

YACHTS

INTERNATIONAL

THE TOP

100

Our insider's guide to the largest yachts.

LÜRSSEN'S 247'
NORTHERN STAR
WORLD-CLASS
EXPLORED



CITADEL YACHTS
MISS LISA
92' OF SOLID ELEGANCE

VSY 203' ROMA
SEDUCTIVE, PRACTICAL
AND GREEN

ARCADIA 85
CLEARLY DIFFERENT

LESS IS MORE

203' VSY | *RoMa*

STORY Danielle Viguerie | PHOTOS Buggy Gedlek

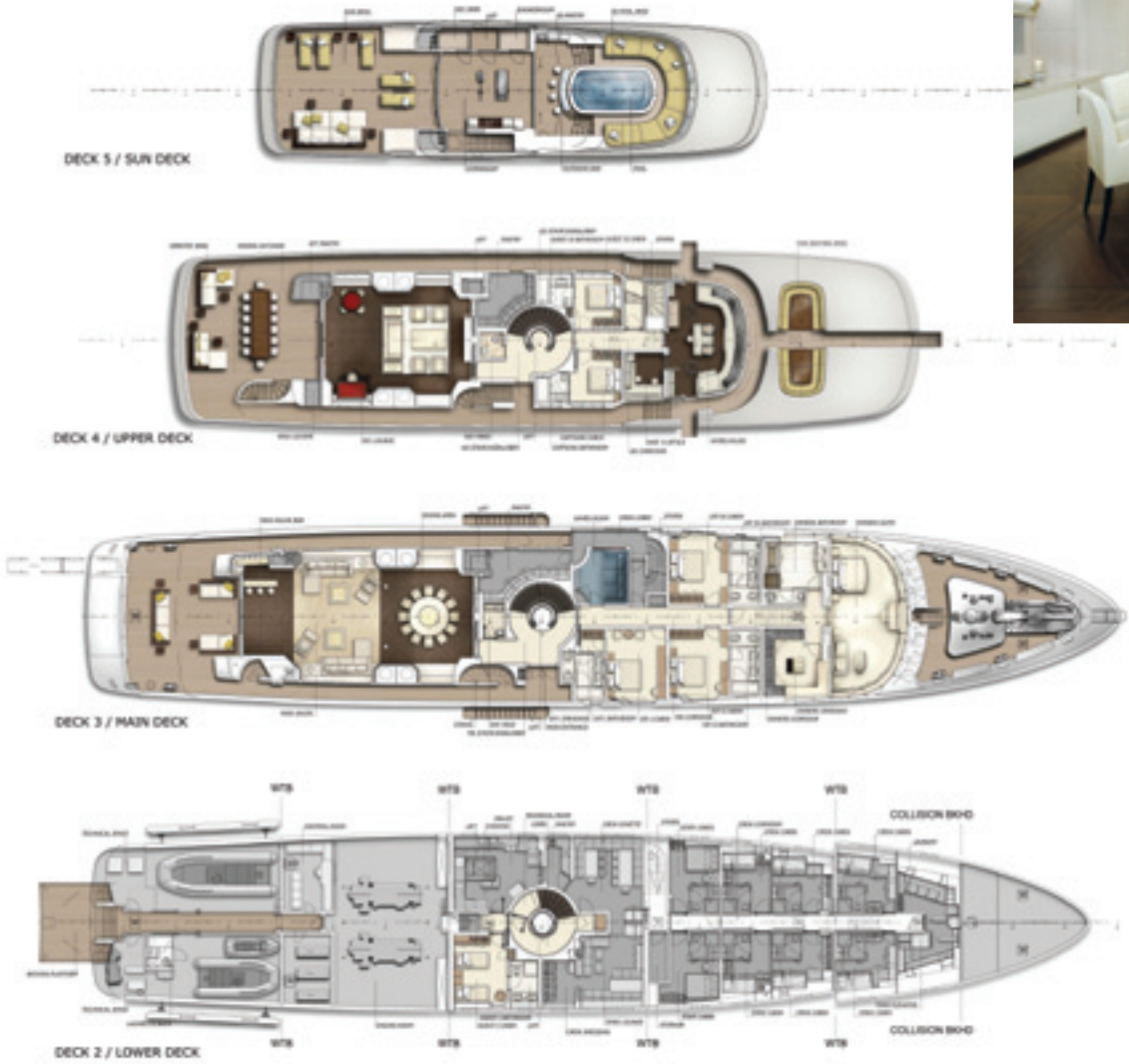
A pin drop is heard in a silent room like an off-white stripe is seen on a white canvas. The concept of minimalism exists in pure form on *RoMa*, Viareggio Superyachts' second 62-meter yacht, where hushed design details emerge in the foreground thanks to an undressed interior. But the sleek Espen Øino-designed envelope, with subtle yet expressive interiors, conceals an underbelly with integrity that works hard not to disturb its environment.



The NEWCRUISE team worked closely with RoMa’s owners to greet guests with a serene interior design that appears effortlessly chic.



ABOVE: One of the details that steals the show in the minimalist main-deck salon is the bar’s backlit onyx top
OPPOSITE: The minimalist theme is elegant but leaves no room for error



203’ VSY RoMa

LOA: 203’2” (62M)	DISPLACEMENT (LIGHT LOAD): 700 TONS	INTERIOR DESIGNER: NEWCRUISE-YACHT PROJECTS + DESIGN – HAMBURG, GERMANY
BEAM: 36’1” (11M)	ENGINES: 2 x CAT 3516 B @ 2,680 HP EACH	INTERIOR BUILDER: GEHR-INTERIORS – HAMBURG, GERMANY
DRAFT: 9’10” (3M)	CRUISING SPEED: 14 KNOTS	BUILDER: VIAREGGIO SUPERYACHTS – VIAREGGIO, ITALY
HULL MATERIAL: STEEL	TOP SPEED: 17 KNOTS	CHARTER MANAGEMENT: CAMPER & NICHOLSONS
SUPERSTRUCTURE: ALUMINUM	RANGE@ 12 KNOTS: 6,000 NM	
FUEL CAPACITY: 41,744 GAL.	HULL DESIGN/EXTERIOR DESIGN: ESPEN ØINO	
WATER CAPACITY: 10,304 GAL.		
HOLDING TANK: 2,166. GAL.		

The concept “less is more” perhaps rings truer in Europe than in America, even if the German-born author of that phrase, architect Ludwig Mies van der Rohe, eventually immigrated to the United States, where he built several iconic buildings. While American cinema thrives on strong images and action, European cinema tends to find pleasure in nuance. Thus it should come as no surprise that there seems to be more interest from Europeans than Americans in the Espen Øino-designed *RoMa*, the long-range displacement yacht launched in early 2010 by Viareggio Superyachts (VSY). The shipyard—established in 2004 in Italy’s yachting capital Viareggio—with Federico Bennewitz, formerly from Picchiotti, at the helm—has built two yachts to date, *Candyscape II* and *RoMa*. Both are 203 feet in length yet feature very different interiors.

On *RoMa*, absent is the din of competing colors and patterns. Beyond issues of preferences and taste, the craft evident in the yacht is certainly worthy of attention. Internationally known German NEWCRUISE Yacht Projects & Design

partners Frank E.H. Neubelt and Roland Krueger, and junior partner Katharina Raczek, who headed the interior design effort, developed the yacht's interior feel from styling to décor. The NEWCRUISE team worked closely with *RoMa* owners and their representatives to greet guests with a serene interior design that appears effortlessly chic. The main salon is washed in white, from the carpet with a slight wave pattern, to the sofas and wall panels. The detail that steals the show is backlit onyx on the bar, coffee tables and dining table. In the sky lounge, the dominant white background sets the stage for coral accents on pillows and lamps, and a bowl of red apples whose vibrant colors punch out with force.

Such a subtle décor belies great complexity and Gehr-Interiors, the German company that built the interiors, had little room for error. For instance, the sky lounge's wall panels, made from papaya tree bark, feature clean joints and are devoid of any Baroque detailing that could mask flaws. Similarly, the process of placing stone slabs in each bathroom required painstaking precision. Owner Representative Markus Hanny, who also looks after the owner's aircraft and another smaller yacht, explained the

process. The designers started with blocks of Afyon miele marble, which were sliced, labeled and photographed. The NEWCRUISE team then placed each slice strategically to match colors or patterns in guest bathrooms, a time-consuming process that required limitless patience from all, including Technical Project Manager Stefan Zucker of the owners' team. But the effort resulted in an amazing product with its very own signature "This is our second successful project in Italy and the very first one together with our friend and college Espen [Øino]", said Neubelt, who credits effective team work and precise quality control for the successful outcome.

Beyond her seductive appearance, the yacht's layout is practical and flexible. Wanting to appeal to the charter market as well as to friends and family, the owners liked the idea of dedicating the forward part of the main deck to four guest suites, saying, "Why put your guests in the basement?" A fifth guest suite is located aft of the upper deck owner's suite and to port of the captain's cabin. There is only one guest cabin on the lower deck, well suited for a guest who may want more privacy, or for a nanny or security detail. (Sister ship *Candyscape II* had two guest cabins on the lower deck, but these

BELOW (L-R): A spectacular staircase spirals around the yacht's elevator; a few touches of coral warm the casual skylounge



owners opted for a larger crew area instead: eight cabins for 16 crewmembers).

Like the two salons, all the guest staterooms are swathed in white, but each has a different color theme repeated in the edging of the bedding, the drawers and cabinets' leather handles, the stitching of the white leather boxes on the dresser, and the artwork. (The owner wanted to see the yacht completed before selecting artwork, so he commissioned an unknown artist to create oil paintings that match each room's color theme.) While the guest staterooms all share a fairly standard layout, the master stateroom features a queen bed and a pullout sofa, for additional flexibility. This stateroom, in keeping with the rest of the yacht, exudes luxury without being over the top. From cream-colored silk wall panels to gold-colored tiles in the shower, the suite is understated and elegant.

A staircase in Macassar ebony spirals around an elevator from the lower deck to the bridge deck.

Crewmembers enjoy the use of a separate staircase and a lift that easily accesses the galley and pantry and ascends to the sun deck. Here, a large pool (15'7"x 8'2") features jets that can create a strong current for exercise. Swimmers can then lounge on surrounding cushions or get refreshments from the bar. An enclosed gymnasium, equipped with a plasma-screen television and full bathroom, further separates the pool area from the large aft sunbathing area.

If the day calls for more than a swim and gym workout, guests have the option of water-skiing behind the yacht's 22'5" Frauscher 686 Lido tender. The Austrian builder shortened its semi-custom tender with foldable center console by close to eight inches so that it fits snugly in the garage, located aft of *RoMa*'s large engine room.

Twin Caterpillar 3516 B diesel engines of 2,680 hp each give the steel-hulled full-displacement yacht a top speed of 17 knots. While her cruising speed

ABOVE: Like the owner's suite, all guest staterooms (but one) are located on the main deck or above



ABOVE: Each stateroom has a similar décor and identical comfort but is distinguished by a subtle color detail repeated in the custom artwork

is 14 knots, at 12 knots, *RoMa* can travel 6,000 nm with a 10-percent fuel reserve. Relatively economical, *RoMa*'s engines burn 53 U.S. gallons per hour at 1,000 rpm.

In fact, VSY is fully committed to preserving the environment as much as possible while continuing to build quality superyachts. *RoMa* has RINA's Green Plus notation as well as an ES (Environmental Safety) certification from ABS, the first the classification society ever issued for a yacht. The yacht also has an EIAPP (Engine International Air Pollution Prevention) certificate from the EPA.

"Nothing goes overboard that is not first cleaned and treated," said Captain Mikael Andersson. A Biodisk FVN30 Sewage Treating System treats both gray and black sewage using chemical and biological phases. The yacht also features dynamic positioning, which is not yet standard on all yachts, but

allows the yacht to stay in place without dropping anchor and disturbing the ocean floor. Finally, *RoMa* is the first Italian yacht to have a certified paperless bridge. In order for the yacht to operate chartless, no fewer than three officers onboard have to carry appropriate mandatory certification. Captain Andersson said that he is very pleased with the yacht's Kongsberg bridge. Used on most cruise liners and numerous commercial and military ships, the "K-Bridge" is known for its engine controls.

VSY delivered the first yacht in this 62-meter range, *Candyscape II*, in 2009 and *Roma* in January 2010, and has a third underway with a completed hull and superstructure. The next project is a 236-footer currently in the works. Like her predecessors, the new VSY superyacht will integrate environmental considerations and technology with ultimate comfort and luxury. ■



An enclosed gymnasium, equipped with a plasma-screen television and full bathroom, separates the pool area from the large aft sunbathing area.



ABOVE: Jets create a strong current for exercise in the pool.

LEFT: Free-standing furniture provides flexibility, which is ideal to accommodate the varied needs of owners and charter guests.



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