

English version



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TRADE & TECHNOLOGIES

- Vibro-acoustic comfort
- The right fittings to improve the boat



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# Her Excellency, *Stella Maris*

Over 72 meters long and with a displacement of over 1600 tons, *Stella Maris* is the biggest yacht ever launched by VSY and one of the biggest in Italy in the last few years

Text by Maria Roberta Morso photos by Massimo Listri, Beppe Raso and Guillaume Plisson



We've gotten used to mega-yachts so the excitement and admiration that should accompany each new launch of these crucibles of creativity, technology, engineering and human ingenuity has worn off. But the elegant and modern exterior lines and sophisticated interior design of *Stella Maris* "dress" a vessel that boasts state-of-the-art technology and operating systems. The Tuscan boat yard is renowned for its excellence in construction, clearly demonstrated in the yachts launched so far, two 62-meter models, RoMa and Candy Scape II and the 72-meter *Stella Maris*. All VSY yachts share the same top-level standards in profile, assigned to Espen Øino, one of the greatest names in yacht design at an international level. He has created the style of *Stella Maris* and, in collaboration with Laurent Giles Naval Architects, designed her very efficient naval architecture.

## Exteriors

The clean, sharp lines give this yacht an austere personality, emphasized by the "gun-metal grey" (DuPont Metallic Grey) of her imposing hull. The main deck is flanked by a series of large, vertical windows, under-

scored, on the lower deck, by little round portholes in correspondence with the crew quarters. To best exploit the width of the hull, the main deck's full-beam configuration extends beyond half her length and the high, grey sides meet the white of the superstructure on the upper deck. A salient feature of the exterior design is indubitably the helipad that takes up a wide "terrace" on the poop deck. *Stella Maris* is one of the very few pleasure boats (you can count them on the fingers of one hand) that sports a HCA-MCA-certified helipad, permitting it to sail with a helicopter on board which is permitted take off or land even at night. This means that a number of additional safety features have been installed and that the structure is particularly well reinforced. The Helideck Certification Agency (HCA) required some modifications in the design of the superstructure's stern in particular and the installation of a sprinkler system to cool the windows beneath the helipad quickly in case of fire. Øino chose not to camouflage the helipad, but rather to emphasize it and incorporate it as a distinctive stylistic and functional element of the overall design.

Looking at the vessel from the outside, we see her compact structure interrupted by vast windows both on the main deck and the ones above, hinting at just how bright we will find her interior spaces to be once we board.

*Stella Maris* was in the Marine Park of the Cinque Terre where was authorized to navigate within a program of scientific research.





On the upper deck there is the dining room, which opens out to a stern terrace and exemplifies the relationship of continuity between inside and outside that characterizes this yacht.

The big garage that hosts two tenders can turn into a wide beach area with three "balconies" on the sea: the opening of the stern hatch and the one of the two laterals hatches, from where the tenders are launched, ensures a full continuity between interior and exterior.



Creating such large, full-length, glass surfaces requires an accurate structural project particularly regarding the windows of the saloon on the upper deck which supports the helipad that must bear the weight of a 2.9 ton helicopter. These big windows weigh in themselves much more than an equally large aluminum surface would and needed to be securely fit into the metal frames that hold them in place to make sure the glass is not adversely and dangerously affected by vibrations. The glass is composed of a sandwich material that guarantees protection from UV rays and minimizes noise transmission. Since keeping noise levels down is among the highest priorities for guaranteeing onboard comfort, the company turned to an expert, American Joe Smullin from Soundown Corporation, to be assured of the best possible results.

Thanks to its austere exterior lines, its bright and functional interiors and the application of technologies that ensure compliance with the marine environment, *Stella Maris* is a point of reference for the international marine industry.





Let's go back for a moment to taking an external view of the yacht. It is interesting to see how the well-planned composition of the exterior volumes disguises an interior layout distributed on staggered levels to optimize the use of the space available. But let's go aboard *Stella Maris* to discover her secrets.

### The interiors

*Stella Maris*, as I mentioned, has a very unusual layout distributed on staggered decks/levels. As soon as we board, before we actually understand how the various social and private areas are laid out, we realize that the functional integration of the spaces is in no way penalized by the hallways and corridors. All movement on board circulates around a central glass column that houses the elevator that stops at each level (seven in all). A steel stairway curves around the elevator column which, beyond being merely functional, is an important decorative, architectural element.

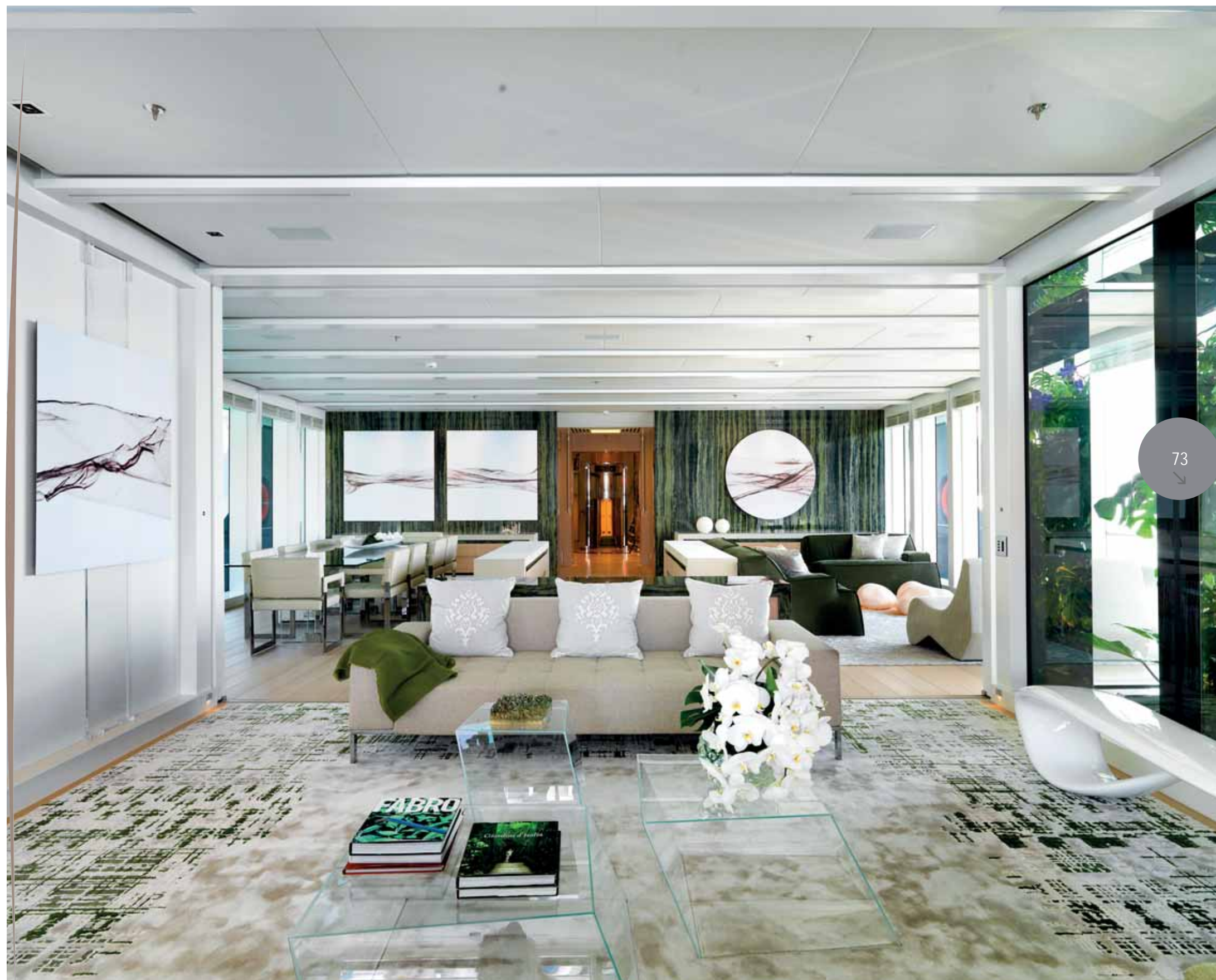
The common areas on each deck are located aft of the central column and benefit from the extraordinary height afforded them by the staggered sole levels. The saloons on the main and top decks in particular have headroom over 2.7 meters which,

together with the enormous window, give a feeling of amazing spaciousness.

Espen Øino has managed to create a great continuum between indoor and outdoor spaces. The presence of large openings allowing a visual continuity between interiors and exteriors was one of the inalterable design requisites of the project right from the start. The main lounge, flanked along the stern section by green houses full of lush plants, is furnished with just a few, high-end pieces in soft pastel colors. It is the epitome of the lightness and brightness that permeates the furniture in all the rooms, pleasantly decorated by Michela Reverberi. At the touch of a button, two large, glass doors slide silently open to the conversation area and bar in the cockpit. The dining area, on the other hand, can be closed off by glass walls to separate it from the rest of the lounge. On the upper deck, instead, it is the dining area, located aft in the large and luminous room, which opens out to a stern terrace. The delicacy and complexity of this system of sliding glass panels, both in terms of design and construction, goes without saying.

The fulcrum of the movement on board is the lift for access to all levels. The design of the bridges distributes the rooms over seven floors. The staircase that wraps around the cylinder of the lift is a decorative element that underlines the entire onboard style.

Large ceiling windows offer plenty of light and create an atmosphere of rarefied elegance.







**Guest**  
Large vertical windows light the guest cabins located on the main deck.

**Tender**  
The two tenders, Sport and Limo of 24', can be launched from the lateral hatches.

**Helipad**  
The yacht sports a HCA-MCA-certified helipad.



**Wellness**  
Relaxing and being pampered in a Spa with a sea view is a real luxury!

**Upper saloon**  
Full-height windows allow you to enjoy the view while sitting in the main hall.

**Crew**  
A crew of 21 people has spacious rooms, finished with great care.



Currently the yacht is appointed to host 12 guests, in addition to the owners, but four of the six cabins have a third bed and the space occupied by the large fitness area on the bridge deck could be used to create two VIP cabins. And, speaking of guests, the forward part of the main deck holds the six cabins dedicated to them, four doubles and two twins, all similar in size and décor. All are flooded with plenty of natural light pouring in from the large vertical windows that open onto the side deck, taking advantage of the full-beam configuration used in this part of the superstructure.

The helm station is located at the prow of the so-called Bridge Deck which also holds a lovely lounge and a large gym. The staggered layout design allowed an entire level to be constructed dedicated to the owners' suite, half a deck higher than the Bridge Deck.

The cabin area is accessed via a passageway leading to a study on the starboard side and, forward, through a vestibule/dressing room to sumptuous bathrooms in blue marble on either side. The master cabin is situated fore and offers a magnificent forward view and a private panoramic deck area.

Many levels down is a garage that represents one of the many innovative elements of this mega yacht. The garage is four steps lower than the beach club and the machine room, located a bit forward of it. As Lorenzo Cerulli, the company's Sales Manager, explained it, during my visit on a grey day, this space is completely watertight and in case of flooding can be emptied in just 3 minutes thanks to four powerful centrifuge pumps.

When the tenders are launched from two large, lateral hatches, their "garage" reveals itself to be a magnificent space, beautifully clad in teak, which, together with the stern platform, becomes a spacious sea-level lounge, an actual beach club, replete with air conditioning.



An entire floor hosts the owner's suite. The master cabin, at prow, offers a magnificent view and has a private terrace.







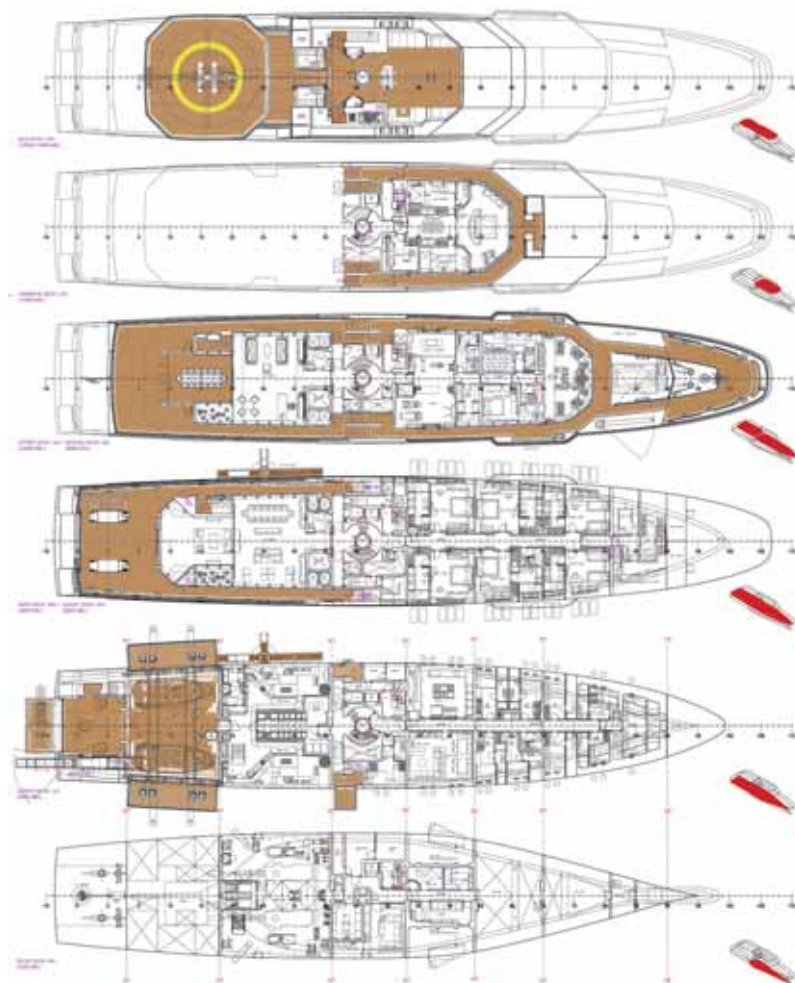
Cerulli also spoke with me about the sophisticated, fully-integrated system that manages all the on-board instrumentation: navigational, communicational, Kongsberg automation programs and the optic fiber audio/visual system. This not only speeds up reaction times enormously, the optic fiber has the additional advantage of being easy to install or replace if necessary.

Special mention must be given to the care the yacht-building company has dedicated to protecting the environment. These are a wide-ranging considerations coming from the yard's environmental policies.

VSY adheres to ISO 14001 standards' rigid parameters regarding the emissions of pollutants, both into the atmosphere and in the workplace, disposal of work waste material, etc.

VSY is also the first shipyard to sign the Wood Forever Pact protocol which requires the origin of any wood employed for building to be certified that it does not derive from trees indiscriminately cut down in tropical or otherwise protected forests.

*Stella Maris* is one of the very few yachts that sports a HCA certified helipad, permitting it to sail with a helicopter up to 2.9 ton on board. It can take off or land both day and night.



### Technical Details

Shipyard: VSY, Via dei Pescatori 56, 55049 Viareggio - tel. +39 0584 39671; [www.vsy.it](http://www.vsy.it)

Project: Espen Øino (external design) • Laurent Giles Naval Architects (naval architecture) • Michela Reverberi (Interior design & decor) • VSY Technical Department (Engineering).  
Hull: Length 72.10 m • Waterline length 64.75m • Beam 12.60 m • Draft 3.70 m • Building materials steel/aluminium  
• Full load displacement 1,637 tons • Gross Tonnage 2,114 GT • Berths 14 • Crew 21 • Fuel capacity 170,000 L • Top speed 17 knots • Cruising speed 12 knots • Range at 12 knots 5,500 nm

Engines: Two Caterpillar 3516B HD Tier II, 2,682Hp, 2,000kW at 1,600 rpm

Generators: Four Lindenberg LIAG/MAN D2876LE301, 290ekW + one of emergency Lindenberg 149kW

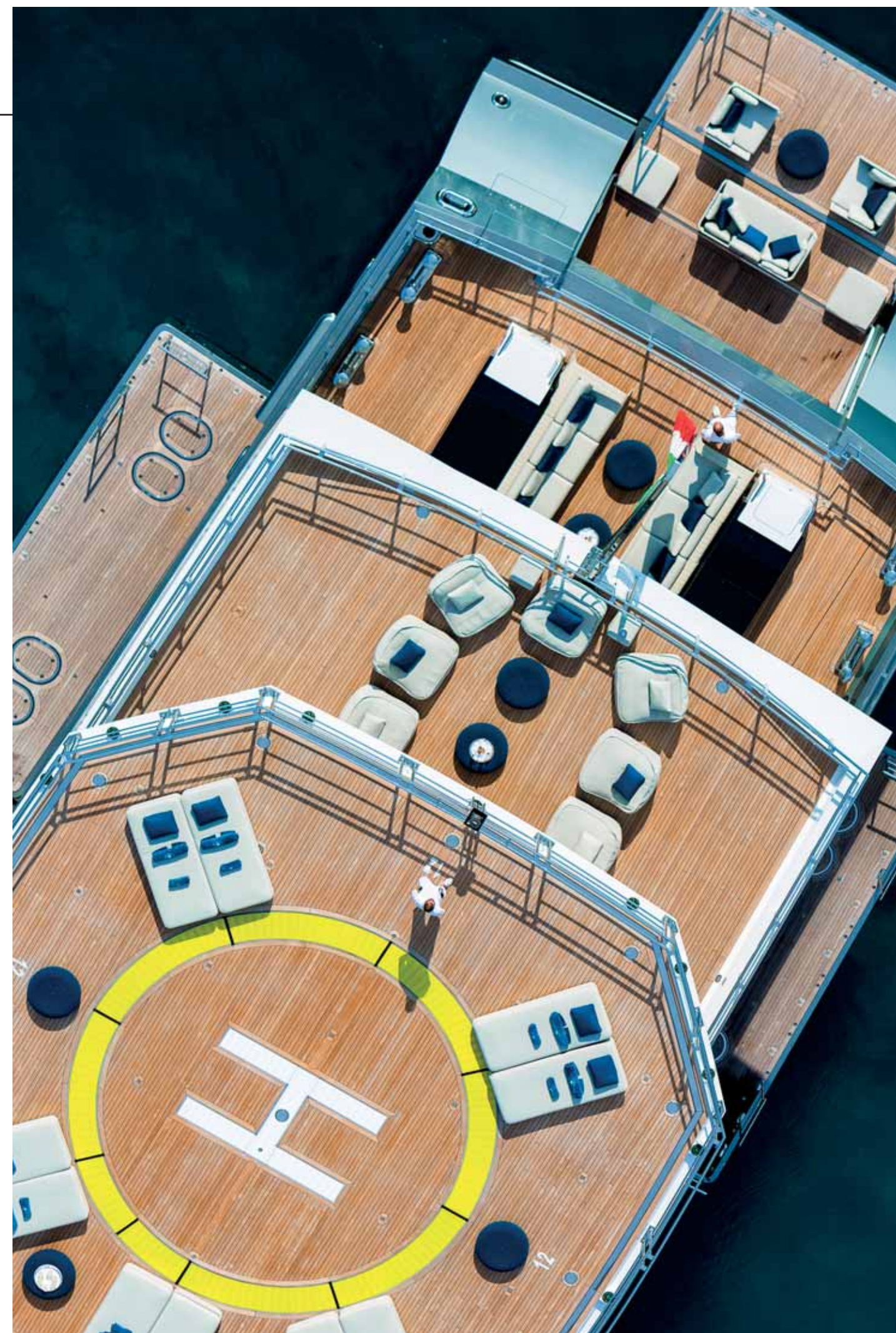
Bow thruster Voith VITH1000/300 260kW

Stern thruster Schottel Pump Jet SPJ 82 RD 350kW - 360°

Stabilizers Quantum Zero speed QC2200 XT

Tender 1 x 24' Tender Limo; 1 x 24' tender Sport; 1 x Castoldi 14' Rescue tender

Certifications Lloyd's Register of Shipping, LY2; helipad HCA/MCA








**Espen Øino** has designed all the three VS72 yachts. The two before *Stella Maris* were the 62m *RoMa* and *Candy Scape II*. Below on the left, the engine room fitted with two Caterpillar 3516B HD Tier II of **2,682 Hp each**, which allow a top speed of 17 knots.



*Stella Maris* is equipped with a Dynamic Positioning System (DPS) that prevents her from damaging sea beds in protected areas. The K-POS system, developed in collaboration with the Norwegian company Kongsberg, acts on the bow and stern thruster to keep the yacht in position with extraordinary precision, unless the weather is particularly bad. Other examples of the yard's dedication to environmental protection are the waste treatment plant and the double-filtered catalytic converters fitted on the motors and generators, not to mention the use of the heat from the exhaust fumes to heat the water for the taps and for the swimming pool.

All of these features have earned her the "Environmental Protection" label from Lloyd's Register. 



## The Picchiotti Flagship

The Perini Navi Group has launched at the Picchiotti yard in La Spezia *Grace E*, a 73 meter motor yacht. *Grace E* has the same particular hull and superstructure lines of the Vitruvius range.

It stands out for the innovative diesel-electric propulsion system and has two Azipod propellers which are electrically powered. These are fitted on an adjustable pod. *Grace E* can reach a top speed of 16.5 knots.

## Fishing Trophy

Peter Nautica, a Yamaha Italian dealer, has been the main sponsor of the deep-sea fishing trophy "Albacore offshore tournament" which has vivified Mola di Bari with a sport fishing race. On this occasion it was possible to test the **Osia 315 by Capelli** yard. On board there was also a n exceptional fisherman: Sandro Onofaro. Oft-times world champion, European record holder, the Neapolitan fisherman has a record which is still unbeaten on the Grouper class of wire 20 pounds and weight catch of 16.2 kg. The boat was equipped with two Yamaha F300 engines, the new joystick system and the Lowrance touch screen instruments.

## Landing in China

Sanlorenzo and Sundiro Holding, a company listed on the Shenzhen Stock Exchange, active in the production of Honda motorbikes on license, have signed an agreement that will allow the production of boats from 10 to 20 meters in China, as well as to sell motoryachts from 22 to 62 metres built entirely in the three Italian Sanlorenzo production sites of La Spezia, Viareggio and Massa Carrara on the Chinese market. The joint venture between Sanlorenzo Spa and Sundiro Holding will lead to a capital increase of 30 million Euro, signed in part by Sundiro and in part by Sanlorenzo shareholders, which will not however change the Italian majority shareholding of the Company, which will remain in the hands of Massimo Perotti, who said: «In this way Sanlorenzo enters a market of yachts that is now missing in our traditional range of products and which is absolutely not in competition with the actual models built in Italy, from 22 to 62 meters. The start up of this first phase will take approximately two years before seeing these new models cruising».



## The laboratory Boat

Lecco Innovation Hub has celebrated a major milestone with the launch of the Laboratory Boat, an unique boat built by a team of researchers from the Department of Mechanical Engineering of the Polytechnic of Milan with the aim to create a test-bench for cutting-edge development of innovative

design methodologies. The professor Fabio Fossati, scientific coordinator of the project, said: "The realization, given the high profile of scientific competitors, has been a challenge for the designers because there are only three yachts in the world with similar functions", which have been built by the MIT in Boston, the Technology University in Berlin and the Kanazawa Institute of Technology in Japan. "The tecnology fitted on this boat allows one to obtain unpublished data such as the levels of load acting on the sails, the dynamic behaviour of the yacht and the performance of the yacht's sail plan, which are of fundamental importance for a scientific approach to marine design".



## Green Plus to Stella Maris



(foto credits: courtesy of Boat International Media)

During the Monaco Yacht Show, VSY with Stella Maris won, the RINA Green Plus Platinum. «We are very proud of this award," said Cristiana Longarini, director of VSY, "as it acknowledges the course the shipyard has taken from early construction and helps support a new pathway that sees us engaged not only in the development and application of technologies with reduced environmental impact but also in structured programs of integrated sustainability ».