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EMIRATES

ROSSINAVI 48M

A SHARK-LIKE EXTERIOR AND STAR-INSPIRED INTERIOR



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MY VELLMARI: 48M ROSSI NAVI

WHITE NIGHT

In addition to her lissome lines and distinctive glazing, this 147' yacht's interior, built by Rossinavi and designed by Enrico Gobbi, also achieves a heavenly status. With constellation headliners and a retractable roof on her sky lounge, she's sure to delight any stargazer.

By **Craig Barnett**



Combining the lithe athleticism of an Olympic competitor with the

Exterior spaces abound
aboard Vellmari with an
upper deck lounge complete
with innovative Jacuzzi

superior attitude and sheer beauty of a catwalk model, there's not an ounce of superfluity in this 147' (48m) beauty's seductive design. This latest launch by the powerful Rossinavi shipyard in Italy, the physical realisation of Team 4 Design and Enrico Gobbi's imagination, possesses far more than an attractive exterior, as her collection of the World Yacht Trophy for 'Best Layout' in the 78' to 164' (24m to 50m) category last year attests. For wrapped within that distinctive 'Open-esque' profile, slashed on either forward haunch by four vertical slithers of glazing, is an interior layout and design that matches her exterior refinement. For those familiar with the work of both Rossinavi and Enrico Gobbi however this will come as no surprise. The shipyard is a powerhouse in Italian superyacht construction, often partially constructing yachts for other household brands and with an





impressive portfolio of their own. Previous launches by Rossinavi, who operate from three facilities - two in Viareggio and another in Pisa - include the 177' (54m) MY South, the 150' (46m) 2 Ladies and their 230' (70m) flagship, MY Numptia.

Also operating in multiple locations Team 4 Design straddles two cities that, though centuries apart in terms of historic and contemporary influence, are renowned for their courageous approach to design and architecture: Venice and Dubai. The team of collaborating designers and architects come from diverse backgrounds - including Italy, France, Austria, UK, India, Iran, Sweden and Switzerland in their education résumés - thus truly contributing international influence to their work. For his part, Enrico Gobbi graduated in Yacht Design from Venice's University of Architecture and joined the prolific studio of Nuvolari Lenard for several years, before joining Team 4 Design in 2008. Gobbi's reputation and influence has grown with each project launched and, judging by his latest creation, he has become a master in both interior and exterior design. Aboard Vellmari, we enjoyed a personal guided tour by the designer himself and were introduced to the many facets of her sophisticated character.

A long, predatory foredeck provides room for two further entertainment areas





Infinite detail

Even before boarding Vellmari at the transom plate, which lowers to reveal the teak-lined beach club, one is impressed by the innovative solutions employed onboard. Being a semi-planing hull, unfortunately the height of the swim platform necessitates the first solution, and though the owner's use of the yacht does not require direct access to the water for bathers, the height does leave sufficient space for the Costoldi tender to slip under if the yacht pitches in rough seas. To prevent any such mishap, two removable vertical padded barriers have been custom fabricated, against which the tender nestles.

Another example of neat problem solving resides in the tender garage itself, accessed via a lateral opening on Vellmari's port side. In order to provide walk-around space, the tender is craned onto a low trestle, which moves over a Z-shaped frame bolted to the deck, thus ingeniously enabling the maneuvering of the tender inside and against the bulkhead. Other well-considered solutions are evident

in the engine room, where the exhaust ducting's brackets into the deck head above have been removed, and instead an exoskeleton structure built that dissipates any vibration downwards, away from the guest areas.

Having been involved in several build projects at various yards, Vellmari's captain told us it was Rossinavi's ability to quickly and efficiently design and manufacture such

solutions in-house that really impressed him. The yard's extensive in-house fabrication expertise and capacity all but negates the employment of sub-contractors, so the captain appreciated

Vellmari is part catwalk model, part Olympic competitor

the ease of dealing directly with the shipyard management, rather than chasing a wide variety of off-site suppliers. This all-encompassing in-house manufacture also allows for exacting quality control, a factor evident throughout the entire yacht, where engineering, fit and finish are of a standard commensurate with the benchmark set by northern European builders.





The interior is a perfect balance of classic styling and a contemporary ambiance



Ascending the dual aft staircases into the air conditioned cockpit, we find the aft banquette served by a large teak dining table with onyx insert and a bar area to starboard that demonstrates the yard's expertise in bright work fabrication. What elevates a special yacht above the rest are the small, almost subconscious, details. These provide an insight into the attentive nature of the designer and on Vellmari one example of this is her capping rails: teak on the inboard side, before a thin stainless steel strip defines it's edge an inch or so short of where the white gunnel wraps over. The teak is thus not visible on the exterior profile. Explaining this nuance, Enrico tells us: "This is the third yacht we've created with Rossinavi and the others were more traditional in styling, so the teak capping rail was in keeping with that design. We wanted to maintain this 'classic' sense while on the yacht, but the rail would interfere with the sporty lines of the exterior. So this was the solution." Before leading us through the tinted aft picture windows into the salon, Enrico tells us to prepare ourselves, as the interior decoration does not follow the ultra-modern theme one may expect from such an aggressively athletic exterior.



Beauty is on the inside

Stepping into Vellmari's main salon it only takes a moment to fully appreciate the deftness with which Team 4 Design have satisfied the owner's wish for a classically-styled interior, while maintaining a contemporary ambience. "This is exactly the same salon as the owner had in their previous yacht," Enrico points out, "its a faithful recreation as they were so happy with it." If we were to only describe the materials used - a highly conservative mix of onyx, high gloss cherry joinery and neutral fabrics and leathers - one may mistakenly visualise a somewhat traditional and outmoded space. By employing a minimalist approach however, Enrico has cleverly created a contemporary interpretation. Flat panel cabinetry, clean lines, silk venetian blinds, materials and furnishings supplied by Armani Casa and a forward bulkhead lined with a backlit book-matched onyx 'butterfly' feature... they all combine to glorious effect.

Moving forward from the salon, a glass table for ten served by leather chairs resides in an oversized dining area. The owner specifically requested the generous proportions of the space, in order that efficient service could be conducted during highly formal entertainment. Framed by



The dining room has been oversized for efficient service during formal evenings

the panoramic windows either side, two glass artworks shimmer on onyx plinths set into the cabinetry. Underlit by tiny LEDs, Enrico confides that each of the glittering vases they designed contains a half-kilo of gold dust.

Following the traditional layout, the voluminous galley is located on the portside and is fitted out to commercial standards with Miele appliances and custom refrigerators. With input from crew to ensure practicality of use, the catering area is split into three distinct zones with associated appliances installed: preparation, cooking and cleaning. To starboard the centerpiece of the guest lobby is a custom chandelier, its circular bands of baguette-cut Swarovski crystals suspended like halos in the atrium that connects all three decks. The staircase treads, as the sole throughout all common guest areas, are sheets of onyx heated from below, not only creating a pleasant sensation underfoot but also having a practical application in reducing condensation within the interior.

Ensuring ease of access when berthed alongside, an electrically operated black glass door leads to the starboard gangway, where the captain points out another neat design feature. Access to the lateral passerelle is achieved through a door concealed in the bulwark, which is revealed when a section of the capping rail is lifted and slid back. The unique solution ensures continuity of the yacht's clean lines. The gangway

The decor of the interior combines to glorious effect



leads forward to a companionway that ascends to the foredeck area, where we're surprised to find a large guest social space, complete with comfortable banquettes, cocktail tables, retractable biminis and large sunpads. The surprise comes from how well hidden this area is when the yacht is viewed in profile, which was achieved by Enrico ensuring none of the furniture breaks the sheer line.

Accommodating style

Heading back to the guest lobby we're impatient to inspect the owner's staterooms, eagerly anticipating the effect of the four vertical slashes of glass in her hull that wrap over onto the coach roof. Passing through the master cabin's antechambers, we were again surprised when we discovered a sizeable office that also converts into an additional cabin for children or a supernumerary. Complete with wardrobe and en-suite, it's a clever use of space. As with all guest areas, the cabin is served by a custom domotic system with full 'hotel service', communicating guest requests to the stewardess via an iPad application.

MY Vellmari: 48m Rossi Navi

LOA: 155' 8" (47.50m)
Beam: 28' 9" (8.80m)
Draft: 5' 4" (1.65m)
Engines: 2x 2,600hp MTU 16V 2000 M94
Maximum Speed: 20.5-knots
Cruising Speed (at half-load): 15-knots
Range: 2,500 Nm @ 11-knots
Gross tonnage: <500 GT
Naval Architecture: Arrabito Naval Architects
Exterior & Interior Design: Team for Design by Enrico Gobbi
Builder: Rossi Navi (Viareggio, Italy)

Further forward, we enter the owner's staterooms and have the opportunity to appreciate the full effect of the vertical windows. Dividing the panorama into four sole-to-ceiling slices, Vellmari's signature windows prove to be as theatrical on the inside as the outside. The windows represent a remarkable feat of engineering. While large horizontal glazing has become the norm, this is the first time a shipyard has attempted to engineer a hull that incorporates non-structural glass in such a vital compression zone. According to Enrico, they achieved this by diverting compression stresses around the windows to prevent an accordion affect.

In terms of décor, the owner's suite is a continuation of the rest of the yacht, with the thin strips of stainless steel inlaid into various surfaces providing an insight into the prowess of the yard's craftsmen. Above the aft facing double berth, LED starlighting twinkles in the headliner, just as they do in the main salon. The AV system in the master cabin and guest areas are by Samsung, because screens of suitable sizes by Bang&Olufsen - which are fitted in the guest cabins - would have proved too thick and heavy. The owner's full beam en-suite is divided into his-and-hers by the central shower cubicle and even with their minimalist styling still convey a depth of true luxury. The differing design of the en-suite fittings, finished with 3mm of gold to shine brightly against the mother-of-pearl mosaic and onyx stonework, are a reflection of the individual tastes of the owning couple: contemporary in his and classical in hers.

Guest accommodation on the lower deck is arranged around a lobby area with concealed access through to the crew quarters for service. Two double guest cabins with generous en-suites are located forward, while the athwartships VIP is of proportions that would make some larger yacht owners envious. It is very unusual for a yacht of 48m to include only three guest cabins and the owner's staterooms, as most are configured to accommodate the maximum twelve guests permitted by the MCA. When understanding the owner's intentions with Vellmari - i.e. having no intention of chartering the yacht and only inviting a limited numbers of guests to join them onboard overnight, the apparent indulgent use of space for the VIP suite is fully justified.

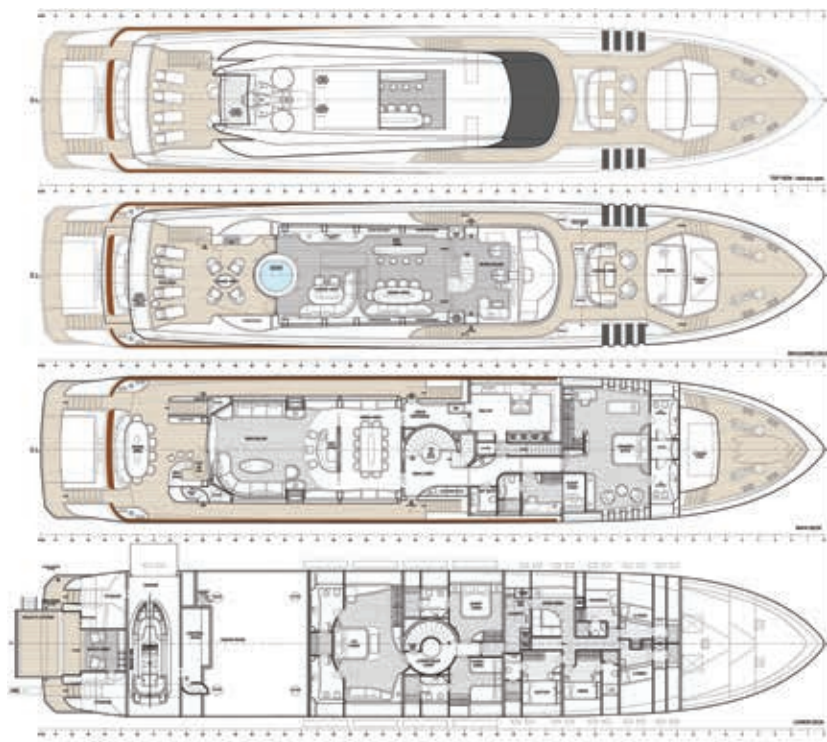
Upper class

While having been suitably impressed during our tour of the yacht so far, Enrico had certainly saved the best for last, as we discovered when ascending to the upper deck. From the moment we reached the top of the staircase we fell in love with the space. Looking over the yacht's bow through the open plan wheelhouse - indicating how comfortable the owners feel with their crew - we turn and gaze over the stern, taking in vistas to port and starboard framed by large horizontal windows. For a split-second it takes us a moment to orientate... are we inside or outside? Overhead the huge sunroof slides back and at the touch of a button the windows glide down. The teak decking underfoot contributes to the indoor/outdoor ambience, while a circular Jacuzzi tub occupies a position between the interior and the aft deck. Ingenious use of two quarter-circular panels allows the Jacuzzi tub to be a part of the interior, part of the exterior, or even opened to allow uninhibited access between both areas. As sky lounges go, it ranks as a personal favorite amongst those we've seen to date. The port side bar, comfortable sofas and informal dining area promote relaxation and one imagines at night, with clear sight of the stars through the retractable roof, it takes on another character again.

At the helm, the Captain explains how Vellmari has been spec'd with navigation and communications equipment from Team Italia, and confirmed the performance figures



The main deck glazing contributes to the yacht's sleek appeal



as 21.2-knots at top speed... a remarkable achievement given the contracted speed was 17.5-knots! Few yards can boast the delivery of 25 percent higher performance than the owner required. Powered by two relatively small MTU 16V2000 M94 series engines that produce just 2,600hp each, economical cruising with traditional shaft propulsion was the primary goal rather than a fast top speed. Enrico does admit with a bashful grin however that he's trying to persuade the owner of the next unit to fit jet drives, "as there is considerably more to get out of the semi-planing hull." At a delivery speed of 11-knots the captain suggests they can achieve a 2,500-nautical mile range and in terms of engine noise, at first he had to double check they were fired up. "After the exhaust ducting fitting was modified, the biggest vibration we experience onboard is from the laundry machines," he grins. As we circled Vellmari one last time with the tender before heading back to shore, her seamless expanse of glazing on the main deck vied for dominance with the vertical windows. Uninterrupted by mullions or door-frames it contributes to the yacht's sleek appeal. In terms of overall design it is evident Enrico was inspired by marine life; the four vertical forward windows are like the gills of a shark, the aft grille work of the superstructure suggests whale gills and, when passing under her bow, the sharp sweeping chines possess the aggressive attitude of a shark. Cleverly designed and engineered, Vellmari is far more than just beautiful. ■