

HANSEATIC 77M SMERALDA

# EXTENDING A FINE LINE

Smeralda, the latest 77m fast eco yacht launched by Hanseatic Marine of Western Australia, takes over the mantle of "world's longest all-aluminium superyacht", and ushers in another wave of advanced design concepts from Espen Oeino and this truly remarkable yard.

By **Bruce Maxwell** Photos **Klaus Jordan**



**“Fast” and “eco” may sound like a contradiction in terms, but Smeralda’s**

two 73.3m predecessors, originally called Silver and Silver Zwei, now renamed Rabdan for a prominent UAE national and Dragonfly by her young American owner have, in one example, voyaged 5,103nm from Perth to Dubai, averaging 18.26-knots, while running twin MTU engines and a generator, and recorded an astonishingly low fuel consumption of only 326.18-litres an hour during the 11 day 15 hour passage via Cocos Islands and the Maldives.

That is not much more fuel than some popular production 25m motor yachts use at slower speeds for a Sunday afternoon spin offshore, and Smeralda, which completed her sea trials in Cockburn Sound on the Western Australian coast in late May, looks as though she will easily emulate these ultra-efficient performance figures. More powerful MTUs give her a top speed of nearly 30-knots.

The elongated oval passerelle offers a second step for guests to descend into, or alight from watercraft, and deck hatches provide access to specialised storage



How do they do it? The secret lies in a simple eco concept and hull shape that has evolved, from early 2000s ideas, through rigorous tank testing at the Krylov Shipbuilding Research Institute in St Petersburg, Russia, SSPA's Dynamic Maritime Laboratory in Goteborg, Sweden, and more recently in Smeralda's case at Maritime Research Institute Netherlands or MARIN, to eventually produce probably the most revolutionary big boat hull form afloat today. Designer Oeino has superyachts in build at many leading yards, but it was his friendship with the low-profile German industrialist and eco-entrepreneur Guido Krass that developed into something really special, the Silver Series.

Krass already had significant credentials as a pioneer of solar systems, wind power and other green energy ventures through the Green Tech and Renewables sections of his substantial Pari Group in Germany. Superyachts and private jets are not necessarily flag bearers of the «lean and green» philosophy, but Krass reasoned that

**“Any intelligent fool can make things bigger, more complex and more violent”**

he could at least try to make them a lot more efficient. “In Search of Simplicity”, says the home page of Hanseatic Marine's website, and it goes on to quote the late German economic thinker Ernst “Fritz” Schumacher: “Any intelligent fool can make things bigger, more complex and more violent. It takes a touch of genius - and a lot of courage - to move in the opposite direction”. Yachts were becoming longer, wider, higher and heavier. Krass and Oeino decided to pursue an alternative course. Light yet strong marine grade aluminium, a relatively narrow 10m beam, 550 tonnes displacement, construction to stringent Safety of Life at Sea or SOLAS standards, and above all an extraordinary-looking underwater shape that scythes through seas yet remains, with a little help from Quantum stabilizers, pleasantly comfortable when under way. These were the hallmarks that set Rabdan and Dragonfly apart. But after flying “beneath the radar” until these two vessels proved their saleability in practice, the larger Smeralda, named after Costa Smeralda Yacht Club in Sardinia where Krass is a member, and her sister ship

In real



Suvretta, inspired by his favourite St Moritz ski area in Switzerland - she is due for completion in early 2014 - take the aluminium boat building art to a yet higher plane. Following them, metal starts cutting in December on an 83-metre known as Silver Square, because this is an evolution again, with an axe bow and more angular restyled profile, while a 77m Support Vessel for any of the principal private yachts, "at a fraction the cost for both of a gigayacht", and a 100-metre called Silver Global, are also in well-advanced design and development stages. So successful does the concept appear to be that the yard has begun thinking of future corporate marketing strategies, with the name Silver Marine slated to possibly replace Hanseatic Marine. The latter entity was created when the Australian Marine Complex, south of Perth, was selected for Hanseatic's twin-slot 88-metre building shed, due to the expertise of local aluminium workers. Austal, the world's largest aluminium fast ferry maker, is nearby, building sturdy vessels that run at high speeds for 18-20 hours a day, 365 days a year, as well as supplying complex multibillion dollar support ships for the US Navy. "Hanseatic Marine" thus simply reflects the owner's origins, rather than the Silver Series, which seems destined to make it globally famous.

**The bridge, replete with modulated dark leathers and observation lounges, looks like an advanced aircraft cockpit**



## YACHTS



"There are many changes in these two 77m vessels", said project manager Chris Blackwell, himself formerly with Austal, as we stepped aboard the sleek Awlgrip painted "Desert Sand" hull and "Snow White" topsides of Smeralda a few days after she completed sea trials. Having reviewed the first Silver for Yachts titles, and read an extensive feature on Silver Zwei - two in German - by Yachts Emirates editor Craig Barnett in early 2010, a most obvious change lay straight ahead. "We call this the Wintergarden", said Chris, referring to a glassed-in dining area aft of the principal deck lounge and its semi-enclosed mini media alcove. The deck-to-ceiling glass panels can be removed, so that the Wintergarden becomes an integral part of the outside deck day lounges and later nightclub, but when in place, this is Smeralda's re-designed stand-alone dining room, with wonderful wind-protected views and air-conditioning or heating as required.

"The extra 4-metre LOA makes this possible. The ceiling overhang has been extended here, and on the owner's private deck above", he continued. Panels can be stowed in a tailor-made locker, but early experience



in sea trials suggests they may be kept in place in anything up to a moderate swell. Polished American walnut tables adjust from a boardroom-sized set-up down to more intimate circular affairs for four, six or eight. Aft deck layouts are always a talking point. This one has a well-thought-out bar, food, general service and storage cross-beam facility supporting pleasant beige Sunbrella all-weather C-shaped settees and cushions, with custom shades if cover is needed. Entertainment options abound. Featured are state-of-the-art super sound systems, and there is a proliferation of discreetly disguised multi-function flatbed screens.

"The Beach Club is another area that has benefited from the additional length», said Chris, as we descended onto a huge expanse of teak decking astern. The elongated oval passerelle now offers a second step for guests to descend into or alight from watercraft, and deck hatches provide access to all sorts of specialised storage, from frozen garbage to fuel bowsers for the toys. Within the hull at this level, past the "rain" showers, the gym's treadmill has been recessed into the teak sole, below two newly-installed skylights, and

**Munich-based interior architect Andreas Holnburger, through his company Vain Interiors, was given full reign over the interior design of Smeralda**

another development is that the sauna, across from the day head and massage table, has a glass wall facing aft, so that occupants can contemplate the wake or whatever else attracts their interest. Versatile Munich-based interior architect Andreas Holnburger has been involved in earlier Silver vessels and now, through his company Vain Interiors, he was given full reign over the interior design of Smeralda, with the Majlis-style amidships lounge encompassing a distinct Middle Eastern touch, and striking artworks that offset his creations provided by artist Neram.

Leather is used a lot more than in the first two vessels. For example, in the venetian blinds, and it is hand-stitched onto the handrails, while under foot a hand-sculpted Royal Thai carpet has almost the texture of soft sand. Speakers are integrated into the cabinetry, the lower drawers of which are electronically locked and pinned shut when Smeralda is under way. The latest Ochio directional feature lighting is used.

The galley is a no-nonsense commercial kitchen with the usual battery of cookers, fridges and freezers, while forward of the two day heads and an attractive gold 3D

In real



feature panel are the three VIP suites. The finish has changed from wall paint to a sort of Japanese shoji-screen effect, and we were particularly impressed by the curved walnut relief walls, with hand-veneered panels that perfectly match the hull shape. Most carpentry and brightwork are handled in-house, and the finish is to a very high standard. Ports are uniquely created using ballistic outer glass, a nitrogen filler and laminated internal glass to negate the need for steel deadlights, floors float to help eliminate noise and vibration, and the generous en suites feature beautiful glass mosaic tiles and Corian, and "rain" showers. More efficient LED lighting is used throughout the vessel, so that ceilings no longer need to be peppered with fittings, while power consumption is further improved. So, six VIP guests can be accommodated in five-star comfort here, while the lower deck has two three-bedded guest cabins (if a sidewall Pullman is brought

**The finish in the staterooms is inspired by Japanese shoji screens. We were particularly impressed with the curved walnut relief walls**

into use), plus four twins, thus altogether the owner can have 22 passengers overnight, and about 100 for day cruises, meetings, parties and other special events. In addition, there is a captain's cabin, three single crew cabins, and six twin berth crew cabins, all with en suites. The bridge, looking like an advanced aircraft cockpit and replete with modulated dark leathers and observation lounges, is situated on the mezzanine level above the principal deck, below the upper deck, which is entirely the owner's private realm.

The master suite faces forward and commands 180-degree views, and it is resplendent with a wide cream leather sunbed beneath the windows. The small study has been re-designed and its facilities improved, and beyond this are the walk-in wardrobes with frosted glass-fronted doors and back lighting, and his and hers bathrooms, which have leather blinds, stone floors and benchtops and square white Corian basins. His has a "big rain" shower, while Hers includes a deep bath with upper curved glass surrounds. "The glass was obtained first", commented Chris, "and the stone and wood base tailored to fit exactly". The owner's apartment next extends to a well-equipped salon, for which new furniture has been designed, leading on to an outer terrace and sunbed. The table here is increased from a four to eight seater, a further benefit of the extra length.

Above this is the sun deck, again designed simply yet practically, with its surrounding sunbeds, C-shaped lounge with tables and central bar that assumes platters will be brought from below rather than having big barbecues taking up space, and the glass-sided Jacuzzi is now an eight-seater rather than for four. Lights that change colour, and an upgraded sound system, are precursors of party time.

Forward on the deck, whose windlasses and capstans are by Muir of Tasmania, lies the "touch and go" helipad, while in the hull is another feature that has distinguished the whole Silver Series - great gull wings that open up to reveal the vessel's two 7.4 m tenders, custom built to match the mother ship. Hydraulics that operate these wings and other large hatches are backed up by locking pins as an additional safety measure, and similarly many other systems aboard are duplicated to ensure the utmost safety and reliability. Dining later that night with Chris, Hanseatic Marine naval architect Nicholas Stark and fit out design guru Ben Bassett-Scarfe, one could not help but notice the enthusiasm of a relatively young team that liaises closely with Espen Oeino and Guido Krass, and who know instinctively that they are becoming key players in a superyacht building breakthrough. ■