

Nauta's new 33.6m flyer



► Italian design studio Nauta Yachts has unveiled a teasing glance of a new, 33.6m racer-cruiser. The brief from the owner was for extremely simple and clean deck design, easy handling, and a high level of comfort for when the yacht is in cruising mode. The result is a stylish yacht with sleek lines and a light displacement of just 65 tonnes, using naval architecture cues from thoroughbred racing yachts with the beam carried almost all the way aft – with the additional benefit that this offers in terms of aft accommodation volume.

A square-top main contributes to an upwind sail area of 630m²,

balanced by a high-tech lifting keel that gives a draught of 6.5m lowered or 4.5m raised. Construction of both the hull and interior will be kept lightweight by using carbon pre-preg on a Corecell core.

Notable are the intermediate height bulwarks coupled with a low freeboard, which was achieved thanks to some clever design work on the interiors. The owner's suite is located aft offering direct access to the private aft cockpit, with a further three guest cabins aft and crew accommodation forward. The wide aft beam allows for stowage for a 4m tender, while a large opening transom also doubles as a beach club area.

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Tecnomar unveils new lines and new direction

► Established in 1987, Cantiere Navale Tecnomar became synonymous with good looking performance cruisers. But by the mid-2000s the company was losing money and a financial partner took over in 2008. In January 2009, Giovanni Constantino, formerly CEO of a multi-national group and vocational yacht skipper, bought the majority share in the yard alongside the financial partner. However, the private equity house's profit objectives, aggravated by the emergent global economic crisis, clashed with the strategy implemented by Constantino so, in March 2009, he bought the entire shareholding in order to create a feasible, sustainable growth and development portfolio. At a recent press conference in Milan, Constantino detailed the changes and presented current activity and future plans for a new Tecnomar.

His first task had been to remove the 'old guard', some of whom had twenty years service with the company. 'One of the problems,' he said,

'was their continued belief that the product was worth three times that of the build price. As for the yachts, performance was always there, but not the quality.' While very few of the original management remain, the cream of the workforce has been retained and the general operation can also rely upon some 200 sub-contractors. This reorganisation has been helped by a liquid injection of some €10 million.

'We build vessels which are entirely "Made in Italy", possessing the best in technology and Italian style,' said Constantino. 'The client who chooses Tecnomar becomes the focus of our total attention. We can now offer two new brands – Tecnomar Alloy and the all-new line of Tecnosail sailing yachts – plus five different product lines in composite, steel and aluminium, totalling 19 very attractive models from 60ft to 60m.'

Currently under construction are four yachts ranging from 30m to 45m, with latest deliveries programmed for 2013.

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