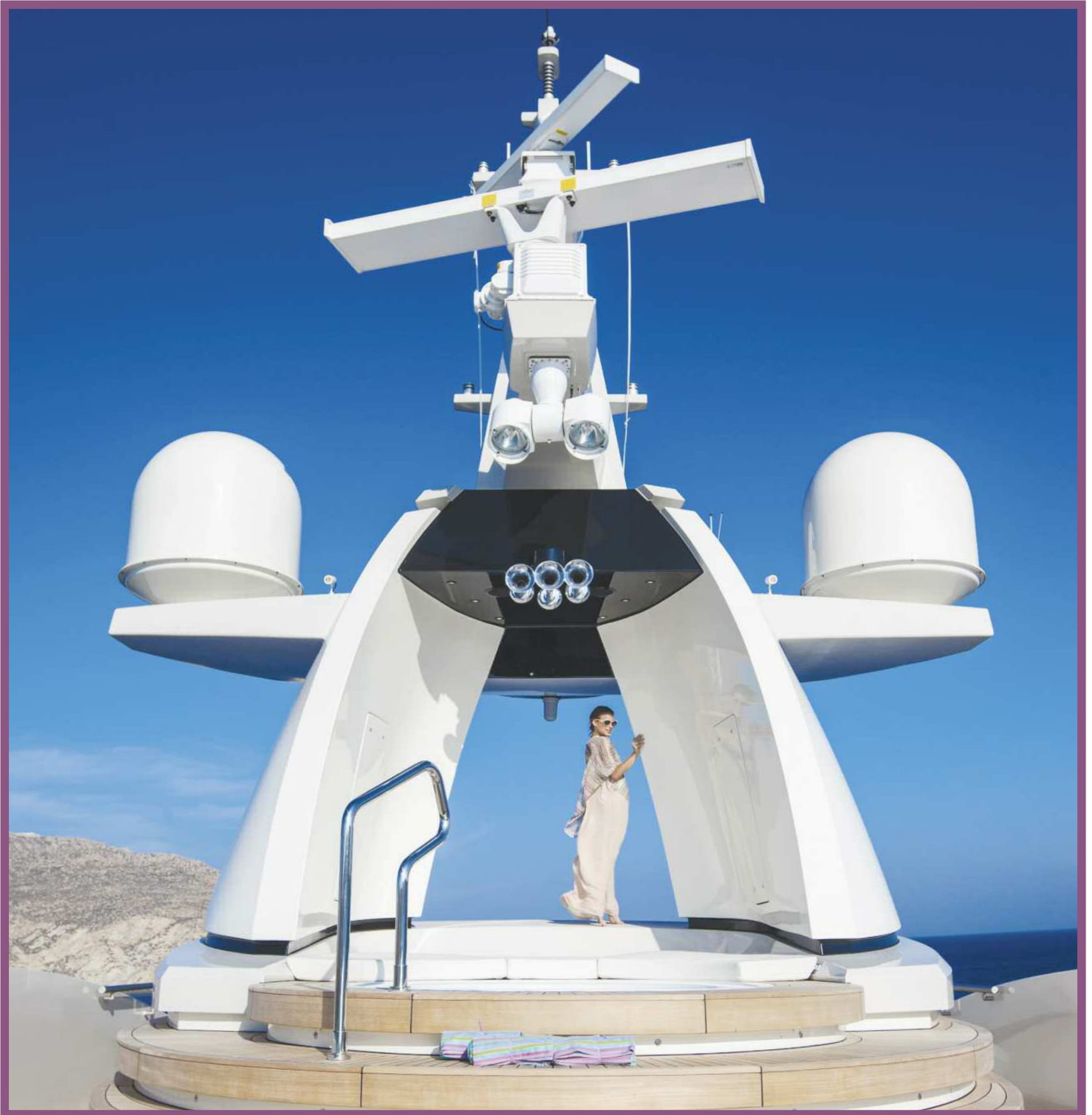


# INVICTVS™

By Invitation Only

Issue 8 - Summer 2014



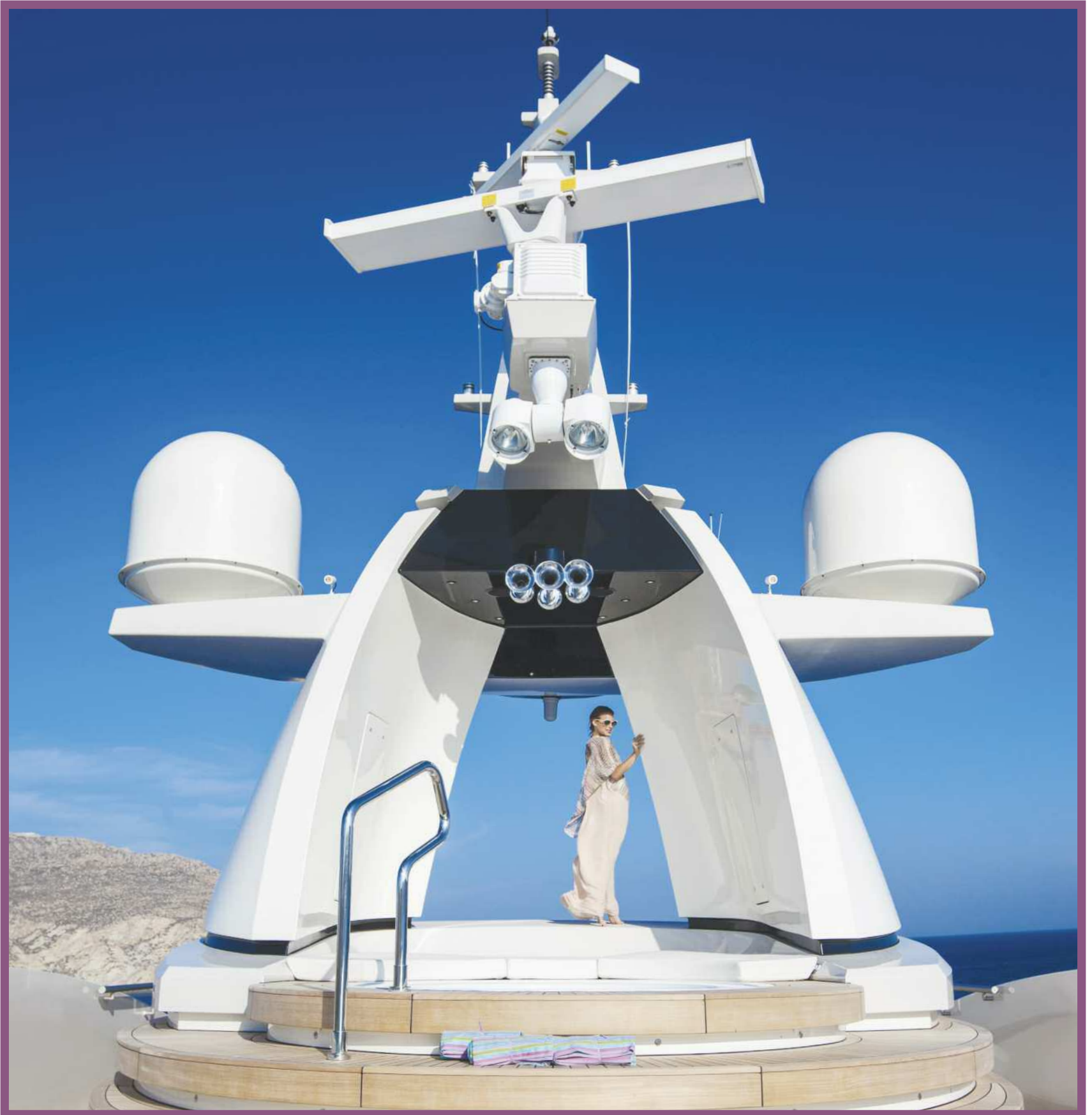
*"I am the master of my fate I am the captain of my soul"*

William Ernest Henley

# INVICTVS™

By Invitation Only

Issue 8 - Summer 2014



*"I am the master of my fate I am the captain of my soul"*

William Ernest Henley

# Big Shark Sighting

*Enrico Gobbi's 75m*

I

It seems like hardly an issue goes by without us including a new project from the prolific award-winning studios of Team 4 Design and Enrico Gobbi, but having appreciated the realization of his handiwork in the imperious Vellmari (42m) and Polaris (49m)—reviewed elsewhere in this issue— we simply can't resist including another. The latest off the boards is the flagship of the studio's 'Shark' line, a beautiful 246' (75m) that embodies a great deal more imagination than its project name: Big Shark. Looking through the project's general arrangement, a number of innovative and noteworthy features immediately caught our attention: the split-level sundeck, duplex crew quarters, large tender garage and the number of pools onboard amongst them.

The second thing that struck us about the layout is the attention Gobbi has paid to the crew's working environment, with additions like a retractable terrace serving the crew quarters for easier provisioning and laundry movement, a pantry included on each deck, a supernumerary cabin, double height engine room and partitioned systems environments on the tank deck, all immediately elevate this 246' project into the mega-yacht





# INVICTVS

sphere. Given the other units in the Shark line have been developed and built with Rossi Navi, it's probably safe to assume Big Shark would be build there too, so will benefit from the experienced yard's remarkable ability to design and fabricate solutions and component systems in-house.

We've included the general arrangements, so won't go into an in-depth description of the interior layout. Some of the salient features

to note however are the four symmetrical guest cabins on the lower deck, which would prevent any disagreements in a charter situation, and we also really like on-deck owner's staterooms with private studio and indoor/outdoor balcony that can be extended with a retractable terrace. These all-weather balconies are fantastic additions for owners who intend being onboard during passages, creating protected retreats and very much the sense of being on a private cruise ship. Further retractable terraces serve the main salon, which opens onto the main deck cockpit aft. Gobbi's inclusion of a signature infinity pool in the transom certainly adds to Big Shark's dock appeal, while a further spa pool on the forward section of the sundeck ensures it can enjoy private use even when in the marina. The inclusion of two pools really is spectacular, but if there is one question it does raise, is their lack of proximity to the area obviously intended as the primary party place: the aft terrace of the bridge deck with its two bars? Being a preliminary study or maybe drawn specifically to a client's intended use may be the answers, but we'd suggest a prospective owner may like to see a bar area included somewhere in the vicinity of the cockpit if it too is intended to be a social area of any significance.

These minutiae, for that is what they are, do not detract from what is a spectacular piece of work. The split-level sun deck, with a central lobby—which could possibly converted into a compact spa or gym if so desired—the crow's nest level and forward solarium with spa pool, offer wonderful places to retreat and enjoy the cruising environment from. The solution is really quite unique and one we believe has much merit. From the large glazed surfaces, number of openings in the hull, through to the intricacy of her superstructure, Big Shark is an exercise in sophistication and a very attractive project indeed. Team 4 Design, Enrico Gobbi and Rossi Navi continue to collaborate to glorious effect!



DREAMLINE YACHTS 26 M

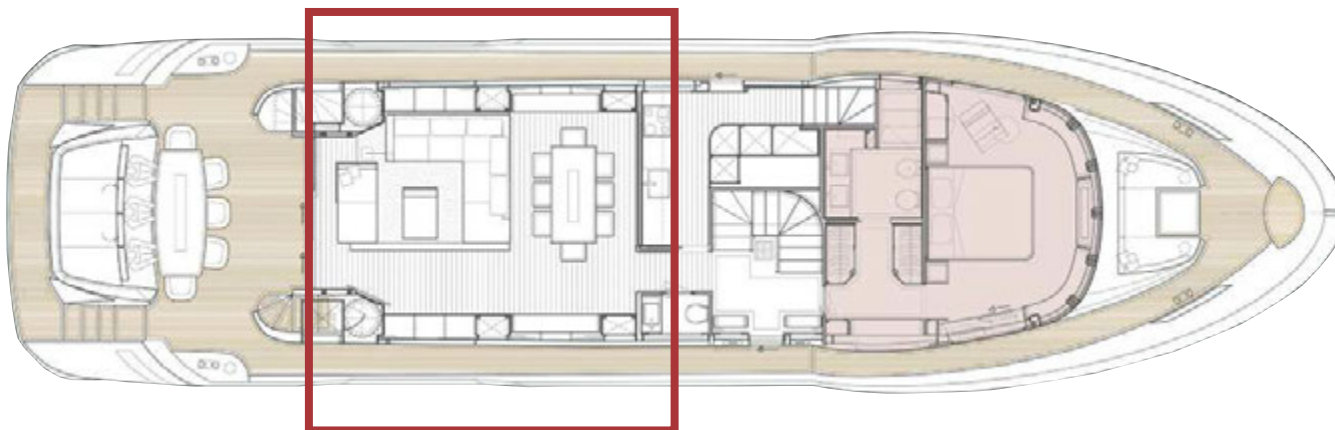
BY: CRAIG BARNETT  
PHOTOGRAPHY: COURTESY OF DREAMLINE YACHTS

# VISIONS OF THE FUTURE

Having kept their light under a bushel during the development and build phase, the debutant from new Italian shipyard Dreamline Yachts has emerged into the limelight. Their new range is sure to make a splash at this year's fall shows, so we met up with the team beforehand during a visit aboard their first offering.

## DREAMLINE YACHTS 26 M

## → SPECIFICATIONS

**LOA:** 85' 0" (26.00M)**MAX BEAM:** 21' 8" (6.65M)**DRAFT:** 6' 2" (1.90M)**TONNAGE (LIGHT SHIP):** ~ 75 T**FUEL/LONG RANGE OPTION:** 2,100/+800 US GAL (8,000/+ 3,000L)**FRESH WATER CAPACITY:** 400 US GAL (1,500L)**GUEST ACCOMM:** 8 PAX IN 4 CABINS**CREW ACCOMM:** 3 (CAPTAIN AND TWIN ENSUITES)**PROPULSION DL26M:** 2X CAT C32 OR MAN 1,800HP**PROPULSION:** DL26 NAVETTA: 2X CAT C18 OR MAN 1,200HP**HYBRID OPTIONS:** SIEMENS GENSET 270 KW OR EPOWER 2X 135KW**RANGE @10-KNOTS DL26M:** 1,200NM**RANGE @10-KNOTS 26 NAVETTA:** 1,600NM**GENSETS (NON HYBRID EQUIP):** 2X 25KW/50HZ**BUILDER:** DL YACHTS S.R.L.**NAVAL ARCHITECT:** ARRABITO NAVAL ARCHITECTS**EXTERIOR DESIGN:** T4 DESIGN – ENRICO GOBBI**INTERIOR DESIGN:** T4 DESIGN – ENRICO GOBBI

**Like most niche sectors,** those fortunate enough to enjoy professions in yachting do share common interests, contacts, event diaries and indeed a certain sense of community. In fact the 'happy family' analogy is one that holds fast. Sometimes we'll not speak for a while, but

when we do it's invariably in some exotic environment and reunions are always opportunities to catch up. One such happy coincidence is the relationship we've enjoyed with Paolo Bencivenni, since his days at Dominator, through recent years during the rejuvenation of the Marquis Yachts brand, and now with his founding of Dreamline Yachts with Andreas Zuber. During Paolo's role as International Sales and Marketing at Marquis, the brand underwent a dramatic re-launch with fresh new designs from Italian maestros Nuvolari and Lenard, the studio where Enrico Gobbi sharpened his skills before becoming an award-winning designer after setting up Team for Design.

In fact Bencivenni and I lived in the same condo building in Miami Beach for a short time, but it was in the cockpit of a yacht in Dubai earlier this year that he first revealed the detailed plans behind his new venture, Dreamline Yachts. The setting and the name immediately brought to mind the famous T.E. Lawrence quote, from his treatise Seven Pillars of Wisdom, in which 'Lawrence of Arabia' mused, "All men dream, but not equally..." before continuing on to define the difference between the vanity of dreaming without substance and those with the vision and aspiration to fully realize their

*Customizable in terms of interior and exterior styling, the 26 is true mini-superyacht.*

desires and potential. As the conversation with Bencivenni developed however, it became clear that the experienced and professional team behind the fledgling Dreamline shipyard, fell firmly into the second category. Assembling something of a 'dream team'—if you'll forgive the pun—this group have on occasion worked together over many years, but always for others on leading brands in the yachting industry.

In striking out alone Dreamline's founders have formed a shipyard in Fano, Italy that will produce innovative yachts based on great design and the requirements of clients in the marketplace. The exterior and interior designs for the Dreamline range comes from the drawing board of Enrico Gobbi at Team For Design, with Giuseppe Arrabito of Arrabito Naval Architects taking care of the ultra-efficient and unique hull forms. In keeping with a policy of 'creating to the client' the commissioning owner can determine certain exterior design elements, the propulsion package, the layout of interior and exterior spaces and the interior design—even to utilizing their own designer if so desired.

A number of fresh contemporary designs are included in the yard's portfolio—a range that stretches from 85' through to 160'

INVICTVS







## DREAMLINE YACHTS 26 M

*The spacious cockpit flows into a luxurious interior bedecked with Armani Casa furniture and materials.*

(26 to 49m) and each includes several innovative new features. So, in addition to their considerable 'dock appeal' and impressive volumes, Dreamline yachts stand out in terms of progress and development too. During our conversation about the range, what we discovered was not airy proposals and grand plans for the future, but evidence that Dreamline has already considerably advanced their progress. In fact one owner has already enjoyed time aboard the yard's debut, an 85' unit (26m) at the Monaco Grand Prix in May and a 111' (34m) is scheduled for delivery this fall. Unlike most new ventures Dreamline have spent the last three years expending effort in building yachts than beating their own drum.

From the plans, renderings and construction images we were shown of the 34m, the yard's determination to be at the forefront of innovation and technological progress was obvious. It features a hybrid diesel electric propulsion system custom designed for Dreamline in collaboration with the diesel electrical specialists Siemens. The introduction of such a major player into the yachting sector represents a significant milestone in the development of hybrid systems for yachts and Dreamline are deserving of plaudits for building this relationship. Bencivenni explains that tried and tested components will be utilized from Siemens, but a lot of effort has gone into designing the custom electronic system and gearboxes for the application.

Other innovations onboard the 34m include a highly attractive duplex owner's suite forward on the main deck, with the vast volume created by the full-beam widebody layout enjoying great light provision from wraparound glazing and two large skylights overhead. The fantastic split-level space offers a lower en-suite and dressing room, with an elevated sleeping and area. While no stone is left unturned in maximizing guest comfort, practical features for the crew have also been emphasized. For example, the Captain will no doubt appreciate the retractable wing stations, which are concealed within the sleek lines when underway, but slide out to offer enhanced visibility around the yacht when maneuvering into the berth in a marina.

Discussing common features throughout the Dreamline range, Bencivenni reiterates the position of the owner's on-deck suites, explaining that this allows for a raised pilothouse to be incorporated into the design of each unit they'll produce. This configuration not only guarantees optimized views for the captain and 360-vistas for the owner from their stateroom, but also provides the latter access to the foredeck space that acts like a private terrace... even on the 26m. Hence one begins to understand the 'superyacht mentality' on this 85-footer. With technical apparatus like the windlasses very well concealed on the 26m the concept of the private forward terrace is well executed, but this is even taken a step further on the 36m with the widebody style increasing privacy and the technical gear ingeniously accessed from below the sunpads.

Bencivenni goes on to explain the advantages of creating a range from a blank sheet of paper, rather than evolving current designs, and incorporating all the features owners currently expect. "We

started from the hull up,” he enthuses, “so each features a “lama” or bow blade that was studied and exhaustively tank tested with a 6m model to create the most efficient shape possible. This reduces the bow wake to almost zero and, as everyone knows, the larger the bow wake the more energy is wasted. This efficiency also reduces vibrations considerably.” Showing us photographs of the tank testing, we observed for ourselves how the models create virtually no wake at all, making us very excited about sea-trialing the yachts later this year. Such efficiencies will allow the installation of smaller engines for comparatively improved performance and cost efficiencies in the fast-displacement ‘semi-planing’ hulls. “With these no-wake hulls we can either install modest engines for Navetta-like performance around 18-knots,” Bencivenni explains, “or fit more horsepower to produce 26-27-knots at semi-planing with the option to drop to displacement speeds if so desired.”

In continuing his explanation of innovative efficiencies incorporated, Bencivenni continues by explaining the fuel cell system is designed along the format used by much larger vessels. “By splitting the tanks into eight different compartments we are able to shift fuel not just longitudinally, but also transversely, trimming the yacht to create the most fuel efficient running attitude.” Depending upon which engine package is fitted, this fuel efficiency produces some truly remarkable cruising ranges for the various models. Take the 34m with the diesel electric propulsion for example; at 8-knots she can achieve 3,000-miles.

**THE SUPER EFFICIENT 'NO WAKE' HULL FORM IS HIGHLY VERSATILE: ABLE TO OFFER EITHER A 1,600-MILE RANGE IN THE NAVETTA OPTION, OR SPEEDS OF UP TO 27-KNOTS WITH A MORE POWERFUL ENGINE PACKAGE.**



# TIME WITH... **ENRICO GOBBI** *DESIGNER OF THE DREAMLINE RANGE*

## DREAMLINE YACHTS **26 M**



**We've enjoyed reviewing some of your larger award winning projects of late Enrico, how different is the approach when designing a full range as opposed to larger series or custom yachts?**

The substantial difference in approach is that prior to designing a full yacht range we must carry out a very detailed market research, aimed at analyzing what the competitor brands offer and in order to spot the "missing elements" that we then work on fulfilling. On the other hand, when we design custom yachts the primary objective is to satisfy the single client's requests and desires; the entire design phase is centered in creating the client's "jewel" exactly as he imagines it to be.

**In what way is the process of working for a shipyard and industry experts very different from an individual owner?**

The difficulty in creating a brand new range without the commitment of a particular owner is to make a winning exterior design, one that appeals to a wide range of clients thanks to its stylish and unique look and its innovative features. The Dreamline interiors are all completely customizable, so each owner has the possibility to personalize style and details, but the yacht's exteriors cannot be modified. Therefore our challenge was to avoid any mistakes that would impede the yacht's success. When working for a single client we answer to his personal requests, which makes the initial approach to the design easier.

**What was the primary emphasis of the initial brief from Dreamline? What is the range's DNA or signature?**

The primary inputs for the new Dreamline range were to create yachts with large interior spaces enclosed in a sleek and stylish shell, and offer innovative features inspired by larger megayachts. The client we aim to entice is one who appreciates the "navetta" yacht typology, but doesn't want to renounce style. All yachts belonging in the Dreamline range offer the master suite forward on the main deck, which was a

prerogative of our design; this modern feature is typical on megayachts but not so common on yachts below 130' (40m). By including this feature we intended to emphasize the owner's hierarchy and offer him a 180° panoramic view from the privileged location on the main deck. Also, directly from his suite he can access the exterior deck where he can find a private area enclosed by the forward superstructure. We could say our main intent was to convey through the range a "timeless" appeal, achieved by our constant research in blending aesthetics with functionality.

**In addition to the on-deck master, what other features have you endeavored to include throughout the range that directly address owner's current requirements?**

Very wide windows ensure an ongoing contact between interiors and exteriors, is a primary consideration today, so the hull recess in correspondence with the salon allows wide panoramic views from the sofa area—a detail we normally apply to our larger megayacht projects. We also included convertible exterior spaces that offer multiple seating solutions, so they can be used both in formal or chill-out situations.

**We appreciated the 'big boat' impression you've created with the 26M, can you give us a few examples of how you achieved that?**

We carried out a long and meticulous study of the floor plans in order to make them sync with the yacht's exteriors, the integration of the two makes the best of the available space and conveys the sensation of walking into an even larger yacht. The many innovations present on board, both inside and out, have been inspired by the megayacht world and raise the DL26 to a higher level of comfort.

Not least, the broad use of long glass surfaces make the yacht look sleeker and longer than it actually is. This is a typical feature of my designs.

**How much did the innovative hull form from Arrabito influence your design?**

It took considerable work to find the optimal compromise between the Arrabito engineering office and us for this brand new range of yachts. Arrabito's hull was perfectly designed to accommodate our interiors, without penalizing its performance. We must mention the forward crew area that enjoys very generous spaces. Team for Design and naval engineer Arrabito have a long-term collaboration that led to the realization of many projects of great success, both for fiberglass boats and for performing megayachts in aluminum and steel. Our longstanding partnership has allowed us in the years to figure out where our work ends and where their begins, the results are proof of the perfect synergy between us.

**To our eye the profile very delicately—and successfully—merges two different styles: the forward section looks 'large yacht', and from amidships aft more sporty... this seems courageous and must have been difficult to achieve?**

It is very true that the yacht merges two styles: we have combined details proper of larger yachts with sporty and dynamic features. The result is a captivating yacht with a sleek and dynamic profile, nice proportions, and details that recall the worlds of car design and aeronautics.

**What particularly impressed you about working with Dreamline?**

Peter Zuber, Dreamline's owner, is an active member of the design team and the entire range was born thanks to his contribution. He can be defined as a businessman of extensive experience, endowed with a remarkable aesthetic eye and an open mind to innovation. His contribution has been, and still is, substantial.



*The on-deck owner's cabin enjoys not just 180-degree views, but also direct access to the forward terrace. It's one of the many features that engenders the 'big boat' feel of this 85-footer.*

#### **DREAMLINE'S DEBUTANT: 85' (26M)**

Several months after our initial conversation with Bencivenni in Dubai, we stood dockside in Viareggio and watched the 24m slip almost silently into the marina. If we didn't already know better we'd have sworn she was closer to 100' than her 85' quote length. Berthing next to a familiar 88' model from a famous Italian brand, despite their comparative length the Dreamline imposed itself in terms of presence. Despite towering over her neighbor and eclipsing her in terms of sheer mass, it is credit to the optical illusion created by Enrico Gozzi's delicate exterior lines that her bulk is concealed with considerable aesthetic elegance. The 26m is truly a 'pocket superyacht' and within the relatively modest 85' footprint they have maximized the volume to create a yacht that is deceptively large for its dimensions.

The first obvious external features of the Dreamline 26M are the aggressive strakes notched into her bow, conveying an elegant assertiveness that is carried through her aft raked triple portholes amidships and the sunpad that overhangs the transom like the spoiler of a sports car. Along her longitudinal median, glazed panels forward and notched gunnels further aft suggest the sightlines from the salon and the owner's cabin have been studiously addressed, while once again Enrico Gobbi's revered skill for maintaining the purity of the sheerline is exercised. The vast sundeck is sympathetically integrated within the profile and the owner's private terrace is completely concealed on the foredeck. Gobbi's expe-





DREAMLINE YACHTS 26 M



# INVICTVS



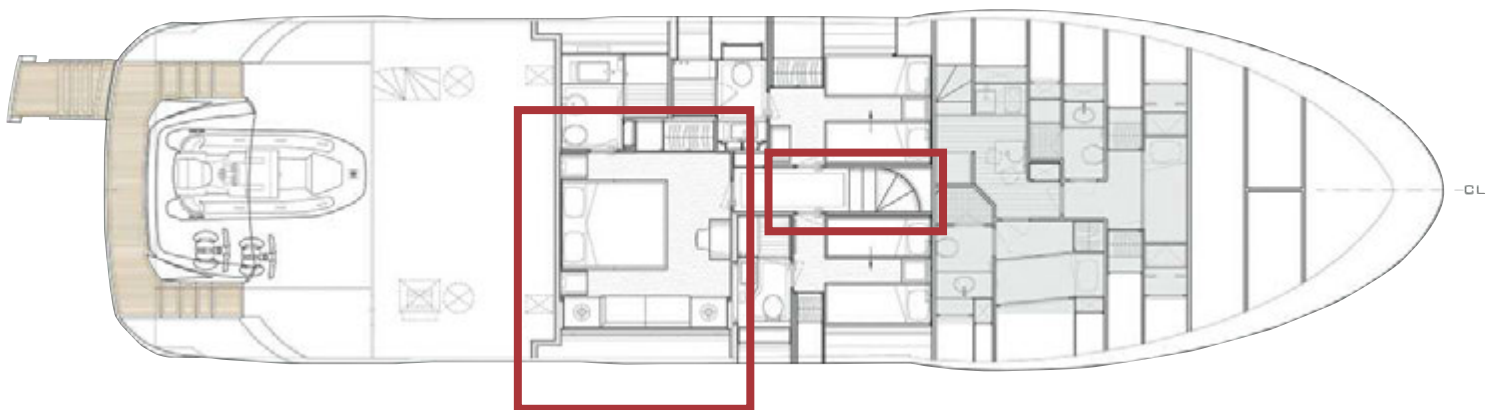
perience in larger yacht design is also obvious externally from the vertical forward glazing—atop which the pilothouse perches—and once aboard this is further evident in ‘big boat’ features like floating flooring, double bulkheads and a comfortably substantial teak capping rail. It’s the sum of these small details that all add up to the superyacht impression the 26M creates.

Fully spec’d with all the bells and whistles, the debutant sidled up to the dock using her bow and stern thrusters, providing us a view from the stern of her underwater light array and a tender garage that houses a 10’ (3m). The transom offers more features than a Swiss Army knife, with a letterbox passerelle and lowering platform to starboard and a multi-level articulating transformer that was custom designed for Dreamline by Besenzoni to port. Adding to this lateral boarding amidships when berthed alongside, whether in the water, on the water or from an elevated position, guests—and more importantly crew moving provisions and equipment—are afforded easy access.

The high specification continues in the cockpit, with again crew and guests well catered for; a retractable bimini covers guests lounging on the sunpad, while substantial fairleads, sturdy capstans and a concealed docking helm makes life easy for the crew. The level of finish of the snow-white hull and superstructure makes her appear an aluminum build rather than composite construction—

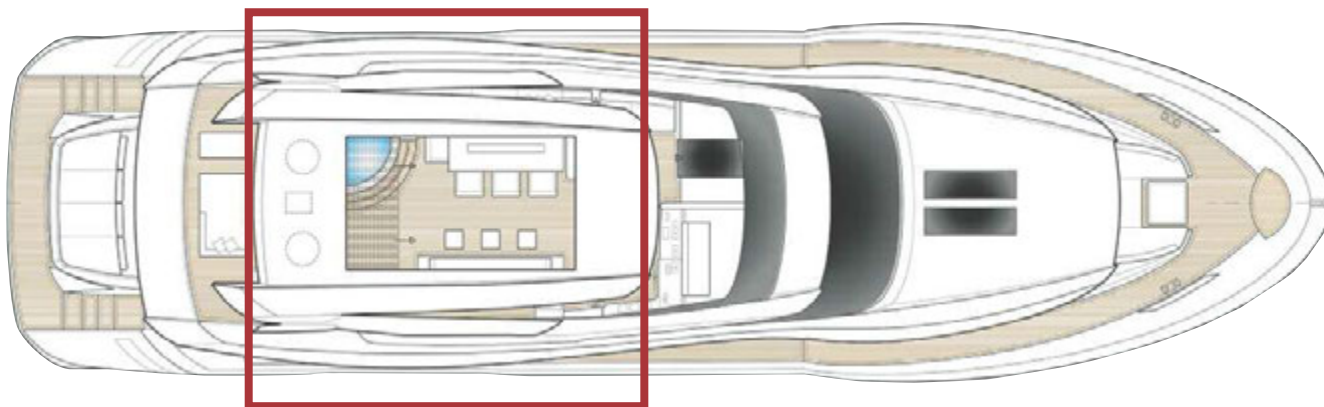
though it is worth noting that due to Dreamline’s close relationship with Rossi Navi there is the potential for aluminum constructions in the future. Throughout the yacht the attention to detail, including invisible inclusions like carbon-fiber facias for concealed switching panels and leather bands that protect the teak from the custom designed deck furniture are admirable, and the quality of interior fit out is of a high standard. True there were minor issues that required easy rectifying during our visit, but this was to be fully expected given the yacht had just undertaken a ‘soft temporary delivery’ in order for the owner to attend the Monaco F1 GP and it was returning to the yard for final finishing.

The Armani styles, colors and materials used for the interior certainly created a luxurious and enjoyable environment, but an extended description of the interior design is irrelevant, given each is tailored bespoke to the owner’s desires. In fact, options are even offered for the arrangement of the size and shape of the windows. The main deck features a generous cockpit, main salon and dining area, plus a forward owner’s cabin that wouldn’t look out of place on a 100’+ unit. Enjoying great views through the wraparound glazing, a generous en-suite and of course that private forward terrace, it’s certainly a contender for ‘best in class’ in the mid-80’ segment. Worth mentioning at this point two is the cavernous storage provision under the foredeck furniture, with a surfeit of space for fender stowage and a vast storage room for





DREAMLINE YACHTS **26 M**



additional provisioning when making full use of her 1,200-mile range during periods of extended cruising... extended to a staggering 1,600nM if the 'Navetta' version is opted for.

Down below, guest accommodation comprises of four incredibly spacious guest cabins; the suite athwartships is of such generous proportions she can easily be considered a second 'master cabin', and two convertible twins flank the central corridor that leads to the forward VIP. Such is the munificence of the accommodation one immediately sees the potential this yacht has in the charter market. And while on that subject, Dreamline's yachts are designed to achieve MCA compliance of so desired. Crew accommodation, positioned forward with provision for three is accessed through the well-equipped galley—like a superyacht—and of course adheres to all current and foreseeable ILO Maritime Labor Convention requirements

and regulations. Crowning the 26M is a 'real' sundeck, not simply a flybridge as one would usually expect on an 85'. Uninterrupted views to the horizon from the freestanding deck furniture aft are ensured by the low coaming, while privacy and shelter from the breeze are provided by a wraparound of tinted glass. To port a social hot tub is conveniently placed for relaxing or lounging, with a dining and bar area leading to the upper helm and companion area. Throughout the yacht indications of adherence to the owner's desires are evident; like the curious fixed TV blocking a window in the salon rather than a pop-up arrangement, and the fixed hard-top is another. Where most would opt for a slatted hardtop with the ability to offer both shade or sun—and Dreamline are certainly capable of offering such a system—this owner has little desire to soak up UV, and has hence insisted on a fixed hardtop that covers the entire sundeck.

# INVICTVS

Finishing off our tour in the engine room, with its dedicated access off the port passage, we noted how separate compartments have been created aft for the ancillary systems like generators and watermakers, while the twin MAN 1,800hp powerplants that provide a range of 1,200-miles. An alternate more economical power package is available for the 26M platform, a model Dreamline refer to as their 26 Navetta, and powered by twin CAT C32's she'll achieve more modest cruising speeds but an extended range of 1,600 nautical miles. For those truly seeking to lower their fuel costs and extend their range, Dreamline are also offering Hybrid Diesel Electric versions of both models, fitted Siemens 270kW electric motors coupled to the drive shafts. Elsewhere in the engineering space we noticed the yacht's air conditioning system has been upgraded to tropical standards, and also features an extraction system that can recirculate fresh air throughout the yacht within 20-minutes, creating a more wholesome environment... another large yacht system! Diesel electric certainly seems to be the direction the yachting sector is moving in, and in true to their word of remaining at the cutting edge Dreamline are an early embracer of the technology. Having the foresight to simply look beyond today is a foundation stone this new yard is built on, and what a future it promises to have. This exciting new brand has many other cards up their sleeve and while I'm no oneiromancer, and certainly no Carl Gustav Jung, I can confidently predict Dreamline will make soon be making a dramatic impact on this sector of the market... in the meantime, dare to dream! ■



***Around the aft tender garage there are so many different moving platforms, passarelles and transformers there'll never be an issue with access to the water or dock.***





# Big Shark Sighting

*Enrico Gobbi's 75m*

I

**It seems like hardly an issue goes** by without us including a new project from the prolific award-winning studios of Team 4 Design and Enrico Gobbi, but having appreciated the realization of his handiwork in the imperious Vellmari (42m) and Polaris (49m)—reviewed elsewhere in this issue— we simply can't resist including another. The latest off the boards is the flagship of the studio's 'Shark' line, a beautiful 246' (75m) that embodies a great deal more imagination than its project name: Big Shark. Looking through the project's general arrangement, a number of innovative and noteworthy features immediately caught our attention: the split-level sundeck, duplex crew quarters, large tender garage and the number of pools onboard amongst them.

The second thing that struck us about the layout is the attention Gobbi has paid to the crew's working environment, with additions like a retractable terrace serving the crew quarters for easier provisioning and laundry movement, a pantry included on each deck, a supernumerary cabin, double height engine room and partitioned systems environments on the tank deck, all immediately elevate this 246' project into the mega-yacht



# INVICTVS

sphere. Given the other units in the Shark line have been developed and built with Rossi Navi, it's probably safe to assume Big Shark would be build there too, so will benefit from the experienced yard's remarkable ability to design and fabricate solutions and component systems in-house.

We've included the general arrangements, so won't go into an in-depth description of the interior layout. Some of the salient features

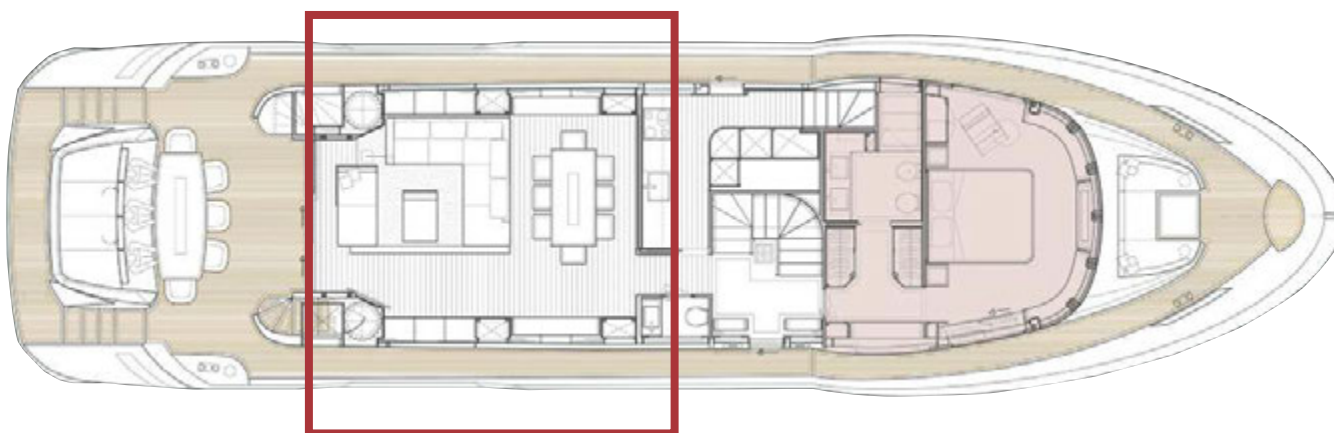
to note however are the four symmetrical guest cabins on the lower deck, which would prevent any disagreements in a charter situation, and we also really like on-deck owner's staterooms with private studio and indoor/outdoor balcony that can be extended with a retractable terrace. These all-weather balconies are fantastic additions for owners who intend being onboard during passages, creating protected retreats and very much the sense of being on a private cruise ship. Further retractable terraces serve the main salon, which opens onto the main deck cockpit aft. Gobbi's inclusion of a signature infinity pool in the transom certainly adds to Big Shark's dock appeal, while a further spa pool on the forward section of the sundeck ensures it can enjoy private use even when in the marina. The inclusion of two pools really is spectacular, but if there is one question it does raise, is their lack of proximity to the area obviously intended as the primary party place: the aft terrace of the bridge deck with its two bars? Being a preliminary study or maybe drawn specifically to a client's intended use may be the answers, but we'd suggest a prospective owner may like to see a bar area included somewhere in the vicinity of the cockpit if it too is intended to be a social area of any significance.

These minutiae, for that is what they are, do not detract from what is a spectacular piece of work. The split-level sun deck, with a central lobby—which could possibly converted into a compact spa or gym if so desired—the crow's nest level and forward solarium with spa pool, offer wonderful places to retreat and enjoy the cruising environment from. The solution is really quite unique and one we believe has much merit. From the large glazed surfaces, number of openings in the hull, through to the intricacy of her superstructure, Big Shark is an exercise in sophistication and a very attractive project indeed. Team 4 Design, Enrico Gobbi and Rossi Navi continue to collaborate to glorious effect!



## DREAMLINE YACHTS 26 M

## → SPECIFICATIONS

**LOA:** 85' 0" (26.00M)**MAX BEAM:** 21' 8" (6.65M)**DRAFT:** 6' 2" (1.90M)**TONNAGE (LIGHT SHIP):** ~ 75 T**FUEL/LONG RANGE OPTION:** 2,100/+800 US GAL (8,000/+ 3,000L)**FRESH WATER CAPACITY:** 400 US GAL (1,500L)**GUEST ACCOMM:** 8 PAX IN 4 CABINS**CREW ACCOMM:** 3 (CAPTAIN AND TWIN ENSUITES)**PROPULSION DL26M:** 2X CAT C32 OR MAN 1,800HP**PROPULSION:** DL26 NAVETTA: 2X CAT C18 OR MAN 1,200HP**HYBRID OPTIONS:** SIEMENS GENSET 270 KW OR EPOWER 2X 135KW**RANGE @10-KNOTS DL26M:** 1,200NM**RANGE @10-KNOTS 26 NAVETTA:** 1,600NM**GENSETS (NON HYBRID EQUIP):** 2X 25KW/50HZ**BUILDER:** DL YACHTS S.R.L.**NAVAL ARCHITECT:** ARRABITO NAVAL ARCHITECTS**EXTERIOR DESIGN:** T4 DESIGN – ENRICO GOBBI**INTERIOR DESIGN:** T4 DESIGN – ENRICO GOBBI

**Like most niche sectors,** those fortunate enough to enjoy professions in yachting do share common interests, contacts, event diaries and indeed a certain sense of community. In fact the 'happy family' analogy is one that holds fast. Sometimes we'll not speak for a while, but

when we do it's invariably in some exotic environment and reunions are always opportunities to catch up. One such happy coincidence is the relationship we've enjoyed with Paolo Bencivenni, since his days at Dominator, through recent years during the rejuvenation of the Marquis Yachts brand, and now with his founding of Dreamline Yachts with Andreas Zuber. During Paolo's role as International Sales and Marketing at Marquis, the brand underwent a dramatic re-launch with fresh new designs from Italian maestros Nuvolari and Lenard, the studio where Enrico Gobbi sharpened his skills before becoming an award-winning designer after setting up Team for Design.

In fact Bencivenni and I lived in the same condo building in Miami Beach for a short time, but it was in the cockpit of a yacht in Dubai earlier this year that he first revealed the detailed plans behind his new venture, Dreamline Yachts. The setting and the name immediately brought to mind the famous T.E. Lawrence quote, from his treatise Seven Pillars of Wisdom, in which 'Lawrence of Arabia' mused, "All men dream, but not equally..." before continuing on to define the difference between the vanity of dreaming without substance and those with the vision and aspiration to fully realize their

*Customizable in terms of interior and exterior styling, the 26 is true mini-superyacht.*

desires and potential. As the conversation with Bencivenni developed however, it became clear that the experienced and professional team behind the fledgling Dreamline shipyard, fell firmly into the second category. Assembling something of a 'dream team'—if you'll forgive the pun—this group have on occasion worked together over many years, but always for others on leading brands in the yachting industry.

In striking out alone Dreamline's founders have formed a shipyard in Fano, Italy that will produce innovative yachts based on great design and the requirements of clients in the marketplace. The exterior and interior designs for the Dreamline range comes from the drawing board of Enrico Gobbi at Team For Design, with Giuseppe Arrabito of Arrabito Naval Architects taking care of the ultra-efficient and unique hull forms. In keeping with a policy of 'creating to the client' the commissioning owner can determine certain exterior design elements, the propulsion package, the layout of interior and exterior spaces and the interior design—even to utilizing their own designer if so desired.

A number of fresh contemporary designs are included in the yard's portfolio—a range that stretches from 85' through to 160'



## DREAMLINE YACHTS 26 M

***The spacious cockpit flows into a luxurious interior bedecked with Armani Casa furniture and materials.***

(26 to 49m) and each includes several innovative new features. So, in addition to their considerable ‘dock appeal’ and impressive volumes, Dreamline yachts stand out in terms of progress and development too. During our conversation about the range, what we discovered was not airy proposals and grand plans for the future, but evidence that Dreamline has already considerably advanced their progress. In fact one owner has already enjoyed time aboard the yard’s debut, an 85’ unit (26m) at the Monaco Grand Prix in May and a 111’ (34m) is scheduled for delivery this fall. Unlike most new ventures Dreamline have spent the last three years expending effort in building yachts than beating their own drum. From the plans, renderings and construction images we were shown of the 34m, the yard’s determination to be at the forefront of innovation and technological progress was obvious. It features a hybrid diesel electric propulsion system custom designed for Dreamline in collaboration with the diesel electrical specialists Siemens. The introduction of such a major player into the yachting sector represents a significant milestone in the development of hybrid systems for yachts and Dreamline are deserving of plaudits for building this relationship. Bencivenni explains that tried and tested components will be utilized from Siemens, but a lot of effort has gone into designing the custom electronic system and gearboxes for the application.

Other innovations onboard the 34m include a highly attractive duplex owner’s suite forward on the main deck, with the vast volume created by the full-beam widebody layout enjoying great light provision from wraparound glazing and two large skylights overhead. The fantastic split-level space offers a lower en-suite and dressing room, with an elevated sleeping and area. While no stone is left unturned in maximizing guest comfort, practical features for the crew have also been emphasized. For example, the Captain will no doubt appreciate the retractable wing stations, which are concealed within the sleek lines when underway, but slide out to offer enhanced visibility around the yacht when maneuvering into the berth in a marina.

Discussing common features throughout the Dreamline range, Bencivenni reiterates the position of the owner’s on-deck suites, explaining that this allows for a raised pilothouse to be incorporated into the design of each unit they’ll produce. This configuration not only guarantees optimized views for the captain and 360-vistas for the owner from their stateroom, but also provides the latter access to the foredeck space that acts like a private terrace... even on the 26m. Hence one begins to understand the ‘superyacht mentality’ on this 85-footer. With technical apparatus like the windlasses very well concealed on the 26m the concept of the private forward terrace is well executed, but this is even taken a step further on the 36m with the widebody style increasing privacy and the technical gear ingeniously accessed from below the sunpads.

Bencivenni goes on to explain the advantages of creating a range from a blank sheet of paper, rather than evolving current designs, and incorporating all the features owners currently expect. “We

started from the hull up," he enthuses, "so each features a "lama" or bow blade that was studied and exhaustively tank tested with a 6m model to create the most efficient shape possible. This reduces the bow wake to almost zero and, as everyone knows, the larger the bow wake the more energy is wasted. This efficiency also reduces vibrations considerably." Showing us photographs of the tank testing, we observed for ourselves how the models create virtually no wake at all, making us very excited about sea-trialing the yachts later this year. Such efficiencies will allow the installation of smaller engines for comparatively improved performance and cost efficiencies in the fast-displacement 'semi-planing' hulls. "With these no-wake hulls we can either install modest engines for Navetta-like performance around 18-knots," Bencivenni explains, "or fit more horsepower to produce 26-27-knots at semi-planing with the option to drop to displacement speeds if so desired."

In continuing his explanation of innovative efficiencies incorporated, Bencivenni continues by explaining the fuel cell system is designed along the format used by much larger vessels. "By splitting the tanks into eight different compartments we are able to shift fuel not just longitudinally, but also transversely, trimming the yacht to create the most fuel efficient running attitude." Depending upon which engine package is fitted, this fuel efficiency produces some truly remarkable cruising ranges for the various models. Take the 34m with the diesel electric propulsion for example; at 8-knots she can achieve 3,000-miles.

**THE SUPER EFFICIENT 'NO WAKE' HULL FORM IS HIGHLY VERSATILE: ABLE TO OFFER EITHER A 1,600-MILE RANGE IN THE NAVETTA OPTION, OR SPEEDS OF UP TO 27-KNOTS WITH A MORE POWERFUL ENGINE PACKAGE.**



# TIME WITH... **ENRICO GOBBI** *DESIGNER OF THE DREAMLINE RANGE*

## DREAMLINE YACHTS **26 M**



**We've enjoyed reviewing some of your larger award winning projects of late Enrico, how different is the approach when designing a full range as opposed to larger series or custom yachts?**

The substantial difference in approach is that prior to designing a full yacht range we must carry out a very detailed market research, aimed at analyzing what the competitor brands offer and in order to spot the "missing elements" that we then work on fulfilling. On the other hand, when we design custom yachts the primary objective is to satisfy the single client's requests and desires; the entire design phase is centered in creating the client's "jewel" exactly as he imagines it to be.

**In what way is the process of working for a shipyard and industry experts very different from an individual owner?**

The difficulty in creating a brand new range without the commitment of a particular owner is to make a winning exterior design, one that appeals to a wide range of clients thanks to its stylish and unique look and its innovative features. The Dreamline interiors are all completely customizable, so each owner has the possibility to personalize style and details, but the yacht's exteriors cannot be modified. Therefore our challenge was to avoid any mistakes that would impede the yacht's success. When working for a single client we answer to his personal requests, which makes the initial approach to the design easier.

**What was the primary emphasis of the initial brief from Dreamline? What is the range's DNA or signature?**

The primary inputs for the new Dreamline range were to create yachts with large interior spaces enclosed in a sleek and stylish shell, and offer innovative features inspired by larger megayachts. The client we aim to entice is one who appreciates the "navetta" yacht typology, but doesn't want to renounce style. All yachts belonging in the Dreamline range offer the master suite forward on the main deck, which was a

prerogative of our design; this modern feature is typical on megayachts but not so common on yachts below 130' (40m). By including this feature we intended to emphasize the owner's hierarchy and offer him a 180° panoramic view from the privileged location on the main deck. Also, directly from his suite he can access the exterior deck where he can find a private area enclosed by the forward superstructure. We could say our main intent was to convey through the range a "timeless" appeal, achieved by our constant research in blending aesthetics with functionality.

**In addition to the on-deck master, what other features have you endeavored to include throughout the range that directly address owner's current requirements?**

Very wide windows ensure an ongoing contact between interiors and exteriors, is a primary consideration today, so the hull recess in correspondence with the salon allows wide panoramic views from the sofa area—a detail we normally apply to our larger megayacht projects. We also included convertible exterior spaces that offer multiple seating solutions, so they can be used both in formal or chill-out situations.

**We appreciated the 'big boat' impression you've created with the 26M, can you give us a few examples of how you achieved that?**

We carried out a long and meticulous study of the floor plans in order to make them sync with the yacht's exteriors, the integration of the two makes the best of the available space and conveys the sensation of walking into an even larger yacht. The many innovations present on board, both inside and out, have been inspired by the megayacht world and raise the DL26 to a higher level of comfort. Not least, the broad use of long glass surfaces make the yacht look sleeker and longer than it actually is. This is a typical feature of my designs.

**How much did the innovative hull form from Arrabito influence your design?**

It took considerable work to find the optimal compromise between the Arrabito engineering office and us for this brand new range of yachts. Arrabito's hull was perfectly designed to accommodate our interiors, without penalizing its performance. We must mention the forward crew area that enjoys very generous spaces. Team for Design and naval engineer Arrabito have a long-term collaboration that led to the realization of many projects of great success, both for fiberglass boats and for performing megayachts in aluminum and steel. Our longstanding partnership has allowed us in the years to figure out where our work ends and where their begins, the results are proof of the perfect synergy between us.

**To our eye the profile very delicately—and successfully—merges two different styles: the forward section looks 'large yacht', and from amidships aft more sporty... this seems courageous and must have been difficult to achieve?**

It is very true that the yacht merges two styles: we have combined details proper of larger yachts with sporty and dynamic features. The result is a captivating yacht with a sleek and dynamic profile, nice proportions, and details that recall the worlds of car design and aeronautics.

**What particularly impressed you about working with Dreamline?**

Peter Zuber, Dreamline's owner, is an active member of the design team and the entire range was born thanks to his contribution. He can be defined as a businessman of extensive experience, endowed with a remarkable aesthetic eye and an open mind to innovation. His contribution has been, and still is, substantial.



*The on-deck owner's cabin enjoys not just 180-degree views, but also direct access to the forward terrace. It's one of the many features that engenders the 'big boat' feel of this 85-footer.*

#### **DREAMLINE'S DEBUTANT: 85' (26M)**

Several months after our initial conversation with Bencivenni in Dubai, we stood dockside in Viareggio and watched the 24m slip almost silently into the marina. If we didn't already know better we'd have sworn she was closer to 100' than her 85' quote length. Berthing next to a familiar 88' model from a famous Italian brand, despite their comparative length the Dreamline imposed itself in terms of presence. Despite towering over her neighbor and eclipsing her in terms of sheer mass, it is credit to the optical illusion created by Enrico Gozzi's delicate exterior lines that her bulk is concealed with considerable aesthetic elegance. The 26m is truly a 'pocket superyacht' and within the relatively modest 85' footprint they have maximized the volume to create a yacht that is deceptively large for its dimensions.

The first obvious external features of the Dreamline 26M are the aggressive strakes notched into her bow, conveying an elegant assertiveness than is carried through her aft raked triple portholes amidships and the sunpad that overhangs the transom like the spoiler of a sports car. Along her longitudinal median, glazed panels forward and notched gunnels further aft suggest the sightlines from the salon and the owner's cabin have been studiously addressed, while once again Enrico Gobbi's revered skill for maintaining the purity of the sheerline is exercised. The vast sundeck is sympathetically integrated within the profile and the owner's private terrace is completely concealed on the foredeck. Gobbi's expe-





DREAMLINE YACHTS 26 M





# INVICTVS



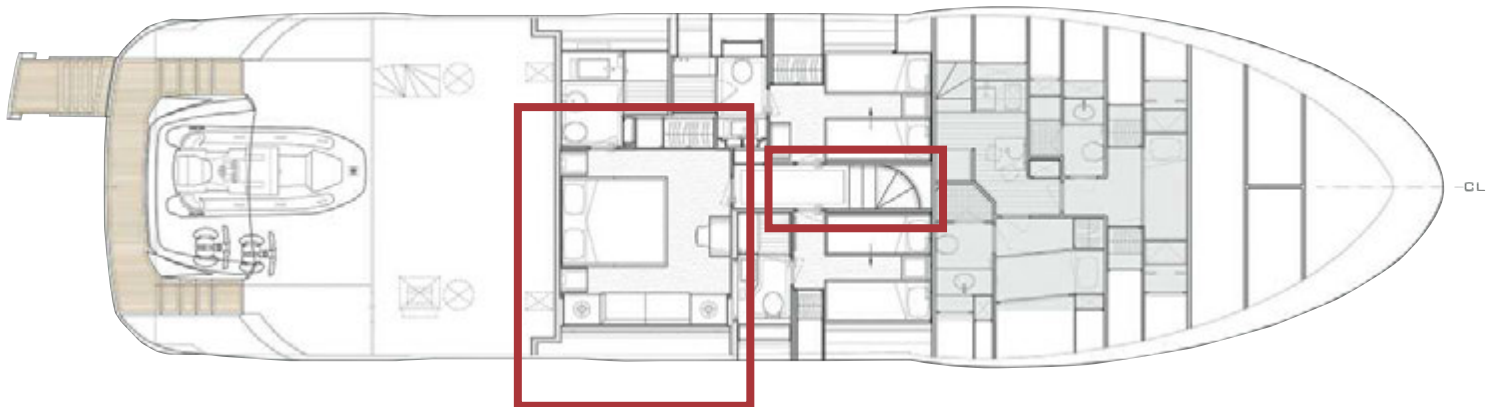
perience in larger yacht design is also obvious externally from the vertical forward glazing—atop which the pilothouse perches—and once aboard this is further evident in ‘big boat’ features like floating flooring, double bulkheads and a comfortably substantial teak capping rail. It’s the sum of these small details that all add up to the superyacht impression the 26M creates.

Fully spec’d with all the bells and whistles, the debutant sidled up to the dock using her bow and stern thrusters, providing us a view from the stern of her underwater light array and a tender garage that houses a 10’ (3m). The transom offers more features than a Swiss Army knife, with a letterbox passerelle and lowering platform to starboard and a multi-level articulating transformer that was custom designed for Dreamline by Besenzoni to port. Adding to this lateral boarding amidships when berthed alongside, whether in the water, on the water or from an elevated position, guests—and more importantly crew moving provisions and equipment—are afforded easy access.

The high specification continues in the cockpit, with again crew and guests well catered for; a retractable bimini covers guests lounging on the sunpad, while substantial fairleads, sturdy capstans and a concealed docking helm makes life easy for the crew. The level of finish of the snow-white hull and superstructure makes her appear an aluminum build rather than composite construction—

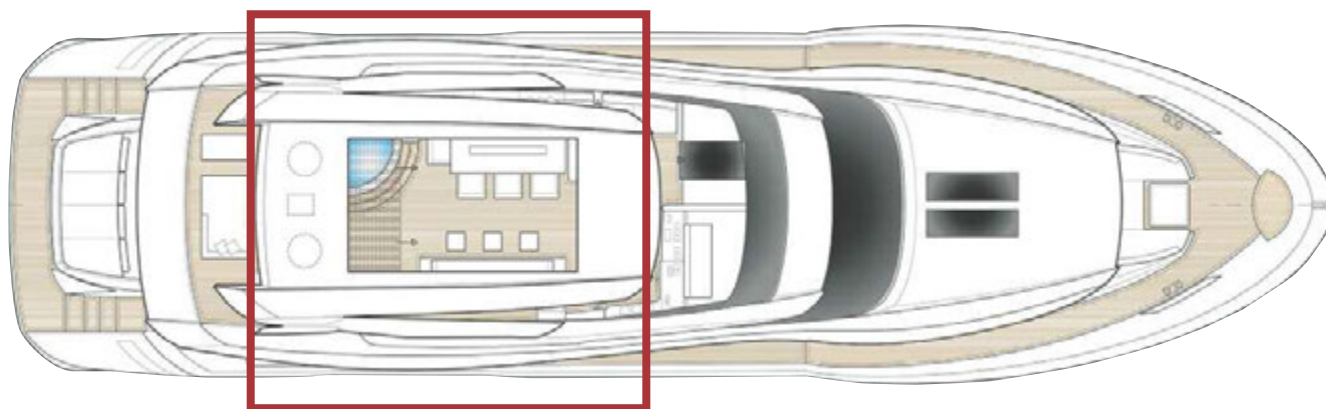
though it is worth noting that due to Dreamline’s close relationship with Rossi Navi there is the potential for aluminum constructions in the future. Throughout the yacht the attention to detail, including invisible inclusions like carbon-fiber facias for concealed switching panels and leather bands that protect the teak from the custom designed deck furniture are admirable, and the quality of interior fit out is of a high standard. True there were minor issues that required easy rectifying during our visit, but this was to be fully expected given the yacht had just undertaken a ‘soft temporary delivery’ in order for the owner to attend the Monaco F1 GP and it was returning to the yard for final finishing.

The Armani styles, colors and materials used for the interior certainly created a luxurious and enjoyable environment, but an extended description of the interior design is irrelevant, given each is tailored bespoke to the owner’s desires. In fact, options are even offered for the arrangement of the size and shape of the windows. The main deck features a generous cockpit, main salon and dining area, plus a forward owner’s cabin that wouldn’t look out of place on a 100’+ unit. Enjoying great views through the wraparound glazing, a generous en-suite and of course that private forward terrace, it’s certainly a contender for ‘best in class’ in the mid-80’ segment. Worth mentioning at this point two is the cavernous storage provision under the foredeck furniture, with a surfeit of space for fender stowage and a vast storage room for





DREAMLINE YACHTS **26 M**



additional provisioning when making full use of her 1,200-mile range during periods of extended cruising... extended to a staggering 1,600nM if the 'Navetta' version is opted for.

Down below, guest accommodation comprises of four incredibly spacious guest cabins; the suite athwartships is of such generous proportions she can easily be considered a second 'master cabin', and two convertible twins flank the central corridor that leads to the forward VIP. Such is the munificence of the accommodation one immediately sees the potential this yacht has in the charter market. And while on that subject, Dreamline's yachts are designed to achieve MCA compliance of so desired. Crew accommodation, positioned forward with provision for three is accessed through the well-equipped galley—like a superyacht—and of course adheres to all current and foreseeable ILO Maritime Labor Convention requirements

and regulations. Crowning the 26M is a 'real' sundeck, not simply a flybridge as one would usually expect on an 85'. Uninterrupted views to the horizon from the freestanding deck furniture aft are ensured by the low coaming, while privacy and shelter from the breeze are provided by a wraparound of tinted glass. To port a social hot tub is conveniently placed for relaxing or lounging, with a dining and bar area leading to the upper helm and companion area. Throughout the yacht indications of adherence to the owner's desires are evident; like the curious fixed TV blocking a window in the salon rather than a pop-up arrangement, and the fixed hard-top is another. Where most would opt for a slatted hardtop with the ability to offer both shade or sun—and Dreamline are certainly capable of offering such a system—this owner has little desire to soak up UV, and has hence insisted on a fixed hardtop that covers the entire sundeck.

# INVICTVS

Finishing off our tour in the engine room, with its dedicated access off the port passage, we noted how separate compartments have been created aft for the ancillary systems like generators and watermakers, while the twin MAN 1,800hp powerplants that provide a range of 1,200-miles. An alternate more economical power package is available for the 26M platform, a model Dreamline refer to as their 26 Navetta, and powered by twin CAT C32's she'll achieve more modest cruising speeds but an extended range of 1,600 nautical miles. For those truly seeking to lower their fuel costs and extend their range, Dreamline are also offering Hybrid Diesel Electric versions of both models, fitted Siemens 270kW electric motors coupled to the drive shafts. Elsewhere in the engineering space we noticed the yacht's air conditioning system has been upgraded to tropical standards, and also features an extraction system that can recirculate fresh air throughout the yacht within 20-minutes, creating a more wholesome environment... another large yacht system! Diesel electric certainly seems to be the direction the yachting sector is moving in, and in true to their word of remaining at the cutting edge Dreamline are an early embracer of the technology. Having the foresight to simply look beyond today is a foundation stone this new yard is built on, and what a future it promises to have. This exciting new brand has many other cards up their sleeve and while I'm no oneiromancer, and certainly no Carl Gustav Jung, I can confidently predict Dreamline will make soon be making a dramatic impact on this sector of the market... in the meantime, dare to dream! ■



***Around the aft tender garage there are so many different moving platforms, passarelles and transformers there'll never be an issue with access to the water or dock.***

