

YACHTS

EMIRATES

RIVA 122' MYTHOS

THE FIRST TRUE SUPER YACHT FROM THE
WORLD'S MOST ICONIC SHIPYARD

TOP 100

THE NEW
ENTRANTS AND
DESIGN VICTORIES
OF 2014

FROM THE TOP
AN EXCLUSIVE LOOK
INTO THE THINKING AND
STRATEGY OF GULF CRAFT'S
NEW CEO ERWIN BAMPS

FEATURED YACHTS:
AZIMUT GRANDE 95' RPH | DREAMLINE 26M

DREAMLINE 26M

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.

By Craig Barnett Images Courtesy of Dreamline Yachts

Like most niche sectors, those fortunate enough to enjoy professions

A main deck owner's suite and private deck forward make this 26m a real pocket superyacht

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 Director 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. 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.

The first of these new models is the Dreamline 26m, the launch of which we were invited to attend. Standing dockside in Viareggio and watching the 24m slip almost silently into the marina, if we didn't know better we'd

**I'm no oneiromancer, but we predict
Dreamline will make a dramatic impact**

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 maximised 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 spo-





The Armani styles, colors and materials certainly create a luxurious and enjoyable environment



ler 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 experience 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 Besenconi to port. Adding to this lateral boarding amidships when



Extensive glazing and dropped gunwales provide immense seaviews from the interior





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 make 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.

DREAMLINE 26M

LOA: 85' 0" (26.00m)
Max beam: 21' 8" (6.65m)
Draft: 6' 2" (1.90m)
Tonnage (unladen): 75 t
Fuel/Long Range Option: 8,000/+ 3,000 l
Fresh water capacity: 1,500 l
Engine DL26M: 2x 1,800hp CAT C32 or MAN
Engine DL26 Navetta: 2x 1,200hp CAT C18 or MAN
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: Dreamline Yachts (Monte Carlo, Monaco)
Naval Architect: Arrabito Naval Architects
Exterior Design: T4 Design - Enrico Gobbi
Interior Design: T4 Design - Enrico Gobbi

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 too is the cavernous storage provision under the foredeck furniture, with a surfeit of space for fender stowage and a vast storage room for additional provisioning when making full use of her 1,200-nautical mile range during periods of extended cruising... extended to a staggering 1,600nm if the 'Navetta' version is specified.

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 if so desired. Crew accommodation, positioned forward with provision for three is accessed through the well-equipped galley - as on 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 fly-bridge 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. 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-nautical miles sit forward.

An alternate, more economical, power package is available for the 26M platform, a model Dreamline refer to as their 26 Navetta. 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 with 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 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 soon be making a dramatic impact on this sector of the market. ■



The pilot house design reflects the 26M's distance cruising potential

