate, is completed with a towel desk, rainforest showerhead and a substantial retractable letter-box re-boarding ladder. It's the perfect shaded retreat for parents to keep an eye on younger guests while they cavort in the ocean. Making our way up directly into the cockpit via the portside companionway, we discover a large social area. Furnished with banquettes, cocktail tables and wet bar facilities, it makes for a natural reception area. Despite their considerable size, deck hardware including the capstans, cleats and fairleads are unobtrusive, or maybe that's because we're so distracted by the wall of tinted glass that towers almost 10' (3m) above us. Seeing our reaction, Espen laughs. "Yes the glass plates are enormous, so it obviously took some work to redirect the stresses and loads around the glass." With an absence of visible mullions and the aft quarters of the main salon cut at an angle, we anticipate fantastic panoramic views from the inside. As the architecturally proportioned electric doors swish open, we're not disappointed. Greeted by a reception lobby and portside bar, conveniently placed for serving the salon itself and the cockpit, this area can be partitioned off or left open plan to continue seamlessly through

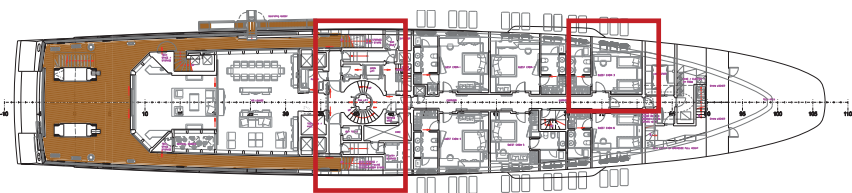


into the salon. Here guests enjoy an airy space with a barely perceptible change in lighting from the shaded exterior, in fact not a single electric light is required to be switched on the salon during the day. Nobody can possibly venture aboard Stella Maris and fail to be impressed by the 8' 9" (2.70m) headroom. It really is quite extraordinary. Tearing ourselves away from the cinematic view of Monte Carlo to port and the shimmering cobalt sea stretching to the horizon on starboard, we notice the winter garden feature. Originally conceived to house tall bamboo grasses, the winter garden actually extends through the deck to the skylounge above, at present however it is split into two levels. On the port side of the

Sole to ceiling glazing means little change in natural light between interior and exterior spaces.



236' [72M] VSY **STELLA MARIS**

236' [72M] VSY **STELLA MARIS**

main salon resides a glass dining table, and while no doubt suitable for formal dinners, it functions equally as well as an informal social hub, much as tables do in a family home. As we settle down on a sofa for a coffee, with the low bulwarks ensuring our view remains uninterrupted, Espen points out the acoustic qualities.

"With all these hard surfaces, the windows and absence of fitted carpeting, the aural effect is quite different from what you'd expect, and that's something we're really pleased with. We put considerable effort into computer simulations and analysis of the acoustic behavior of the yacht during operation and at anchor." Taking up the challenge of sound and vibration reduction, VSY left no stone unturned. Before even cutting metal they consulted with suppliers to ensure components, systems and materials to achieve desired results could be supplied. "We worked with specialist consultants from day one, isolating and absorbing sound and vibration," explains Lorenzo. "We even worked with the glass supplier to come up with a special glass sandwich. At 1,600rpm normal glass would make too much noise, so in the laminate includes a layer of a specific density glass to counteract that." Combined with the usual methods of sound reduction, the team has employed a similar winning philosophy to that of the successful British Olympic team: that of cumulative marginal gains. Variable pitch propeller systems were selected, and double elastic joints isolate the shaft and thrust bearing from vibration of the gearbox. Later, down in the engine room we note how the engines are mounted onto 'raft' structures that 'float' on rubber vibration suppression pads. Wherever possible, equipment and ducting is also mounted and suspended from the deck below, rather than the deck above, thus preventing a transfer of vibration to guest areas. The result is a commendable 46 dB in the main salon, 46 dB in the skylounge and just 37 dB in the owner's staterooms (in navigation!).

TOUR AND EXPLORE

With coffee over we set off to investigate what else Stella Maris has in store, and moving through the central lobby we step down to the guest accommodation deck. With four doubles - which include additional Pullman bunks - and two convertible twins, their equal sizing demonstrates the possibility for charter was considered in their design. Generously proportioned each cabin features three oversized portholes, with two of equal dimensions in the ensuite... a quick glance at a profile photograph of the yacht enables one to determine the accommodation layout. The portholes themselves afford wonderful views from both the pillow and the shower, with electric blinds to protect modesty when in port. As throughout the yacht, flat panel joinery and concealed lighting contribute to the clean contemporary styling.

While quality materials and details abound on Stella Maris, Italian interior designer Michela Reverberi has intentionally, and cleverly, created a 'blank canvas' upon which potential owners can impress their own tastes and personality. The styling is contemporary and simplistic, yet small details are used to engender a sense of luxury that can be further enhanced at a later date. The marble from which the vanity surfaces and hand basins in the en-suites are hewn is

one such example, as are the brushed leather liners on staircase handrails. The details introduce a subconscious sensory experience on occasion, gently reminding one they're on a luxury yacht. Returning to the central lobby that houses a central glass elevator that serves all decks, Lorenzo explains how the freestanding platform moves within a glass tube and features invisible beams that halt operation if one inadvertently strays too close to the sides. It's also convenient for wheelchair access. Obviously given the split-level nature of Stella Maris's deck plans, both the guest and service elevators feature front and rear access. The opportunity to select from one of the seven 'floors' is a subliminal trigger to believing one is on a yacht of larger dimensions. We take the service elevator, located in the crew zone that runs alongside the portside of the yacht and allows them to work around the yacht without interfering with guests. "We're not being lazy," grins Lorenzo as we descend. "People always wonder why they have trouble with their elevators, but it's because they are usually used sparingly. An installation engineer once explained they are like any other system, they benefit from regular use." A handy tip for owners and crew alike.

The circular glass elevator is wheelchair-friendly and features seven buttons for each of the split decks.



Huge portholes flood each of the identically sized guest cabins with light and vistas... equally good views are available from the shower in the ensuite.

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236' [72M] VSY STELLA MARIS

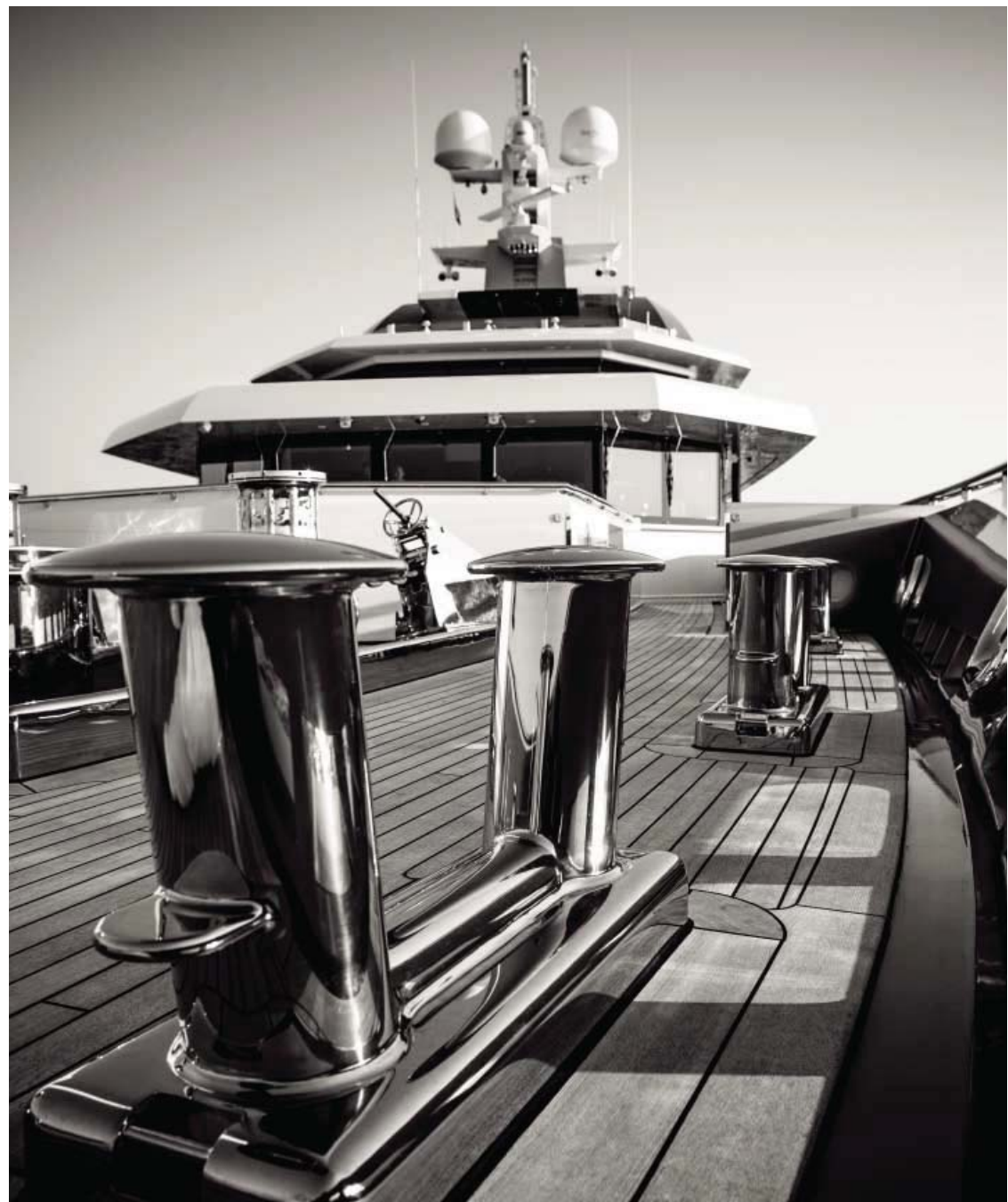


**TO REDUCE THE
TRANSMISSION
OF NOISE AND
VIBRATION TO
THE GUEST DECK
ABOVE, VSY HAVE
IMPLEMENTED
SOME TRULY
INGENIOUS
SOLUTIONS...**

THE GREEN MACHINE

Exiting in the sub-level, below the waterline to peruse the engineering spaces, VSY's determination to leading yacht builders in the production of environmentally responsible craft becomes evident. In the engine room the exhaust ducting is clad in a heat capture system. This provides warm water for a variety of purposes, from helping reduce generator loads by heating the water for the sundeck Jacuzzis, to providing warm washdown for the yacht's exterior and reducing the water required to rinse salt off. This includes washing down teak decks fabricated from certified responsibly harvested sources, part of VSY's commitment to the 'Wood Forever' initiative.

Elsewhere, amongst the laundry facilities, engineers control room, cold storage, garbage freezers and neatly accomplished technical spaces, Lorenzo points out the yacht's blackwater treatment plant. "Entirely biological and chemical free," he declares proudly. "This machine is fantastic, there's just two discs turning inside, so there's nothing to break. The results are remarkable too. OK, I wouldn't drink a glass of the water that comes out myself, but if I were to offer you a glass alongside one filled with mineral water you wouldn't be able to tell the difference by sight or smell. You could use it to wash the boat if you so desired. It's systems like this, along with being fitted with particle filters and Tetravalent catalysts on the engines and generators, CFC-refrigerators, Fluoropolymer antifouling and garbage pollution prevention, that contributed to the awards achieved by this yacht, built to Lloyd's Register Environmental Safety standards." While environmental





DRAWING ON EXPERIENCE...

ESPEN OENIO

EXTERIOR DESIGNER

236' (72M) VSY **STELLA MARIS****This is your third yacht for VSY, and you're obviously enjoying the relationship!**

Stella Maris was very much a 'clean sheet design', with the owner very much driving the process. For a man of his maturity he has tremendous energy and was always pushing us to be ahead of the game, ahead of everyone else. That motivation and energy comes through in the design, it's a yacht you'd associate with an owner many years his junior. It was an amazing process in so many ways. One evening we were discussing the design at a restaurant and it lasted throughout the entire dinner. Desert had been served, but believing we could further improve, another course of dishes were ordered, then another, then another, until 1am when the owner was satisfied we'd exhausted ourselves for the night.

Is it a difficult balance between marrying the enthusiasm of an owner and yet still infusing your own style and expertise into a project?

Not at all. We don't have a 'house style' and see it as our job to get the best out of a client. It is up to us to draw from within their vision of an ideal yacht. Sometimes it might be a case of them not knowing exactly what they want, but knowing what they don't want. The end product is not a monument to the designer, it's something we've facilitated to satisfy the dreams of the owner.

The use of expansive glazing onboard is a key feature of the design, has new glass**technology aided this approach?**

Obviously the glass isn't a structural component per se, but if you noticed the 50-year old MY Atlantis as we left the marina for example, she's a lovely old boat, but you'll see how the portholes are very small, punched through the hull almost like a liner. Glazing also causes an illusion in that smaller windows make a boat look bigger. This was evident on the Concorde aircraft, it looked much bigger than it was because you automatically used its tiny portholes for a scale of reference. Progress in engineering, and in glazing in terms of heat and acoustic insulation, are primarily what allows us to now create yachts like Stella Maris.

What was the thinking behind the split-level decks and did they present any particular challenges?

In terms of engineering challenges, they were issues primarily handled by the yard, which they overcame admirably. It takes more time and expense obviously to work up such an arrangement, with ducting, plumbing and wiring not running in straight lines like they usually would, but the result speaks for itself. We've designed split decks on other yachts, like Eco for example, but I'm not aware of anyone else who's attempted it to this extent. The reasoning behind it was to suppress a deck and create the wonderful volume and headroom in the main salon. On most

yachts people naturally migrate up to the skylounge, so the main salon is typically underused or ignored. Maybe it's because the main salon is usually dark and requires supplementary lighting. By providing the equivalent views and light airy space on the main deck, we've noticed people use the main salon of Stella Maris much more.

While the volume, sophistication and salon are obvious highlights, we get the feeling the sundeck and helideck are also particular favorites of yours?

Having a certified helideck is definite advantage of this yacht, but it also converts into a huge dance floor or function area for 120 guests to dine on. This kind of dual-purpose use really appeals to me. I also like the idea of the twin Jacuzzis. While we did consider a single large Jacuzzi at first, the lift shaft runs up to the sundeck on the centerline and we were concerned about the possibility of water spilling into it. While the sundeck with its alcoves is great, people should also look up to see the radar arch. It's really chunky and masculine, so it epitomizes the styling of the yacht's exterior. The last word has to go the glazing however, there are not many yachts that allow you to cruise the coast and look up at towering cliffs from the inside. Coming from Norway and loving the fjords that really appeals to me.



responsibility is an increasingly important issue for yacht owners, Lorenzo also pointed out that each system also pays back in financial benefits. Having explored the engineers' habitat, we checked out some of the facilities for the 20 crewmembers. Along with their shared en-suite cabins, the crew enjoys the use of two separate areas for relaxation. A mess square and TV lounge near the commercial galley, where we later joined them to sample the excellent fare produced in the commercially equipped galley, and another area for relaxing or working out courtesy of the inclusion of gym equipment. The captain of course enjoys separate private quarters, adjacent to the wheelhouse... our next destination.

UPPER CLASS

The split-level arrangement of Stella Maris once more comes into play with the unusual location of the wheelhouse. The half-bridge deck is situated below the owner's staterooms, so while it is raised above main-deck level and enjoys commanding views over the forward technical area, it is not the elevation one traditionally expects. Visibility is not impinged upon however, and a sophisticated CCTV network supplements the wing stations used for close quarter maneuvering. As one would expect of a yacht of this size the wheelhouse is a comfortable work environment, with dark leather surfaces absorbing light rather than reflecting it. Touchscreen monitors are arranged in two banks, and there's a separate office for the yacht's communications officer. Despite being certified for paperless operation, those who find it difficult turn their back on the dividers and rule will be heartened by the presence of a chart table. Stella Maris is undoubtedly a 21st Century yacht and her artificial intelligence is almost biological in nature. A skin of no less than 2,400 different monitoring systems cover her vital organs, feeding back information on her health through a fibre-optic central nervous system to the Captain and Chief Engineer. Designed to be as 'future-proof' as possible, each deck of the yacht features a server room, and the yacht's fiber-optic neurological system is capable of handling an incredible amount of information and upgrades to connected hardware. The domotic system for guests utilizes the same information highway, but channels information back to the

Chief Stew. Full 'room service', entertainment and environmental features can be individually controlled by the guest, or centrally by the Stew. Closing the blinds, turning down a/c, ordering a film or a snack, it's all there at the touch of a button. In fact, guests can also be patched into the yacht's CCTV system, which is of such hi-resolution we could zoom in and see the occupants of our favorite waterside table in Monte Carlo!

Not all the toys onboard are for the guests however. Equipped with the commercial Kongsberg K-POS system, which combines the GPS with a 260kW VOITH bow thruster and 315kW Shottel jet stern thruster (articulating 360-degrees), not only is slow speed maneuverability ensured, but also zero speed. The system combines to offer a Dynamic Positioning (DP) that can hold the yacht on a position and heading with accuracies of up to three inches! This avails the captain of advantages in many different situations: during helicopter landing and take off, for fast and efficient tender launch and recovery, creating a leeway for tenders in rough conditions, holding station in areas where anchor deployment is dangerous or not permitted, and even for creating a load bank for perfect loading of the generators.



Dynamic Positioning, the sophisticated digital anchor with a host of useful applications.



THE INSIDE LINE... **MICHELA REVERBERI** INTERIOR DESIGNER

236' (72M) VSY **STELLA MARIS**

Michela, when did you first become involved with VSY?

My relationship with VSY actually started in 2006 when I completed a feasibility project for one of their first yachts under construction. When the yacht was sold a few months later, however, the owner took the decision to take care of the project personally. Two years later I was involved again for Stella Maris by VSY and I will never tire of thanking the shipyard for the opportunity. The experience was extremely exciting. During the project I was aware of being part of something special. The parties involved were more than a team, we felt like friends who were sharing a fantastic adventure. After the delivery of the yacht, we all felt so proud of contributing such a beautiful creature into the world!

What was the initial brief from the client?

When I met the owner of the shipyard, the input I received was to create a very clean, straight but extremely elegant and uncluttered interior. Stella Maris herself is already so full of interest, and through her huge windows the dynamic views constantly change, so we agreed that excessive decoration was not required. Furthermore, I endeavored to respect and connect the interiors with the superb style Espen created for the yacht. The result is an interior design that is quite sharp and dry, never excessive.

Were there any particular restrictions on budget or materials suggested?
I did not experience any particular pressure

on budget, the apparent simplicity of the vessel required extreme care in the detailing and quality, both in the quality of materials used and the contribution of the craftsmen and artisans involved. The best example of this can be found in some of the leather detailing which is very difficult to achieve. Whatever I asked or drew was realized in a spectacular way. The confluence of six surfaces meeting at just one point on the console in the wheelhouse never ceases to amaze me and fill me with pride.

You've successfully created a 'blank canvas' upon which the owner can paint their own picture, but included touches that ensure luxury...

I agree, the interior lends itself to the owner completing Stella Maris according to their own, personality and passions that best define themselves. She's an emotional yacht with art, music and meditation being a part of her character. When sunlight plays through the leaves of the vertical gardens the shadows lengthen throughout the day, engendering peace and serenity. She has her own soul.

Lighting aboard Stella Maris has been carefully studied. Did the yacht's ubiquitous natural light provision play a part in this decision?

Light is such a powerful characteristic of Stella Maris, to fit traditional yacht lighting appeared banal to me, so I created something different. I realized that during the daylight is delivered from the sides, but

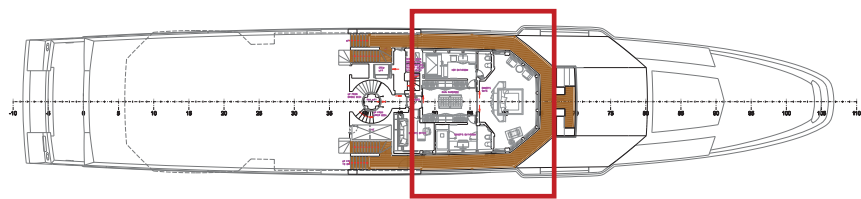
during night it is usually conceived to emit from the center of the room. So, from the beginning I tried to maintain same light source during both the day and night. I was a little apprehensive as I couldn't find any reference of this being done before, but the result is a very soft light and peaceful atmosphere in the salons. Elsewhere lighting can be a feature, like the appliqués in the owner's cabin that are originals from the M/Y Normandie, or those on the bedside by Romeo Rega.

To our mind many yachts put too much emphasis on storage cabinets throughout the salons and guest areas, we're glad you've avoided this!

It was a conscious decision and as the huge windows limit positioning of cabinets, I had to seek out all other available space onboard. If I started this project again, however, I would probably try to be even more extreme in the Main Salon, allowing even more freedom to reflect the limitless sensation created by the windows.

Did VSY's emphasis on environmental responsibility influence the interior design?

Yes, it did, and in a very proactive and challenging way. The mantra throughout the project was the yacht had to be 'green'. We tried wherever possible to source 'zero-mile' materials to reduce carbon offsets required, reduce weight and extensively recycled leathers acquired as waste products from alimentary use.



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The mirror-backed door of the dressing area (above) seals off the master staterooms to create the sense of a very private apartment.

WORK AND PLAY

After a serious mental work out in the wheelhouse, we headed back to Stella Maris's more relaxing environs, which aft of the bridge deck includes a sizeable gym equipped with a dozen or so pieces from Technogym. Doors open to either side to allow a refreshing breeze to blow through, or a separate massage area can be portioned off. With a hammam and steam shower room also included, the wellness area is complete and well appointed. Next we headed up to the owner's staterooms. Away from the operational areas where the owner may be disturbed by crewmembers - the higher vantage point improves privacy and views. Entering through a dressing chamber, the mirror-backed door closes behind to seal off the area and engender a very real sense of being in a private apartment. The forward facing berth enjoys unhindered views through more full height glazing, unless the TV that retracts into the headliner is deployed. Suitably decadent en-suites for an owner of this status are distributed in separate 'his and hers' facilities, with one featuring a huge jet tub and the other a 'party-sized' shower. Two side doors provide access to a private forward terrace, just the place to enjoy a cigar or company in seclusion.



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The indoor-outdoor dining area enjoys uninterrupted views thanks to a shallow V cut in the aft coaming. Espen creates a true connection with the environment.



The upper skylounge, a highly versatile space for relaxing, entertaining, or simply watching the world slip by.

Aft of the owner's staterooms, and down half a deck, lies the sky lounge. Featuring the same full height glazing, the winter garden and views over low bulwarks, the occupants enjoy modern 'skyscraper living' on the sea. Where the majority of TV's elsewhere on the yacht are secreted away, here the 60" screen is fixed, instead its auxiliary sound system retracts into the headliner when not in use. The sofa was specifically designed to be versatile: the backrest can be flipped for facing either way, the ideal solution for a natural cinema area. Again, the skylounge is very much a blank canvas in terms use, but what's important is the essential building blocks for a highly versatile space are in place. One can't imagine how versatile however, until they venture aft. Here clear glass partitions can be arranged to create an indoor/outdoor dining area that will have guests eating out of your hand... if that's your thing. Whether the dining area is opened up to be a part of the aft deck, or closed to be secluded from it, the space can still be described as munificent. There's plenty of space for freestanding deck furniture, and in another delicate touch Espen has dropped a shallow 'V' into the coaming to improve the guests connection with the receding wake. As an indication of thoughtful continuity on this yacht, this V is detailed in the frame of the dining table. Such details abound and in most cases offer improved practicality as well as aesthetics. Take the double rail that tops the guardrail for instance, not only is the circumference more useful than a wide capping rail, one instinctively leans on it and feels like they're on a glamorous ocean liner of yesteryear. The same feeling comes from the wide

WORD FROM THE TOP... CRISTIANA LONGARINI DIRECTOR VSY

236' (72M) VSY **STELLA MARIS**



Environmental responsibility is a foundation stone of the VSY yard. What motivated you to focus so strongly on this aspect?

For us at VSY, eco-sustainability is a long-term commitment and a goal basis approach rather than a prescriptive, with its roots in the shipyard's traditions. It has always been our aim to diminish the environmental impact of our vessels, examples of this are our choice of materials and suppliers, through to both the reduction and compensation of atmospheric emissions, with many other factors and initiatives in-between. We believe it is necessary to seriously re-think the way we develop and live the interaction between man and the environment, directing both human and industrial activities toward the greatest energy-saving, the minimum consumption of prime materials and the complete recycling of waste produced. It's an ethical responsibility as well as a concrete company program. It is time we all understand that sustainability is not a luxury but a responsibility. The objectives we at VSY have set ourselves are to reduce environmental impact and improve our "green footprint" through constant commitment and financial backing of future supporting activities - focused for the moment mainly in the Mediterranean Sea. This is our small contribution for a better world - both for future generations as well as our own. Our

point of view of the entire production chain fears no assessment of her green footprint. We rate the information collected as of strategic importance, convinced that "green" is not an adjective but a verb - in agreement with the "Ecological Intelligence" by Daniel Goleman.

What technology, materials and systems on large yachts have you identified that require attention for improvement in terms of environmental responsibility in the future?

Specifically speaking, amongst the many technologies onboard are the Green Anchoring System—dynamic positioning (DPS)—which can be used where traditional anchoring would damage the seabed and is therefore forbidden, advanced biological sewage treatment, double soot scrubbers on all exhausts and a full use of recyclable materials. But I'd like to highlight our strategic approach that provides a structure to our technical competence. Sharing and trust create a dialogue that VSY endeavors to have in every single phase of the project. We aim to be recognized as a yard rooted in technological innovation as well as responsibility and transparency throughout the entire chain of work. From building relationships to the material realization of the projects, we never forgetting that the human being, the yacht and the natural

habitat are their chosen elements - the only protagonists in an adventure of unique irreplaceable content. Our strategy continues directly along lines we have already traced, those of constant improvement in the quality of product and services, investment in people, in technological development and in the ability to offer the market first-class professionalism. In fact, clients can only receive the best when expertise acquired in every sector finds its practical application - and on a global scale.

Stella Maris is a sophisticated yacht in terms of engineering and onboard systems, how have you been able to achieve this level so relatively quickly?

The vision that nurtures VSY has marine horizons with solid roots in the search for inclusive answers, able to set in motion the virtual circle of a paradigm inclined toward knowledge and tradition, identity and history, creativity and quality, aesthetics and functionality, human ambience and natural habitat - with our eyes always orientated towards the future. We draw strength from the community, from the territory and from the sea and give back in return opportunities and value. Each one of us here in our individual roles is called to participate in giving this vision concrete form. It's a simple formula nurtured by enthusiasm as well as high level of professionalism.

236' (72M) VSY **STELLA MARIS**

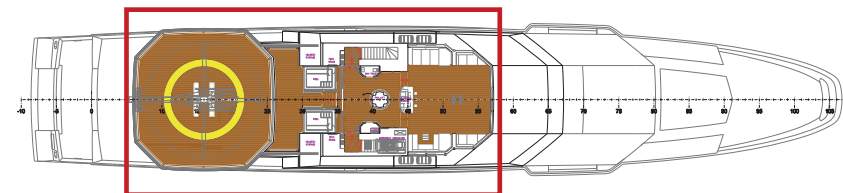
Sundeck alcoves (above) and one of the few HCA certified helipads (below), are just two of this yacht's endless list of innovative and well-conceived features.



**CLEARED FOR
COMMERICAL USE,
NIGHT LANDINGS AND
CAPABLE OF HANDLING
AN EC-135, THE
HELIDECK CAN ALSO
HOST FUNCTIONS FOR
UP TO 120 GUESTS...**

means the bow does not impinge on the sweeping vistas. Stepping forward we notice Espen has incorporated very neat shaded 'snug' areas in the superstructure, complete with sliding windows to allow a breeze in if desired. Glass panels in the hardtop roof also soften the usual stark demarcation between sun and shade and the aft section hides concealed partitions that can be closed to provide shelter from the breeze while underway. Glass guardrails, wraparound sofas and freestanding deck furniture occupy the forward section of the sundeck, and heading aft one drops down a short staircase flanked by two Jacuzzi tubs to arrive at the helideck. But this is no ordinary helideck. Believing in doing things properly, VSY has elected to meet the exacting standards required for this to qualify as a fully certified HCA helideck. Capable of accommodating an EC-135 Eurocopter - or similar aircraft up to 2.9-tonnes - and certified for day and night operation, we enquired what exactly was required to meet the HCA's specifications? Espen pointed out several of the key features. "Concealed within the deck is a pop-up automated fire suppression system and the gutter surrounding the deck has a specialist drainage system." Most yachts drain deck runoff through conduits inside the superstructure, not where you'd want spilt AV gas flowing! Espen continued, "The structural integrity of the helideck has also been reinforced to sustain both vertical and horizontal hard landings, and the 'geometric cone' of the non-obstruction zone was also carefully calculated for the Eurocopter 135." Apart from being assured of operational safety, being certified means Stella Maris's helideck is cleared for commercial use, and can therefore be used by charter guests.

gangways, who's width brings to mind the promenade decks of the old liners. While we're enthusing so much about exterior spaces, Espen can't wait to take us up to the sundeck and bounds on up the companionway ahead of us. After the split-level decks, breathtaking salon and technical sophistication of Stella Maris, we weren't sure we could be surprised again, but the sundeck is another huge hit. Multi-levels are at work again, and even though it's just a step higher than the fore section, the height of the central bar area





BOASTING HUGE VOLUME, GREEN TECHNOLOGY, ACRES OF GLÄZING, EXTRAORDINARY HEADROOM AND EXPERT ENGINEERING, STELLA MARIS IS A LANDMARK YACHT FOR BOTH VSY AND THE INDUSTRY...

CONCLUSION

As we conclude our tour of Stella Maris one can't help but be impressed by the magnificent volume of this 72m, it genuinely feels like a vessel of considerably longer length. Boasting a colossal 2,114 GT, we mentally compared that with the 1,890 GT of the 72m CRN Azteca and 72m Kogo from Alstom Marine, 1,595 GT of Delta's 73m Laurel and 1,380 GT of the 73m Siren from Nobiskrug. The real estate available on Stella Maris is truly extraordinary, with the headroom no doubt contributing considerably to the impression she creates, as well as her vital statistics.

Stella Maris demonstrates the high levels of sophistication VSY are capable of, with only their third launch. They've not played 'safe' and produced a traditional yacht, but instead pushed to successfully achieve numerous engineering challenges, ones that many more experienced yards would balk at. Add to this the green aspirations of the yard, which is a true commitment to environmental responsibility and not a marketing ruse, and one can't help but reach a favorable conclusion. As we board the tender and make our way back to Monaco, we ponder on the two words forming the yacht's name: Stella or 'star' and Maris, the infant god and son of Hercle, the Etruscan equivalent of the Greek god Hercules. Slipping inside Port Hercules we take one last look at her sitting amongst the constellation of other megayachts and smile... she looks right at home. ■



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