

VIAREGGIO SUPERYACHTS

Luciano Scaramuccia, managing director, VSY

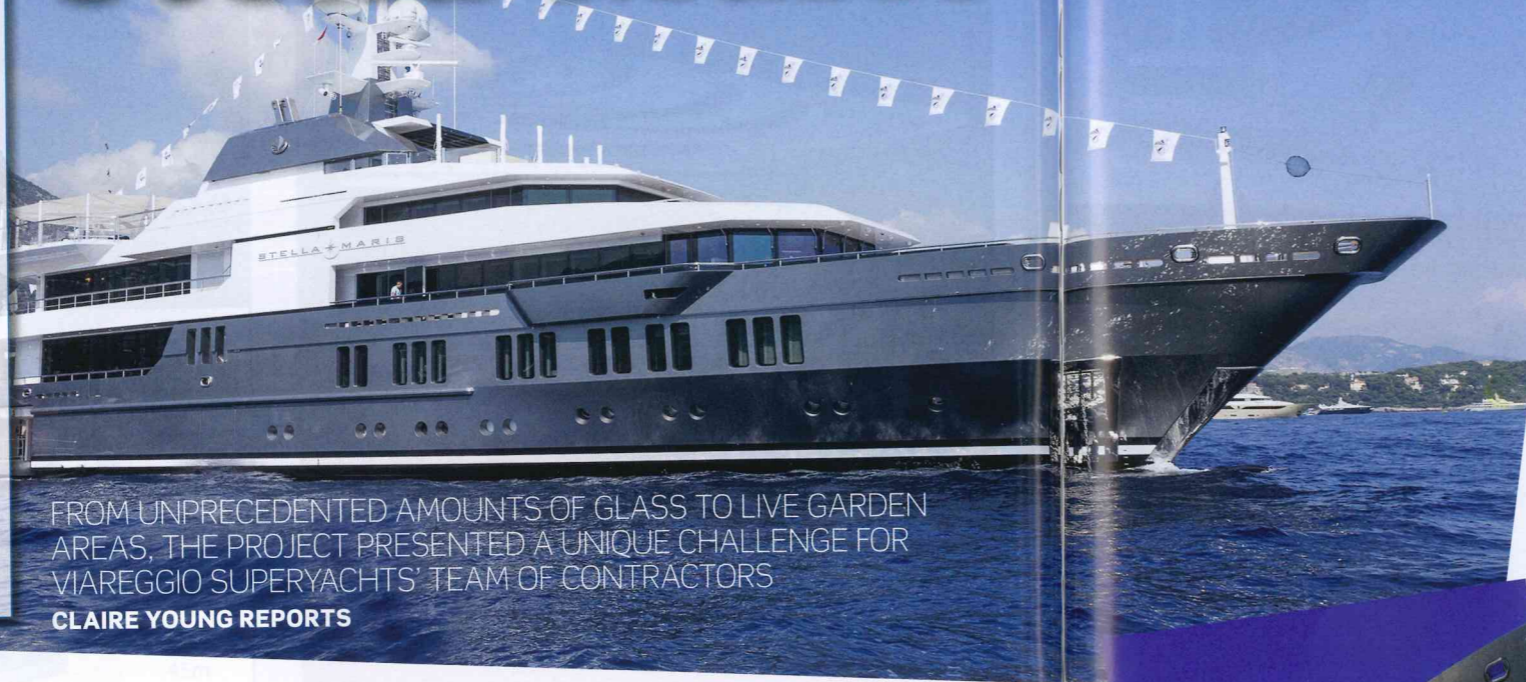
With the client's initial vision to have home proportioned furnishings, year-round outdoor spaces and real, green gardens, we set about incorporating unprecedented amounts of clear, clean glass into our design. Privacy onboard was also of primary importance, and a fully certified helipad was required to easily and quickly reach the vessel.



We staggered the decks, five forward and four aft. By doing so we were

able to raise ceiling heights and create spaces in the saloons with proportions much closer to what is found in a home.

Stella Maris



FROM UNPRECEDENTED AMOUNTS OF GLASS TO LIVE GARDEN AREAS, THE PROJECT PRESENTED A UNIQUE CHALLENGE FOR VIAREGGIO SUPERYACHTS' TEAM OF CONTRACTORS

CLAIRE YOUNG REPORTS

INTERIOR DESIGN

Michela Reverberi, owner and founder Reverberi Design

The owner asked for simple, understated, but very elegant interiors. This required extreme attention to detail and a search for sophisticated materials that perfectly matched one another.



Maximum harmony between the interior and exterior was achieved through colour schemes, sharp lines, and by connecting space with environment.

By incorporating a longitudinal section with two decks aft

and three decks forward, the two salons located in the aft part of the yacht gained superb height, further strengthened by the quantity and dimensions of the windows. Particular attention was given to the lighting. Night light fixtures are located at the sides of the salons to replicate the sources of light available throughout the day.

“Our designers created the alfresco veranda with retractable glass walls on three sides that can be opened year round to convert the space into a climate-controlled area”

EXTERIOR DESIGN

Espen Øino, yacht designer and founder of Espen Øino International

Further to our involvement with the first two yachts at VSY (*Candyscape II* and *RoMa*), we were asked to come up with a clean-sheet design for a much larger superyacht. The initial proposal was for a 90m (295ft) yacht with an angular design and an emphasis on light and transparency. The design of 72m (236ft) *Stella Maris* was very much inspired by this 90m concept design, albeit with a twist — namely the staggered decks giving rise to the very generous headroom in the main deck and upper deck salons.



PROPULSION

The yacht is powered by two Caterpillar 3516B tier II engines that attain 2,000kW at 1,600rpm, each achieving a top speed of 17kt and a range of 5,500nm at 12kt.

ELECTRICAL POWER

Four Lindenberg LIAM/MAN main generators each provide *Stella Maris* with 290kW of maximum and continuous power. Emergency generation is from a Lindenberg LIAM SISU 645 DSBIG, which provides a maximum continuous power of 149ekW.

“We would normally undertake small-scale model testing of a new hull design, but in this case, due to time constraints, we went straight to larger scale testing at Marin”

NAVAL ARCHITECTURE

David Lewis, managing director, Laurent Giles Naval Architects

We were asked to undertake the hull design and naval architecture for *Stella Maris* by VSY. This followed on from us working with them as the owner's naval architect on a previous project. Preliminary naval architecture, including design parameters and weight budgets were established from the arrangement drawings provided by Espen Øino. We worked closely with the designers to match the hull form to their design proposal.



We would normally undertake small-scale model testing of a new hull design, but in this case, due to time constraints, we went straight to larger scale testing at Marin. This included bulbous bow optimisation using potential flow calculations, and transom wedging. It was decided not to include transom wedging as the benefits were only apparent at maximum speed, and a small deterioration in resistance at cruising speed was indicated.

Once the hull was established we undertook damage and intact stability calculations and provided naval architecture support to the yard. This included confirmation of powering, fuel/speed and range, establishing weight budgets, primary strength load calculations, fairing and aligning appendages and thrusters nozzles, together with general technical design support, class and flag approvals.

We made regular on-site progress visits to develop weight budgets, and design details. Our work concluded with overseeing her launch and inclining experiment.

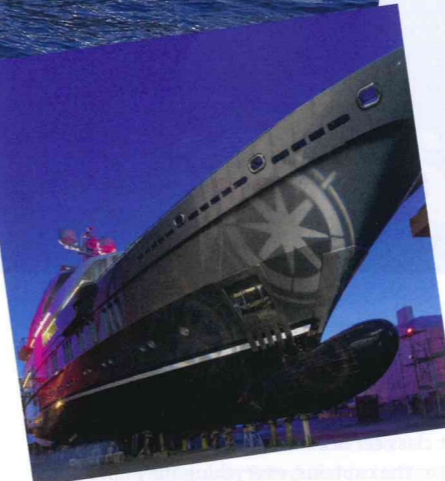
ENGINEERING PACKAGE

Massimo Angelotti, co-founder, Pro Ship

VSY wanted to achieve a never attained quality level for *Stella Maris*, so we handled the design in collaboration with them to ensure that every last detail benefited from careful preliminary study. We also managed the engineering project in its entirety, so were able to exploit each sector's potential, adjusting each part to the needs of the others.



As one team we managed the structures, systems and outfitting in way that enabled us to accurately evaluate every detail and solution on the drawing board before starting production. VSY has set a new standard in quality and engineering innovation, which is the right way to face this new era of boatbuilding.



Her staggered internal decks provide a volume more often seen in larger superyachts

AUTOMATION, MONITORING & MANOEUVRING

A Kongsberg Integrated Control system provides seamless integration of the navigation, propulsion control and ship automation functionality. *Stella Maris* is also equipped with a Kongsberg K-POS system for dynamic positioning with joystick control, which operates with all of the superyacht's propulsion and manoeuvring systems.

STELLA MARIS SPECIFICATIONS

TECHNICAL DETAILS

- ▶ **Type:** Motoryacht
- ▶ **LOA:** 72.1m (236ft)
- ▶ **Beam:** 12.6m (41ft)
- ▶ **Draft:** 3.7m (12ft)
- ▶ **Interior area:** 628m² (6,750ft²)
- ▶ **Exterior area:** 526m² (5,660ft²)
- ▶ **Construction:** Steel/aluminium
- ▶ **Classification:** Lloyd's Register
- ▶ **Engines:** 2 x Caterpillar 5316B tier II
- ▶ **Generators:** 4 x Lindenberg Liam/Man
- ▶ **Top speed:** 17kt
- ▶ **Range:** 5,500nm @ 12kt