n. 46 - Summer 2015 - Euro 8,00 - US $ 16,50 - £ 7,30

# Superyacht international

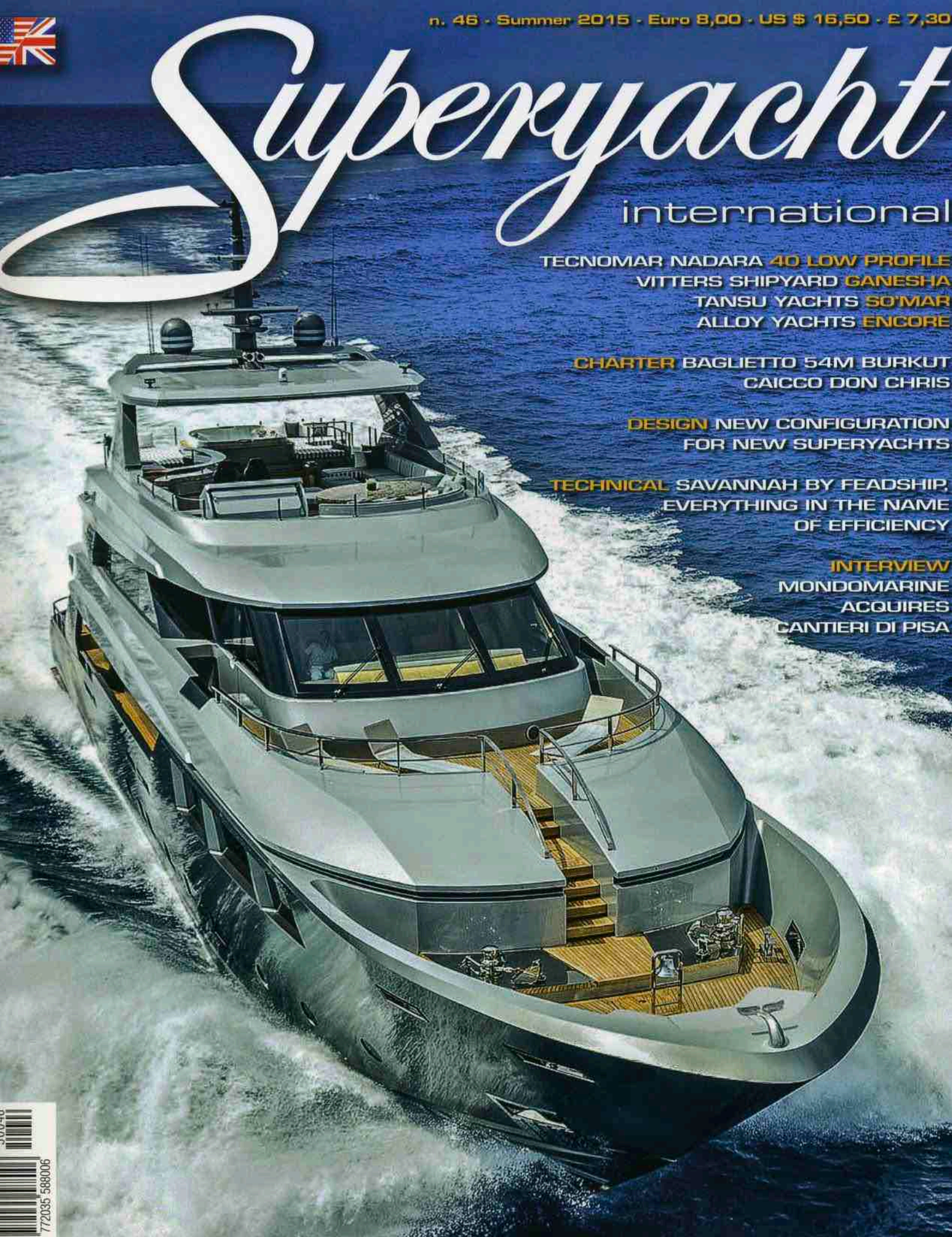
TECNOMAR NADARA 40 LOW PROFILE
VITTERS SHIPYARD GANESHA
TANSU YACHTS SO'MAR
ALLOY YACHTS ENCORE

CHARTER BAGLIETTO 54M BURKUT
CAICCO DON CHRIS

DESIGN NEW CONFIGURATION FOR NEW SUPERYACHTS

TECHNICAL SAVANNAH BY FEADSHIP, EVERYTHING IN THE NAME OF EFFICIENCY

INTERVIEW MONDOMARINE ACQUIRES CANTIERI DI PISA



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# New configurations for new superyachts

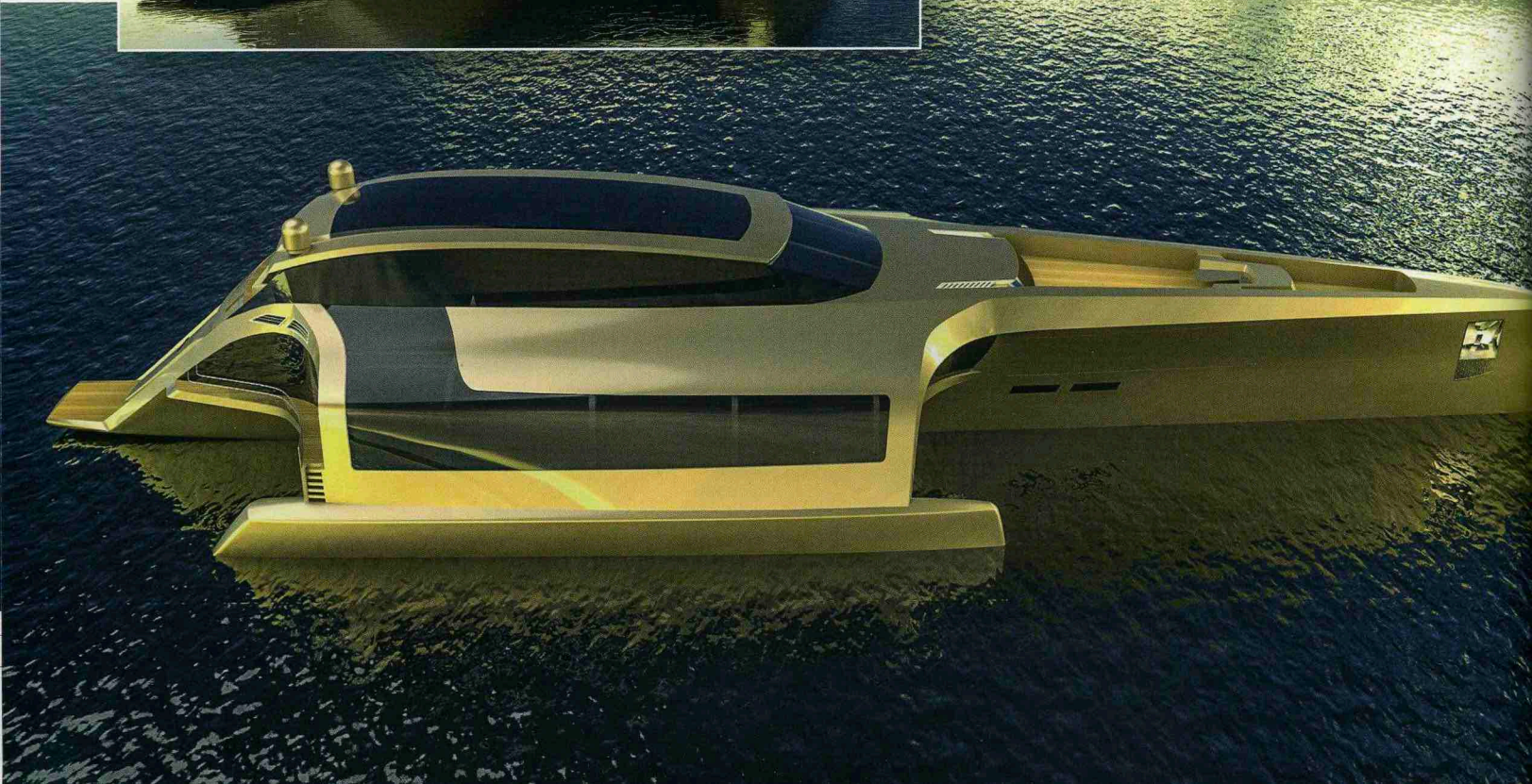
suing wave trains which interfere with one another). In fact so as to have the required distance between each hull, the standard length to beam ratio for multi-hulls is rarely more than 3 to 1 and is often closer to 2 to 1 (which means that the vessel's beam is almost half the size of its overall length!). In virtue of the fact that the lateral hulls are small by comparison and that they are installed well astern, our "EcoSailing MegaYacht" sported an L/B ratio of 3.67 which is a decidedly more "normal" value and comes close to that of a small ship.

❒ Technical Data: LOA: 56.7 m – Beam: 15 m – Draught: 2.4 m – Displacement: 400 t –Minimum head room below decks from water line: 2.60 m – Main deck surface area: 620 square metres

## Sunreef 210 Power Trimaran

Here too there's evident reference made to space travel with which to describe Sunreef Yachts' proposal which is currently world leader for project design work and construction of large sailing and power catamarans built in Poland. Project design for this 210' mega-multihull looks clearly futuristic and has been carried out by Sunreef Yachts' own project design team on request by a potential client who was looking for a trimaran which stood out from the chorus line. As you can see from the pictures the lay of the yacht is typical of a wave piercing trimaran where the central hull is long and narrow while the two lateral hulls are considerably shorter and streamlined, like Adastra's, but not as extreme. In fact while Adastra's lateral hulls are devised to deliver required stability alone without supplying exploitable volume nor "walk on" surface area of any significance. Sunreef Yachts' proposal foresees a main deck and a superstructure which extend full beam across the top of the lateral hulls. This choice has been successfully put into practice thanks also to the Sunreef 210's larger size, we're talking about a 64 metre yacht which at the end of the day allows you to enjoy a "walk on" surface area of nearly 1,000 square metres

Sunreef 210 PT



– something unthinkable on any normal mono hull of the same overall length. With all of this available space Sunreef Yachts' design team has been able to develop "ad lib" and to release its creativity and fantasy imagining and designing remarkably spacious lounges and cabins completed by terraces en suite and ample glass panelling.

Obviously Sunreef's choice for this trimaran has not been solely dictated by the extra "walk on " surface area and greater enviable spaces (i.e. the spaces in terms of added exploitable volume above the main deck). It is those same considerations regarding enhanced hydrodynamic efficiency and sea keeping qualities we talked about earlier while presenting Adastra which have greatly contributed in determining the right choice. A trimaran, a wave piercing trimaran. It is not given to chance that Sunreef 210 also sports a low displacement which is of a mere 200 tons equal to less than half of that of a mono hull yacht of the same length, thereby maximizing this vessel's potential and efficiency.

❒ Technical Data: LOA: 64 m – Beam: 23.5 m – Draught: 1.65 m – Displacement: 200 t – Engines: 4 x MTV 12V 2000 M84 1220 kw (1,635 hp) - For further information: www.sunreefyachts.com