



Let there be Light

Acres of glass and generous outside space mark this 80m from Nauta Yachts/Fincantieri Yachts

■ 'My grandfather was a lifelong sailor. He worked as a chief engineer on cruise ships, and on merchant ships before that,' says Mario Pedol, president of Nauta Yachts over a coffee. 'He's the guy who inserted the valves of the sea in me.' Pedol's passion for boats is obvious, particularly when he begins to talk about his latest design, called Project Light – an innovative 80m yacht that has been taken on by Fincantieri Yachts. 'To work with Fincantieri, with all their pictures of beautiful ships from the past, fills me with emotion,' he continues.

Project Light started as a client commission, but when it stalled at contract stage Nauta Yachts decided to continue the project under its own steam. 'We chose Fincantieri,' explains Pedol, 'as they have experience of building at the top end.' The result is that Project Light is a collaboration – the styling and everything above the waterline comes from Nauta Yachts, and the hull and naval architecture has been worked on by the yard. It is a yacht that is ready to build, which means a considerably shortened delivery time. 'We did a lot of work on her' says Pedol. 'We decided to invest and do the engineering work, which is 60 to 70 per cent done representing 30 per cent of the entire project in terms of building.' Further, Fincantieri have worked on the naval architecture, meaning potential delivery time is the end of 2011, in time for the 2012 season.

The yacht features a near-plumb bow and the hull has been put through its paces with tank testing at MARIN. The result of the seakeeping test was very positive, with minimal slamming and just a little spray over the bow. This is probably just as well for her future crew, as a key theme of the superstructure is its extensive windows which, in the main saloon, start just 45cm off the deck.

Project Light	
LOA	80.54m
Beam	14m
Draught	3.7m
Speed max/cruise	18.5/17 knots
Exterior/interior design	Nauta Yachts
Naval architecture	Fincantieri Yachts



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With a deliberate lack of external structural uprights, the result is a yacht where the decks will appear to be suspended in mid-air, while making the interior as bright as possible. Indeed, this connection with the outside is prevalent throughout the design – a floating-step staircase wrapped around a central glass lift will be capped with a generous skylight, giving the yacht a true 'inside out' feel. Further, the engine vents have been engineered and positioned within the superstructure so as not to impinge on the interior's light.

Added to this, Project Light features generous deck spaces, including a 220m² aft main deck, the after part of which slides back like a sunroof to open the aft beach deck to the sky. 'This is one of the details that has been fully engineered,' says Pedol. On the foredeck there will be a pool with a counter current, surrounded by sunpads, while the sundeck will feature a sunbathing area with a bar. This top deck will also house the bridge, radio room and captain's quarters, giving excellent all-round visibility for navigation.

Most of the guest accommodation will be located on the main deck, featuring two VIP cabins, two doubles and two twins, with the main saloon and a meeting

- Abu Dhabi MAR's 135m and 141m Swift projects **40**
- Eminence* from Abeking & Rasmussen **42**
- Palmer Johnson reveals new 52m motor yacht **47**
- Wallynano debut; 55m explorer yacht from Vripack **51**
- Riva 92 Duchessa – Captain's blog **52**
- Ram bow yacht from Young Designer finalist Peter Wells **61**

room aft of midships. There is also the option to have a full-width VIP suite in place of the two twins. The generous owner's suite could occupy the forward half of the upper deck, with bathroom, gymnasium, sitting room, large dressing room and private terrace forward, or the owner could also choose to have the whole of the upper deck as the master suite. The yacht will be able to sleep 12 guests plus two, with quarters for 22 crew plus two.

One of the highlights will be the lower deck arrangement. Two doors either side of the beach deck allow for easy boarding aft from the tender meaning guests can board without using the main lobby, but without disturbing guests on the beach deck. Just forward of this, two corner rooms can be pressed into service as dive rooms etc, while just forward of those there is a glass lounge and a further 140m² of space, which could be used as a fitness and spa centre. This is made possible by housing the tenders in the forward part of the hull, but this is not set in stone. 'It could be changed, if people want the layout the other way round' explains Pedol. 'There could be a bigger sea lounge, then the tender garage, then the fitness and spa area forward with a waterside terrace.'

The yacht has been designed to be as light and as sleek as possible, and will run with twin MTU 16V 4000 M71 engines to give a maximum speed in the region of 18.5 knots, and a cruise speed of 17 knots. At 12 knots range would be in the region of 6,000nm.

Project Light offers the chance to get an impressive yacht in a considerably shortened timeframe. 'The flexibility is in the interior design,' explains Pedol. 'We cannot change much on the outside. But we're ready to push the button to cut the plates.' TT