

NEW LAUNCH

# Como

This recent Feadship launch has drawn attention from its pioneering use of glass



Como is a progressive looking 46.2m two-and-a-half-deck semi-displacement motor yacht. She is the first Dubois designed superyacht ever to have been built by the de Vries Feadship Shipyards. Having previously built a large number of competitive sailing yachts in his native New Zealand and more recently owned a motor yacht from Alloy Yachts, the hugely experienced owner decided the time had come to commission an entirely custom superyacht from Holland.

Mark Smith, Captain of the new yacht has worked for the owner for over eight years. He was in command of the owner's previous motor yacht of the same name and stood by the final stages of construction of this new yacht. Lying at her own berth on the Y dock in Port Vauban, Como has wonderful visual impact. Her flowing lines, reverse sheer line, bow profile and

great attention to aesthetic detailing provides a sleek look that implies a sense of power and seaworthiness. The design incorporates extensive use of glass. The yacht has exceptionally large windows in both the hull and the superstructure. The glass is flush with the metal rather than being set into it, creating a continuous surface.

### Doubling up

One of the yacht's most innovative exterior features is the super large sundeck that doubles as both an open air or interior space with full air conditioning, thanks to the surrounding glass panels that can be individually raised and lowered. The interior styling, by Redman Whiteley Dixon, is sympathetic to the exterior theme and is both elegant and progressive, using dark timbers, polished stainless steel and fine detailing.

## Specifications

<b>Length Overall</b>	46.2 m
<b>Waterline Length</b>	44.25 m
<b>Beam</b>	9.0 m
<b>Draft</b>	2.37 m
<b>Displacement</b>	352 tons
<b>Classification</b>	Lloyds 100A1, SSC, Yacht, G6
<b>Hull Construction</b>	Aluminium
<b>Superstructure</b>	Aluminium
<b>Builder</b>	Feadship de Vries
<b>Designer</b>	Dubois Yacht Design
<b>Naval Architect</b>	Dubois Yacht Design
<b>Interior Designer</b>	Redman Whiteley Dixon
<b>Project Managers</b>	Mark Smith & Steve Jacover
<b>Engines</b>	2x Caterpillar C32
<b>Propellers</b>	Van Voorden, Open, Fixed Pitch
<b>Stabilizers</b>	Quantum Zero Speed
<b>Speed (Max)</b>	19 knots
<b>Speed (Cruise)</b>	16 knots
<b>Fuel Capacity</b>	52,000 lt
<b>Range</b>	4,700 nm
<b>Generators</b>	2 x Caterpillar 6.6 -
<b>Gen-Set Size</b>	2 x 90.125 kW - 1500 rpm
<b>Bow Thrusters</b>	ZF 60 kW
<b>Stern Thruster</b>	ZF 45 kW
<b>Navigation</b>	ECDIS (Paperless Bridge)
<b>Owner &amp; Guests</b>	10 Berths In Five Cabins
<b>Crew</b>	3 permanent and 6-8 in the summer season



The interior arrangement features a rotating circular floor in the main saloon, allowing the seascape to be admired from any direction with ease. The engineering of this feature relies on compressed air to provide silent, frictionless rotation at the touch of a button.

### Keep it simple

The owner likes to keep things low key and casual and as a result of this the yacht is manned leanly. Captain Mark Smith says, "That is not to suggest we do not work as hard as other yachts or that she gets less of a service. We are never going to charter. During the design and construction the focus was to stay under 500gt. She is registered as a commercial yacht not in trade. Our crew consists of three permanently employed staff, and I hire an extra three or so

during the season. There are no water sports on board and the owner is happy to drive the tender himself, which means we only need have one deckhand. I am more than happy to help with the wash downs ready for when the boss turns up."

He adds, "She was built to fit this berth in Antibes because the owner owns it, so we spend a lot of time here in the summer and of course throughout the winter. Our year begins with a full house at the Grand Prix in Monaco and continues at a less frantic pace over the summer with the boss on board for around 60 to 80 days. He is very organized, we know when he is coming who will be with him and where we will be going. In short the near perfect boss!"

Reviewed by Frances and Michael Horworth