

ocean

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ROLLS ROYCE REVEALS
ITS FASTEST AND MOST
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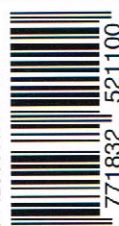
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OPTIMISING HULL DESIGN,
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STELLA OCCASION



THE LATEST AND LARGEST TO EMERGE FROM CANTIERE DELLE MARCHE, IS THE IMPRESSIVE STELLA DI MARE, A DARWIN 96'.
MARIA ROBERTO MORSO EXPLORES HOW THIS SUPERYACHT ENHANCES THE YARD'S REPUTATION FOR QUALITY CRAFTSMANSHIP.





Before stepping on board *Stella di Mare*, the 96-footer recently launched by Cantiere delle Marche, it is worth putting her into context to understand her fully.

Founded in 2010, the Italian shipyard has quickly gained a solid reputation, demonstrating that good commercial results can be achieved when doing things properly. In this case that means understanding where the market is going, what owners look for, finding the right niche and, especially, offering high quality builds. Being customer-focussed is another priority at Cantiere delle Marche.

During several visits to the yard and meetings with the management team, I realised that the care and attention they devote to the whole building process of each and every yacht is among the secrets of CdM's success, from initial brief and project through advanced engineering and building techniques, all the way to launch. And finally, people are key. A truly friendly yet highly professional approach helps build a strong relationship between the shipyard and its clients.

Vasco Buonpensiere, sales and marketing director (and who recently became one of the yard's shareholders) sums up CdM's philosophy, saying, "With our owners we do prefer to build a close, personal relationship trying to help them get the best out of their yacht building experience. We consistently place the owner at the centre. This is not a difficult task because we usually deal with very passionate owners."

When I asked about Cantiere delle Marche's approach to quality and efficiency, this is how Buonpensiere proudly explains the yard's attitude: "To make a long story short, our strength is that we design and build medium-sized yachts following the same criteria and equipment usually adopted on high quality superyachts."

For me, and indeed many I've spoken to, all these factors and a great vision and knowledge of the international market contributed to the yard's immediate success. But figures tell more than words – from August 2010 when the yard started its activity to March 2013, four yachts have been delivered and, according to latest news, the order book counts as many as five yachts whose launching is scheduled for 2014 and 2015, while two Darwin 96' are under contract. Four out of five yachts in the list of orders belong to the Nauta Air range (86', 90', 130' and 136') which has the same naval platform, engineering and seaworthiness of the Darwin series while boasting a totally different, lighter exterior line signed by Mario Pedol / Nauta Design, who are still in the limelight due to the recent launching of their groundbreaking design of the world's largest yacht ever, Lürssen's *Azzam*.

Now it's time to turn our attention to *Stella di Mare*, the fourth in the Darwin series of explorer vessels styled and engineered by Sergio Cutolo / Hydro Tec. *Stella di Mare* (the name means 'sea star') is the first 96-footer delivered by the Italian yachtbuilder, which already had on its books two 86-footers and one single-engined Darwin 82' launched in 2011 and 2012 (*Vitadimare 3*, *Percheron* and *Furst* respectively).

DISCOVERING DARWIN

Clockwise from top-left: A large cockpit greets guests when first stepping on board; The 96's spectacular sundeck spans over 50 square metres; Comfortable social areas with quality furnishings are dispersed all over the yacht; The 96 enjoys a cruising speed of 13.2 knots.









"SHE'S LARGE ENOUGH TO CRUISE THE WORLD YET HER SIZE ALLOWS ACCESS TO LITTLE HARBOURS AND BAYS AND TO BE HANDLED BY A SMALL CREW."

It is however evident that the Darwin 96' is not a restyling of prior models.

Stella di Mare, as with all models in the Darwin series of explorer yachts (from 82' up to 115'), is a rarity in these days of ever-increasing size in superyachts. She's large enough to cruise the world in safety and comfort, yet her size allows access to little harbours and bays and to be handled by a small crew.

Stella di Mare shares concept, naval architecture, beam and equipments with her 86-foot sisters, and despite being only 10 feet longer, offers much larger interior spaces (the VIP cabin is 1.5 metres longer than on the 86-footer). The main deck has been considerably extended and the sundeck spans over 50 square metres. But there is more: storage areas have been further increased for long-range cruises.

While retaining the proportions and peculiar look that make all Darwin yachts recognisable at first glance, the exterior lines of *Stella di Mare* are softer and great attention has been paid to design features. The height and sturdiness of the construction is impressive and the interior volumes are extremely generous, while her displacement hull form features sea-kindly geometry corresponding to the demand of year-round operation. The exterior areas are as generous and well equipped as the interior spaces. A large cockpit welcomes guests on board with an informal dining/sitting area and upstairs we find a similar configuration. On the large sundeck is the second helm station and there is plenty of space dedicated to both sunbathing and fitness.

When it comes to technical issues, *Stella di Mare* is top drawer, from the extra thick grade-A steel hull to the cupro-nickel piping, from the electrically driven stabilisers to the remote controlled valves. To ensure excellent maneuverability, the yacht is provided with two independent rudders, while to protect the sea environment she uses efficient systems for the treatment of bilge waters. *Stella di Mare's* mechanical fit-out reflects Cantieri delle Marche's sense of what is proper at sea. The engine room, with adjoining lazarette, is probably the boast of the shipyard for its functionality and features. Two heavy-duty MTU eight cylinder engines hit 720hp each allowing a maximum continuous speed of 13.6 knots. An 8,800-gallon fuel capacity attests to the ambitious cruising program – at 10 knots the yacht can navigate non-stop for 5,900 nautical miles.

Once you step inside *Stella di Mare* you feel that the atmosphere has a sense of tranquility. The interior decoration is simple yet rich and delicate, meant to pamper the owner and his family with a homey feeling rather than overwhelming them with an inessential display of

LIFE ON MARE

Tranquil interiors are based on a rich and delicate design sensibility, on display throughout the yacht. Gratuitous luxury is out of the question as owners enjoy a homely and comfortable feel, taking advantage of the boat's volume in opting for large cabins.



luxury. Natural elm and open-pore, white-lacquered elm are the veneers used by Pierluigi Floris to produce an interior design which flows simply without dramatic or sudden stylistic shifts disturbing the relaxing, familiar atmosphere. *Stella di Mare* is indeed a family yacht. The owner and his family, children and grandparents included, have plans to explore far and wide and therefore they need plenty of space and comfort, and a yacht made to measure to their expectations.

"We worked together with engineers and designers studying every single inch of the boat, both technically and architecturally, defining details with our future cruises in mind," says the owner. "We needed large cabins for us, my parents and children and close friends, and a choice of social areas spread on different decks.

"The incredible volume for a boat of this length allowed us to have a huge amount of storage space – a deep freezer dedicated to meat, another one to vegetables, another one for lasagna and fresh pasta. For us – probably as well as many other Italians – food and good company is of paramount importance! Last but not least, we will have a huge climatized, walk-in cofferdam underneath

the VIP dedicated to about 1000 bottles of wine, a real cellar where good wines, such as the ones produced by our vineyard, will be stored properly!

"The yacht has two tenders, one for us and a smaller one for the crew. On top of that, we have two electric bicycles and one Hobie Cat transformable for kayak and pedal boat, great for visiting small coves, having fun sailing, fishing and letting the kids enjoy themselves when anchored in beautiful and secluded bays. We have also a diving station with a dedicated compressor. In order to be able to stay on board for long periods, we have created a workstation in the wheelhouse with proper communication and videoconference systems, which allow us to be in constant contact with our companies."

As we can see, the owner is very passionate about a life at sea and yachts. He loves piloting his boat and is used to spending a lot of time in the wheelhouse. For this reason, and in order to let him share his time with family and friends, the layout of the bridge deck includes a skylounge, open on to the wheelhouse. In case of night cruising, the pilot station can be isolated by a rollaway screen, thus avoiding interference from lights on the

bridge's reversed windows.

All guest cabins are on the lower deck. The full-beam owner's stateroom is located amidship and a large VIP cabin is in the hull fore section. According to precise owner's requests, no picture of his cabin is available. Two comfortable twin cabins with pullman bed and ensuite bathrooms complete the night quarters.

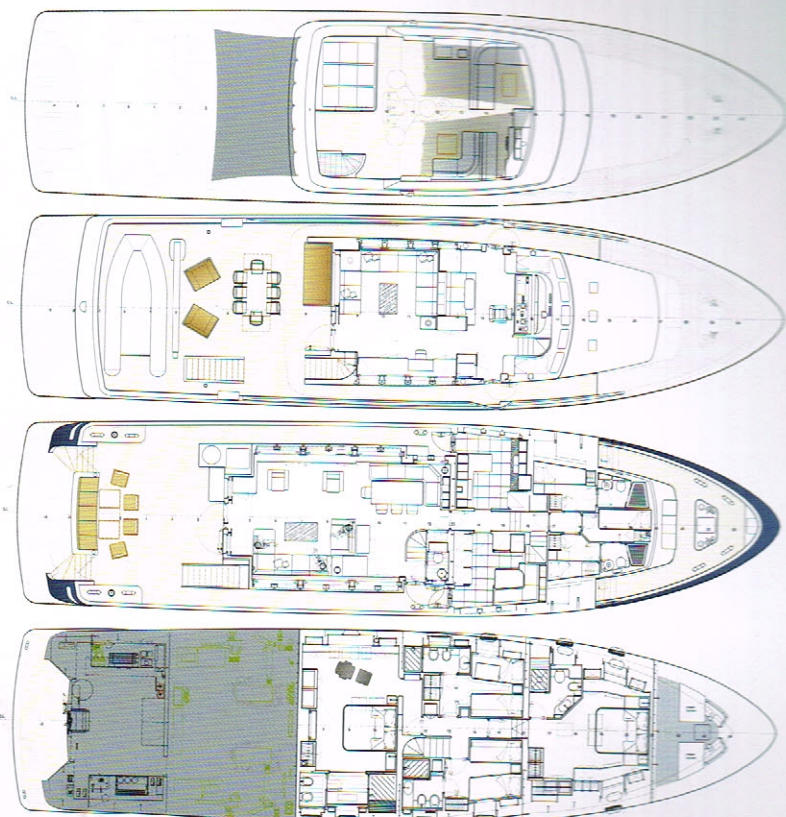
Careful attention has been paid to the realities of service and freedom of crew movement throughout the yacht. The crew area is forward of the main saloon and has direct access to the galley to port and to the wheelhouse on the bridge deck. The crew area location is not meant to separate guests and crew, and the crew mess is indeed the place where the owner and his family can have breakfast instead of sitting in the dining area, which is part of the bright open-plan saloon.

All these wonders are well hidden in the yacht's sturdy body. What an observer's eye is first drawn to is the gleaming navy blue hull and its fair contours, which reveal not a hint of weld line or ragged edge. *Stella di Mare* stands out even in the biggest crowd of superyachts thanks to her strong explorer look. ○

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STELLA DESIGN
Her exterior lines are softer and great attention has been paid to design features. As well as looking good, she is one very safe ship in any sea condition.

MODEL	Darwin 96
BUILDER	Cantiere delle Marche
YEAR OF BUILD	2013
COUNTRY OF BUILD	Italy
DESIGNER/ NAVAL ARCHITECT	Sergio Cutolo / Hydro Tec
INTERIOR DESIGNER	Pierluigi Floris
LOA	29.50 m / 96.78 feet
LWL	26.00 m / 83.66 feet
BEAM	7.43 m / 24.37 feet
DRAFT	2.30 m / 7.55 feet
DISPLACEMENT	full load 215 tonne
HULL CONSTRUCTION	Steel
SUPERSTRUCTURE	Aluminium
ENGINE	2 x MTU 8v 2000 M72 720CV @ 2250 rpm
CRUISING SPEED	13.2 knots
RANGE	5,900 nm @ 10 knots
FUEL CAPACITY	40,000 litres
FRESHWATER CAPACITY	4,000 litres
GREYWATER CAPACITY	2,100 litres
BLACKWATER CAPACITY	1,100 litres
GENERATORS	2 x 50 kW Kohler or equivalent
BOW THRUSTERS	Electrical 35 kW
CABINS	Guest 8 (+2) / 4 cabins / Crew 3 (+1) / 2 cabins
PRICE	AU\$10.8 million



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