



# SING OUT LOUD

**A**ndrea Bocelli, the Italian tenor and song writer whose work spans both popular music and classical opera, has taken delivery of **Libertas** (pictured), his latest yacht.

Built by Gamma Yachts to the designs of Vripack she is the third in its series of Gamma 20 'mini' superyachts to be completed to date and is noted for her impressive guest space for her length overall as well as excellent fuel efficiency.

The singer who was born with poor eyesight, and became blind at the age of 12 following a football accident has previously owned several vessels in this size range. Bocelli comments, "I love the way space has been arranged so that our large extended family can be together, enjoying closeness and intimacy, while at the same time respecting everybody's privacy. A yacht must meet precise needs and be able to make us feel at ease; it must comply with – and express both architecturally and technically – the same priorities as those living on it. Cosiness, warm materials, safety, low noise levels and comfort: these were my needs, and they have been fully met. I needed a solid, safe and comfortable boat, and I am very happy with my choice."

Built and designed in Holland, the yacht combines the precision and technical capabilities of the Dutch with world-class interior furnishings



and materials from Italy. "There are a number of striking features on board this boat which has been totally customized for the blind artist. Bart Bouwhuis of Vripack says, "The lack of steps and obstructions: each deck is truly on one level, preventing the risk of tripping."

The yachts fast displacement hull lines are used specifically for comfort at anchor and at sea. Vripack carried out extensive testing and modelling to ensure the Gamma 20 matches up to the expectations of an owner looking for a superyacht experience in a more compact vessel. The Dutch design team worked on the noise and vibration testing with Dutch firm Van Cappellan Consultancy, which also provided the insulation and stabilisers from Naiad offer guests equal comfort whether at anchor or docked in a marina.



## Home Away from Home

BUILT by Royal Huisman in Holland, the 48 metre **Wisp** (pictured), is classically designed sloop whose performance under sail belies her traditional lines. She is a magnificent example of revivalist naval architecture from the drawing board of Dutch based Andre Hoek with an interior design by British based, Rhoades Young Design.

Fulfilling the brief as a supremely comfortable cruising yacht more than capable to provide the pleasures of some 'gentleman's racing', on occasion she presented an exciting challenge for the designers and shipyard alike.

The owner, whilst satisfied to cruise at a leisurely pace, was looking for a decent turn of speed without sailing on the edge. Moreover, as he plans to make long passages, he expected the same high level of comfort – both inside and on deck – he had enjoyed on various yachts; and with meticulous attention to detail, he was involved in every aspect of the design and

construction of what has become his 'home away from home'.

In terms of hull design, the Hoek Design team has revitalised the style and grace of the classic sailing yachts of yesteryear, whilst paying homage to the needs of today's modern lifestyle on board. Features developed by the team, such as the owner's aft cockpit, provide a degree of privacy and amenity. Although not typical of the original design period, they help to marry echoes from the past with a thoroughly modern list of creature comforts for today's expectant guest. The talented Dutch firm of naval architects was tasked with developing a yacht that would sail very well without excessive heel; hence **Wisp's** added form stability, Alustar aluminium hull and spoon bow for a gentler ride.

Her cutter rig, moderate draft under body, carbon composite spars from Rondal, EC6 and Carbo-Link hybrid rigging and efficient sail handling systems are all enhanced for performance, seaworthiness and ease of handling. The cutter-rig sail plan was designed for balance and simple handling while cruising and the possibility of using overlapping genoas for racing, with much thought going into the track positioning and winch sizes to handle the increased loads and speeds during regattas.

A close collaboration between the Hoek Design office and Rhoades Young Design ensured consistency between the exterior and interior styling details, which were made a reality by Royal Huisman. The deck design reveals a clean and contemporary layout that still respects the classic styling of the striking sheer, spoon bow, traditional counter stern and teak clad low-profile deckhouses.

The result is an uncluttered expanse of teak decking fore and aft with few obstacles to disturb the sense of harmony. Indeed, throughout the yacht the exterior woodwork has been rationalised by examining and simplifying every joint and detail to create calming guest areas with plenty of hidden storage and an efficient navigation cockpit. Instead of the more typical stranded wire, solid stainless steel lifelines linking the deck-mounted stanchions provide non-sailors an added sense of security and add an elegant, polished look.



## Hull Vane Improves Performance

FOUNDED by Frans Heesen in 1978 in Oss, the Netherlands, Heesen Yachts was the first Dutch shipyard to employ aluminium alloy for the building of yacht hulls. Since then, the shipyard has become a world leader in the design, engineering and construction of

high performance, all-aluminium motor yachts.

The latest delivery was the motor yacht **Alive** (pictured above) whose hull was fitted with Hull Vane, an under water foil that harnesses waves to produce power. This in combination with the already proven Heesen fast displacement hull form and conventional diesel engines produces remarkable results. During sea trials she exceeded

her contractual speed of 16 knots by 0.5 knots in open waters in a slight sea state (0.70m waves) with 3-4 SW winds. The contractual fuel consumption prediction proved to be correct: 4000nm at 12 knots. This means that over 750 miles comes free of charge thanks to her remarkably frugal fuel consumption, that is 30 per cent less than on a conventional displacement yacht of her size and displacement.

Captain Michael Howorth is a freelance journalist who writes stories about superyachts and publishes them on his website [www.thehoworths.com](http://www.thehoworths.com)

## Turkish Yacht Builder Awash With Orders

AT the Fort Lauderdale Boat Show, Sunrise Yachts, the superyacht builder based in Antalya Turkey, was able to showcase **Atomic** (pictured) their all new 45 metre delivery. More than 300 visitors, including 17 super yacht owners each greatly intrigued by the full displacement, steel, and aluminium motor yacht with remarkable seaworthy qualities, outstanding volumes and outstanding fuel efficiency. The owner of **Atomic** attended the show and his contagious excitement about the yacht helped convince three new clients to each build their yacht projects with the Turkish builder. Orders confirmed at the show were for a 45m sister ship to **Atomic**, a 50m designed by A Vallicelli & Co for delivery

in 2017 and another 60m designed by the same designer for delivery in 2018. The builder also confirmed great interest in another 50m designed by the Danish yacht designer, Espen Øino.

Guillaume Roché, Sunrise Yachts co-founder and CEO, stated: "We are very proud of the quality achieved with **Atomic**, which is bringing us one great step closer to our objectives in term of engineering and construction standards.

We intend to continue improving with every project we are currently building and we look forward to exhibiting our new yachts at FLIBS in 2015 and beyond."

Sunrise Yachts, based in the Free Zone of Antalya, Turkey was founded in 2006 by German businessman and yachtsman Herbert P Baum and British-French yacht-builder Guillaume Roché. Combining international design, engineering and

management with Turkey's skilled and competitive workforce, the shipyard offers yacht construction and refit solutions to the international market. Its 20,000 m<sup>2</sup> state-of-art facilities accommodate projects up to 75m in length and 2,000-ton displacement. After delivering the 45m **Africa** in 2009, and the 45m **Atomic** earlier this year the company is currently building five super yachts, from 34m to 63m in length.

