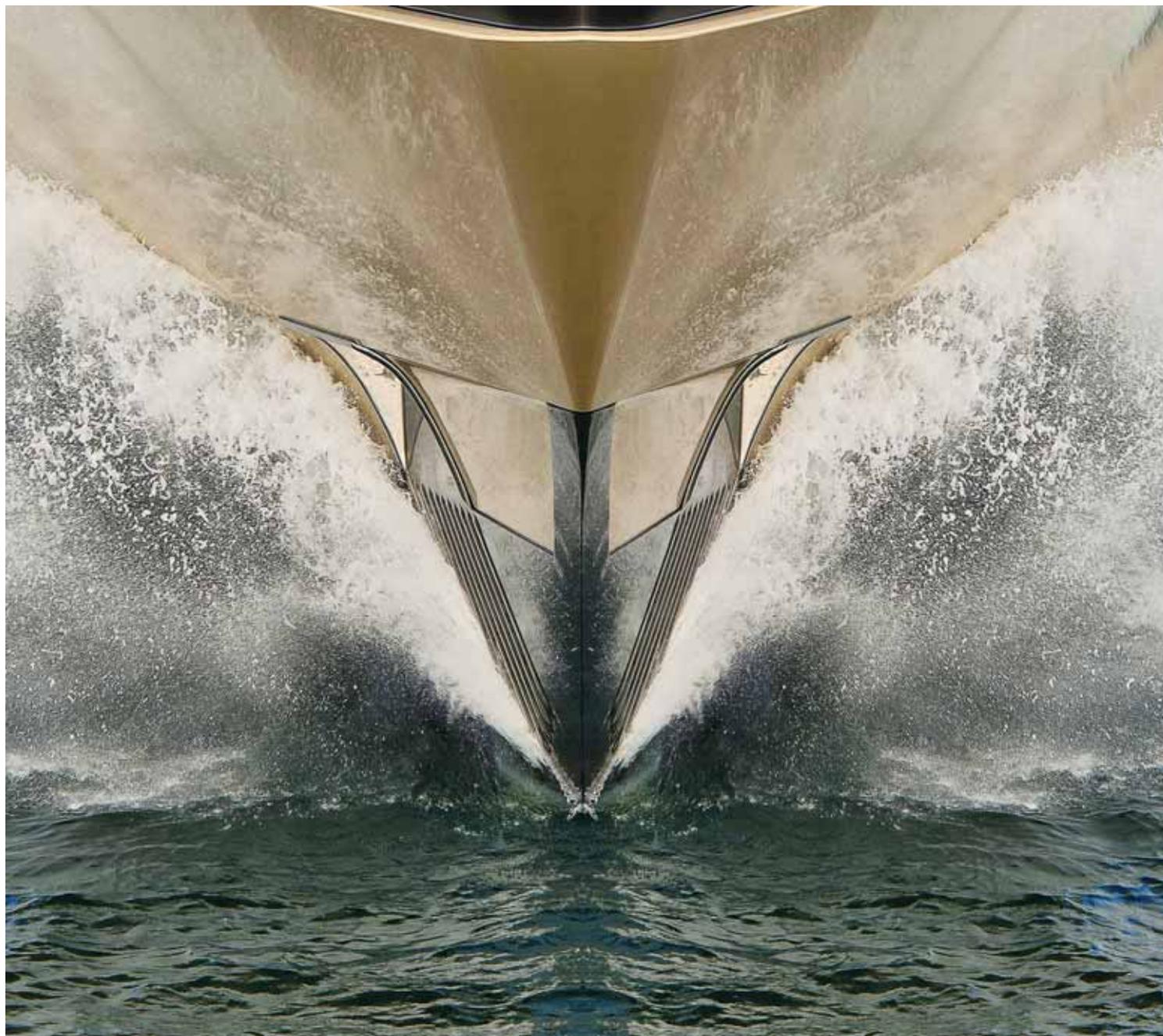


The Superyacht

TRUTH • OPINION KNOWLEDGE • IDEAS AND EXPERT INDUSTRY ANALYSIS



REPORT

STAR FISH

An update on McMullen & Wing's business plan and a preview of Aquos Yachts' 49.9m *Star Fish*.
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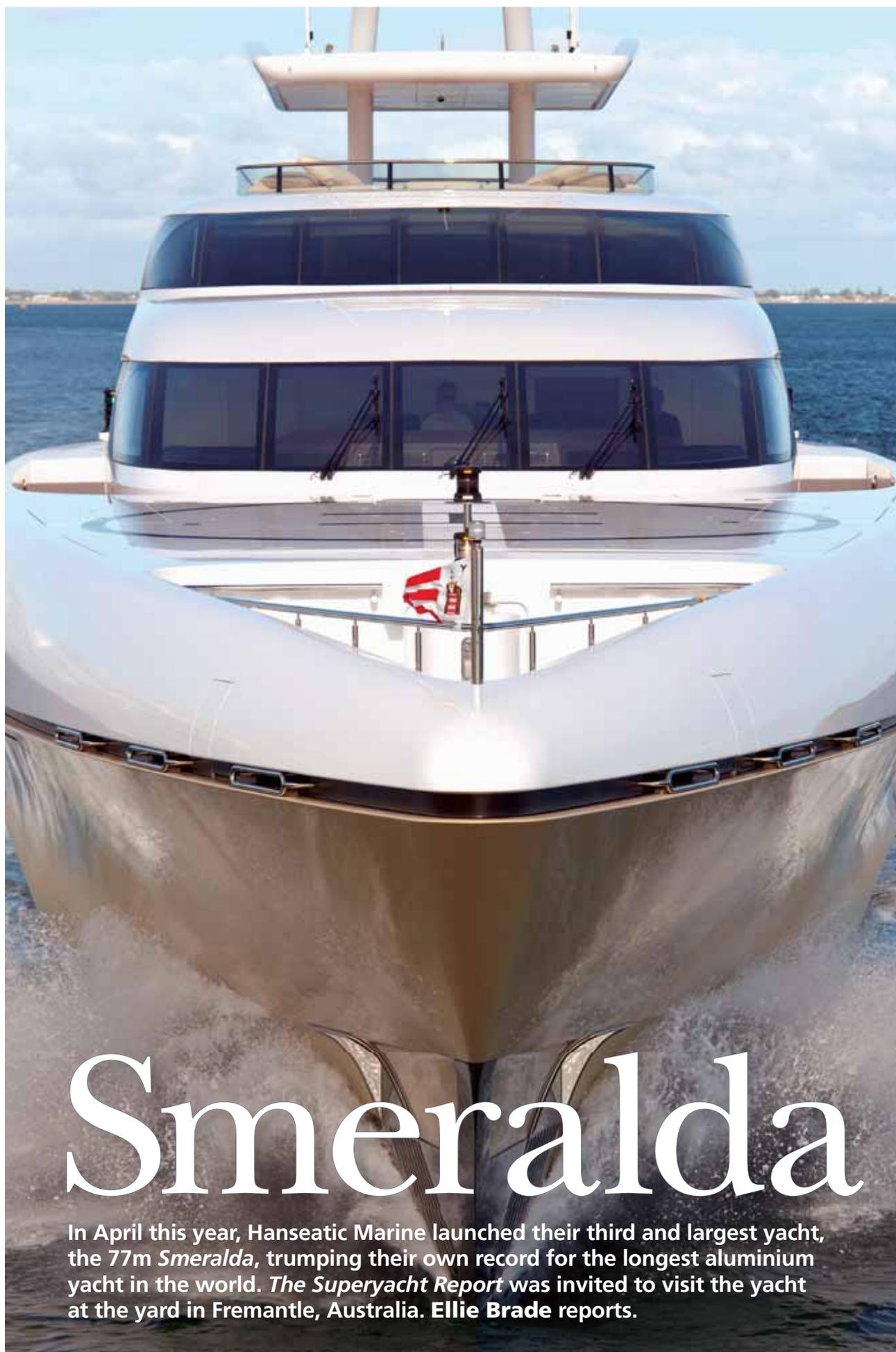
Two very different yacht projects conceived and designed with sub ops specifically in mind.
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Smeralda

In April this year, Hanseatic Marine launched their third and largest yacht, the 77m *Smeralda*, trumping their own record for the longest aluminium yacht in the world. *The Superyacht Report* was invited to visit the yacht at the yard in Fremantle, Australia. **Ellie Brade** reports.

Hanseatic do everything possible in house and they see this approach as one of their strengths. "It's a side-effect of our location, but it also forces innovation upon us and leads to solutions."

Since the launch of the 73.3m *Silver* in 2007, later followed by 73.3m *Silver Zwei* in 2009, the *Silver* sisters have been taking the yachting world by storm and it is likely that 77m *Smeralda*, the largest yacht to come out of the Hanseatic yard, will be no exception. The story of Hanseatic and the *Silver* series is not a new one and has been told on our pages before (see Justin Ratcliffe's report on *Silver* in issue 97 of *TYR*, and yard report in issue 115), but their success is highlighted now more than ever as the only yard in Australia to currently have a superyacht in build. Not just that, but the yard now ranks as the second largest shipyard in Australia, according to yard founder and owner German entrepreneur and industrialist Guido Krass.

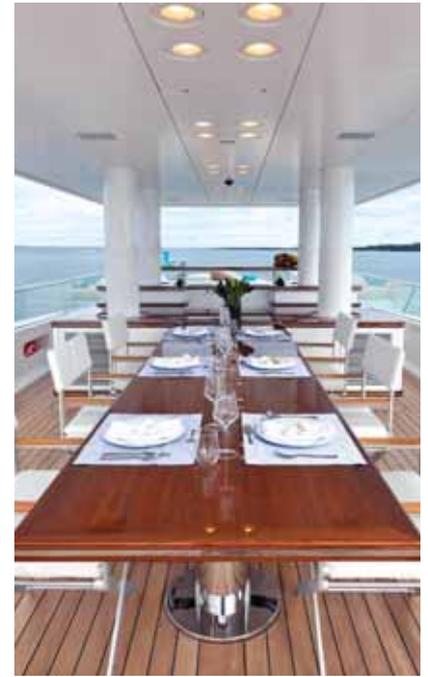
Our visit took place on a wild and windy day, where the dark skies made for a stark contrast with *Smeralda's* gleaming white superstructure, already the anomaly in an otherwise fairly industrial port. "Without question, she is the best boat we have produced," said Chris Blackwell, project manager at the yard. Having now been on board all three of the *Silver* yachts, I would agree. The new *Smeralda* – named for popular cruising ground Costa Smeralda off Sardinia – is a honed and improved version of her earlier incarnations, with added space and new design features, including the wonderful winter garden on the main aft deck. "*Smeralda* is an evolution," said Krass. "This has come from my personal use of Hull 1 and 2, and from having Espen [Øino] as a regular guest on board the yachts."

For *Smeralda*, the hull was re-optimised, with tank testing taking place at Marin in the Netherlands (the tank testing for Hull 1 took place at SSPA's Dynamic Maritime Laboratory in Gothenburg, Sweden, and at Krylov Shipbuilding Research Institute in St Petersburg). "In summary, she is our longest, heaviest, fastest yacht yet," said Nicholas Stark, chief naval architect at Hanseatic.

Design precision and, indeed, manufacturing precision are crucial for the high levels of performance the yard strives for. "The obsessive level of detail to make it all work is formidable," said Stark. With such a long and narrow boat, and a highly loaded superstructure, design and construction are very much a balancing act between a huge number of factors, from the plate thickness to the application of the fairing compound, and are the driving forces behind the constant interaction between all the departments at the yard who work in real synergy.

Like many of the yards on this side of the world, Hanseatic do everything possible in house and they see this approach as one of their strengths. "It's a side-effect of our location, but it also forces innovation upon us and leads to solutions," said Stark. The interiors workshop, which was newly in use at the time of our last visit two years ago, is now fully functional and has increased the amount of work being done in house even further.





Use of the long-established product data management (PDM) system continues to prove its worth and means that everyone in the company is able to access the latest version of the 3D model of the yacht in build, right down to the smallest screw. Access to the most up-to-date information is to be further increased and floor workers will soon be receiving digital tablets in order that they too can view the latest drawings without needing to leave their workspace in the building hall.

Although to the untrained eye *Smeralda* might look very similar to the previous two yachts, looking a little closer, there are tweaks and improvements all over. If the overall changes were summed up, it would be that every space on the yacht has been optimised, and popular areas on the previous yachts have been expanded on so that they are even more usable and spacious. After three yachts the Hanseatic build team is well into its stride and innovation is second nature. “We consistently try to step everything up, wherever possible,” said Blackwell. Constant improvement will remain the ongoing yard mantra. Honing their construction process to improve the already pleasing construction time is always on the agenda, as is bettering every bit of innovation being applied.

At 952gt, *Smeralda*'s gross tonnage is up 15 per cent on *Silver Zwei*'s gt of 833. She is very efficient, and runs at seven knots at idle. Like her smaller sisters, she has achieved a maximum

speed of 27 knots, with a cruising speed of 25 knots, an achievement all the greater considering her added length and volume. She has a similarly low draught of 2.6m, which will allow her access to shallow cruising grounds. It took the Hanseatic team of 170 some 30 months and over 550,000 man-hours to build her. This time she has been built to MCA LY2 compliance. Despite this, she still has an over-capacity of SOLAS liferafts and other SOLAS-driven features, including low location emergency lighting (LLL), non-combustible furniture, mist systems, etc. “It was important to us that, regardless, the highest level of safety was maintained,” said Blackwell.

Every space on the yacht has been optimised, and popular areas on the previous yachts have been expanded on so that they are even more usable and spacious.

ABOVE LEFT: BEACH CLUB
 ABOVE RIGHT: DINING TABLE ON THE SUN DECK
 BELOW: HELICOPTER TOUCH DOWN PAD





CLOCKWISE FROM TOP LEFT: MAIN SALON, OWNER'S SUITE, STAIRWELL, OWNER'S APARTMENT LOUNGE, OWNER'S SUITE & OFFICE.

Smeralda's interior, by Vain Interiors, is a reserved Arabic style. Sculpted sand-coloured carpet, made by Royal Thai, mimics rolling sand dunes, and the contrasting block colours of purples, blues and violets in the décor are reminiscent of colourful tents in a desert oasis. Colourful photographic prints, by the photographer Neram, enhance and complement the interior décor. With each of the yachts the aim has been to make the interior modern and elegant, but one that can be easily altered to meet all tastes without significant investment: an appealing factor for prospective owners.

In line with the yard's ongoing quest for the highest level of efficiency, the interior outfitting structure is built from lightweight aluminium honeycomb to help with speed and stability. All the wall panels have solid timber clashings and have been hand veneered back and front with multiple applications to achieve a high gloss finish. The construction and finishing work is, as with the previous yachts, impressive.

One demonstration of the challenges that have been overcome by the interior team is the panelling in the VIP and guest cabins. The challenge with this was the angles of the boat, with the panelling needing to match the curves of the aluminum structure. "Not only has the panelling the vertical angle to contend with, there are four different surfaces, plus two radiuses following the hull lines," said Blackwell. Each panel was individually crafted in house on jigs and then the veneer applied to it, ensuring the wood grain was faultlessly horizontally end-matched from panel to panel.

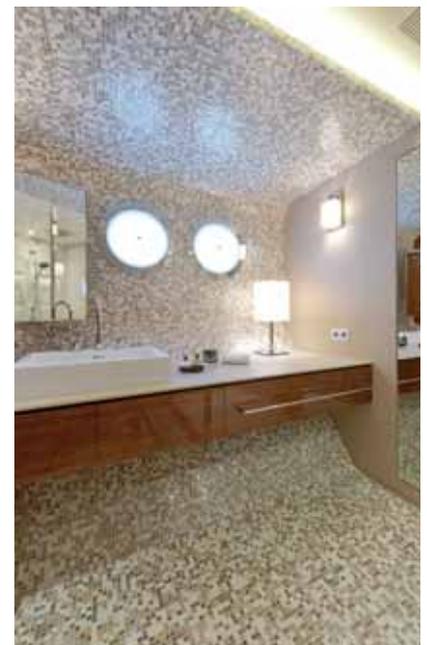
As with her sister yachts, *Smeralda* has an entire dedicated owner's deck, which is referred to as the 'owner's apartment', with a lounge and large private deck. The layout has not changed hugely, although there are some slight changes to the owner's office space. The owner's cabin offers the same panoramic views that will afford any owner the most enviable of views. Like the other deck areas across the yacht, the owner's deck is now bigger and has more space to be enjoyed. Sliding doors in the stairwell

mean that the deck can be totally isolated from the rest of the yacht for added privacy.

As with the previous yachts, there are three VIP cabins on the main deck, but there have been changes to the lower guest layout, which will offer much more flexibility to the accommodation options. Of the six cabins on the lower deck, two are twin cabins with Pullman and four are twin cabins. The aft two of the latter can now be partitioned off using secret corridor panels, which will mean they can be segregated from the guest space for use by the crew and/or additional personnel.

Stunning glass mosaic work features in every day head and bathroom on the yacht: countless hours by a local artist have gone into achieving the finish. Each edge piece of glass has been individually cut and polished and lined up on both fronts and the overall effect, together with the backlighting, is incredibly beautiful. "It's a real point of difference between the last yacht and this one," says Blackwell. Although part of a series, each yacht is meant to be individual, with its own features of note, this mosaic work being one example.

As with the previous two yachts, *Smeralda* has no deadlights in the guest cabins. Instead the windows have 14.6mm-thick ballistic interior glass



Stunning glass mosaic work features in every day head and bathroom on the yacht: countless hours by a local artist have gone into achieving the finish.

ABOVE: MOSAIC WORK
BELOW: BEACH CLUB





“Although there are some aesthetic similarities with the last boats, she is more of a clean slate design-wise...”

and 19mm laminated exterior glass, with nitrogen in between the two to prevent condensation. In order for the glass to comply to LY2, class dictated that the yard had to prove that the glass could withstand the impact of a controlled mass to the equivalence of steel. “Class and glass make for a difficult mix,” said Stark on the challenge that this presented.

A pressure test, required to prove that the glass did not leak following the impact, was conducted successfully. Tests will have to be repeated for Hull 5 in order to comply with the PYC. “Class compliance means that we constantly have to jump through new and improved hoops,” said Stark. The yard has recently been joined by Dion Alston, formerly of Lloyd’s, who has helped the yard expand their knowledge on compliance and up their product to exceed requirements.

Another glass-related achievement is

one of the stand-out new features on *Smeralda*: what has been dubbed the ‘winter garden’, located on the main aft deck. Whereas previously there was an open deck and dining space, the area can now be fully closed in using sliding glass panels, and then air conditioned or heated. The glass panels are on a running track and so can be folded away into cupboards, giving the option of having the space open or enclosed. The panels have weather seals between them, and can be fully locked in so that they are not damaged when the yacht moves. The space holds a large table that seats 14, which can also be divided into three smaller tables for more casual stand-up entertaining. It will give guests the benefit of being able to eat outside, but without being at the mercy of the weather. The area will also be very sheltered as it will be in the lee of the wind when on anchor.

The idea for the winter garden was Krass’s, who was inspired by the house of a friend, and subsequently challenged the yard to ‘marinise’ the concept. The team more than rose to the challenge: Hanseatic pride themselves on their ability to solve problems that seem unsolvable. “No is not an answer at the yard. It means that the team finds solutions that they are proud of,” said Krass.

As if in anticipation for the added use that this part of the yacht will receive, three outdoor flush mirror televisions have been incorporated and the rest of the aft deck has been re-organised

ABOVE: EXTERIOR WALKWAY
BELOW: ENGINE ROOM, BRIDGE & GALLEY





TOP TO BOTTOM: THE WINTER GARDEN, GLASS FRONTED JACUZZI ON THE SUN DECK, SELF CONTAINED BAR & WINTER GARDEN.



TENDER

featuring a self-contained bar for entertaining. Four new portlights plus two new skylights in the deck floor allow natural light to flow down to the beach club, which has also benefited from extra space. New additions to the beach club include a gym, massage room and beauty salon. The noticeably bigger glass-fronted sauna is perfectly positioned with a clear outlook on to the water. It is expected that the additional space that has been afforded to the beach club will mean it will be used to an even greater extent than on the previous yachts.

Another noticeable change in the outside spaces is the glass-fronted Jacuzzi on the sun deck, which has been repositioned and is now located aft on the deck and is double the size, with capacity for eight people. Its 3,000 litres of water can be filled or emptied in just 15 minutes. In line with the aim of ensuring all the space is as usable as possible, as well as being aesthetically pleasing, the empty Jacuzzi can be covered in sun pads and used in this way when not filled. *Smeralda* carries two 7.4m custom tenders (shown above), which underwent a complete redesign: the yard is extremely pleased with their 37-knot performance and sea-keeping ability.

With the main dining table now in the winter garden, this has freed up space in the main salon, which now seems vast. Drawing on the Arabic theme, it is a *Majlis* (meaning “a place of sitting” in the context of council, in Arabic) styled arrangement with long sofas running the length of the room. As with Hulls 1 and 2, a space can be segregated off to form a cinema room, although this time the speaker fittings have been hidden in the walls rather than visible in the ceilings.

Hanseatic’s quest for innovation extends to the engine room, which features their own patented anti-rattle floor plates (even the finish on these is exceptional, with every check pattern lining up exactly). *Smeralda* can be run off one generator when tied up or at anchor, keeping noise down when there are guests on the aft deck. The yard also took steps to improve the air-conditioning system to reduce the air noise even further, “As part of our quest for constant improvement,” said Blackwell. *Smeralda*’s bridge remains the same as the first two yachts in its layout, although obviously with the latest equipment. Also unchanged is the helicopter touch-down pad on the forward deck, with the hydraulic bonnet for the Zodiac rescue boat underneath.



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SPECIFICATION



LOA: 77m (252.6ft)
 Beam: 10m (32.8ft)
 Draught: 2.6m (8.5ft)
 Speed: 27 knots (max)/25 knots (cruising)
 Range: 4,500nm at 18 knots
 Engines: 2 x MTU 16V 4000 M90 – 2,720kW @ 2,100rpm
 Crew: 16
 Passengers: 22
 Crew: 8
 Class: Lloyd's Register – Lloyd's +100A1 SSC Yacht Mono G6 +LMC, UMS MCA LY2 Compliant
 Yacht Design and Styling: Espen Øino International
 Naval Architecture: Espen Øino International/Hanseatic Marine
 Interior Design: Vain Interiors
 Broker: Burgess – www.burgessyachts.com

With *Smeralda* newly launched, work is already well underway on her 77m sistership, *Suvretta*. Krass very much has a long-term vision for the yard, and the follow-up to *Suvretta* will be an 83m Hull 5, *Silver Square*, which is under design and will begin construction in December 2012. *Silver Square* is a marked change from the previous yachts, and is described “an art deco take on *Silver*”. “The change has been made to consolidate on everything we have learnt over the last decade, and although there are some aesthetic similarities with the last boats, she is more of a clean slate design-wise,” said Stark. The yard’s design team is also working on a 100m concept, which will extend the Silver Series even further. Also on offer are concept designs, including the Crossover. All these projects combine under one ‘Silver Marine’ umbrella on offer at the yard.

Unlike the previous two yachts, *Smeralda* is available to the market from new and is listed exclusively for sale with Burgess, which also handled the sale and charter of the two builds that came previously. “I am confident in the incentive of the brokerage market to see the yacht sold,” said Krass. With sea trials having completed successfully, the yacht now just awaits her new, and very lucky, owner. ■

Images: Klaus Jordan

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