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MY SONG

Speed rush:

With 1300 square metres of sail flown from the bowsprit and 530 square metres more on the mast the Baltic 130 touches the 30-knot mark. 30 heads on deck hover above the 40 metres length which comprises 105 tonnes of carbon plus keel, all slicing through the sea.



Singing my Song

When your quest for “nothing but the best” takes you from Tasmania for Merino wool, to Mongolia for cashmere, to the Andes for vicuna, your hunt for the perfect yacht could also take you far away. Or you could find it in your own backyard.

Text Claire Mahon Photos Carlo Borlenghi

MY SONG



Home port London: the mirror-smooth transom displays the Yacht Club Costa Smeralda burgee. The wide-topped bulwark forms a comfortable crew seat as well as protection. Smartphones strapped to arms complement the large displays at the mast foot. In non-race, relaxation mode, the aft deck is a giant sunpad.





A warm welcome: the vast guest cockpit, with folding tables, forward of the helmstations and the large trimming winches, occupy nearly the entire width of the hull. The comfortable textiles of the sofas and directors' chairs come, naturally, from Loro Piana.

Pier Luigi Loro Piana is an accomplished yachtsman who has given his name to some of the world's most glamorous regattas, but he is not just out there enjoying the breeze: just as he was very involved in building his business, he has always been very involved in building his yachts.

Knowing how determined Loro Piana is to find the best, you might think that he travelled the world and the seven seas to find his ideal yacht designer. But remember, this is a lucky man we're talking about. He found his ideal yacht designer close to home: Milan's Nauta Design.

Loro Piana first met Mario Pedol and Massimo Gino, co-founders of Nauta, in 1988 when Nauta was both a design house and a shipyard. The first "My Song" was a Nauta 54'. After that came a Nauta 70', followed by the version of "My Song" that was long a fixture on the regatta circuit: an 84-footer launched in 1999 that had General Design and interiors by Nauta, naval architecture by Reichel/Pugh and was built at Cookson.

Loro Piana defines his relationship with Nauta as a decades long friendship that has only gotten stronger through the four builds. Over the course of many conversations about the new "My Song" it became clear that Loro Piana wanted Nauta to transport his world of sporty, ultra high quality, made to measure elegance onto the water. The new "My Song" would be like a Loro Piana jacket: very well crafted and custom built to last. A yacht that would quietly and gracefully rise above the pack, turning heads through its timeless elegance. Loro Piana is the man who created water-

proof cashmere, so it's no surprise that versatility was a feature he wanted in his yacht too. He wanted to use the new "My Song" for cruising with his family and racing with his second family: the crew of 30 that he calls in for the international superyacht regattas that bear his name. The yacht had to be comfortable and accommodating but also lightweight, fast and easy to handle with an appealing, subtly sexy, exterior look.

Once the brief was clear, Nauta built the team that could meet it. They did the general concept, exterior and interior design, Reichel/Pugh were called in as



Beneath the Bimini: the whole guest cockpit feels well protected from both the sun and the overhead action. A traditional companionway opening leads to the saloon.



Variable Southern-Spars rig: depending on requirements and mode the rig can either fly a standard mainsail or a larger North Sails one with a square top. The latter requires running backstays.



Deckhouse saloon: the beam allows for comfortable dining and lounging areas. A passage leads forward to the owner's suite (b.).

Naval Architects and Gurit teamed with them to provide the structural engineering of selected composite components. MCM's Nigel Ingram, hugely respected in the industry, represented the owner.

Given the yacht's weight requirements, Baltic Yachts, top builders of lightweight cruiser-racers in "My Song's" L.O.A. range, was the natural shipyard choice. Their proactive approach led them to propose functional weight saving solutions and they did research down to bolts and screws to find the lightest and strongest possible options for reliability and performance. They also contributed in engineering features such as "My Song's" Retractable Propulsion System and side bulwark freeing port which required 118 layers of carbon fibre to make it strong enough.

Knowing how detail-oriented Loro Piana is, Nauta created two full-scale mockups. One was of the deck so that



the race crew, right down to the left-handed mainsail trimmer, could find the ideal placement for the most advanced racing systems and gear including a remotely controlled sail drum for the yacht's 1300m2 asymmetric sail storage. The other was of the main saloon, so that Loro Piana and his wife could decide on

the finishes and furnishings, right down to the width of the picture frames.

An aggressive but discreet look

The look of Baltic 130' "My Song" is aggressive yet discrete. The hull is dark blue with a gold cove stripe and mahogany, teak, carbon and titanium establish



Owner's suite: laminated textile is in places made to resemble wood (left). It sports 'his and hers' (right) as well as a private lounge-cum-office (below).

the deck colour palette. The metallic grey coachroof topped with glass and teak is low and almost hidden by 30cm bulwarks which act as benches for sailors riding the rails during regattas. A long freeing port, an engineering feat that leaves the sheer line uninterrupted, is in front of the coachroof windows to allow natural light and views into the saloon. Lines and sheets run under the bulwark to leave the deck clean and unencumbered.

The sleek, clean effect that the owner wanted means that the only monitoring screen on deck is at the base of the mast: during regattas crew read their equipment stats on Samsung cell phones, that have been modified by AC sailors and "My Song" crew members Gilberto Nobili and Francesco Mongelli, mounted on armbands.

Reichel/Pugh evolved "My Song's" plumb stem and wide after sections from their grand prix racer shapes. "The hull carries the wide beam right aft, with the design optimized using CFD models to obtain the best possible performance," said Jim Pugh. "The waterline maximum beam is designed to obtain a reduced

wetted surface, but close-hauled the boat takes advantage of her entire length with a reduced total wetted surface. Thanks to the lifting keel the draft varies from just under 4.8m to 7m." The generous, wide stern is also a nice feature for cruising and makes for a wonderful aft sunbathing area. The owner requested hydraulically operated chaise longues that disappear into the flush deck and are ideal

spots even when the yacht is heeled. Baltic 130 "My Song's" stiff, lightweight carbon/Corecell composite hull with Nomex core bulkheads was built in a split mold for accuracy and faster build-time. 32,000m² of carbon cloth were used in the construction, enough to cover 123 tennis courts. Even with a 28.5-tonne bulb, a 10-tonne tapered keel fin, more than 30km of cabling and the use of



Beneath the elegant, luxurious panelling of the interior lies a carbon-fibre skeleton



Speedy construction too: Baltic Yachts built its fourth Nauta Design in just 22 months, with MCM as project managers.

15m² of toughened glass for skylights and portholes, “My Song’s” displacement is a just 105 tonnes light. She’s designed to have an average speed of 16.5 knots cruising and almost 30 knots when planing in full race mode.

“My Song” is fitted with Baltic’s latest Retractable Propulsion System (RPS) which not only leaves the hull entirely flush when the propeller is withdrawn, but also acts as a stern thruster as the forward-facing, pull propeller unit can be turned 90 degrees, port or starboard. The yacht can pull off docks sideways, without having to manoeuvre.

Nauta’s interiors feature a spectacular open space saloon on two levels with a study that leads to the owner’s suite placed forward. Just a few steps lead from the guest cockpit to the saloon to create the sensation of a large, uninter-

“My Song” is fitted with Baltic’s Retractable Propulsion System, making for a flush hull

SPECIFICATION

LOA:	39.62 m	Fuel	7000 l
LWL :	36.78 m	Water	2400 l
Beam:	8.52 m	Engine:	Caterpillar C8. 7,480 kW
Draft, keel up:	4.80 m	Sail Area:	Main 530m ² , Genoa 380 m ² , asymmetric 1,300m ²
Draft, keel down:	7.00 m	Naval architect:	Reichel/Pugh
Displacement (light ship):	105 tons	Yacht Design:	Nauta Design
Ballast:	36.25 tons (fin and bulb)	Project management:	MCM
Hull:	Carbon pre-preg/ Corecell sandwich	Builder:	Baltic Yachts



Owner up front: the owner’s suite is forward of and the guests’ cabins aft of the saloon, giving maximum privacy. Crew, galley and nav station are aft.

rupted area. The owner’s suite includes his and hers en suite bathrooms and a studio which can be converted into a guest cabin when necessary. Two more guest cabins are just aft of the saloon. As per Nauta tradition, the crew area, which includes three double en suite cabins, is aft and includes a galley, a comfortable crew mess and a chart area.

Looking at “My Song’s” refined décor, you would never image that under the matte finished paneling and behind the Carlo Borlenghi photographs lies an ultra high-tech carbon fiber over Nomex core.

The owner’s unique touch is all around: he had the intuition that raw, unspun linen fibre had the strength and flexible characteristics that his yacht needed, so he requested panels for the floor, ceiling, wainscoting and countertops made from linen fibre mounted on carbon backing then laminated with resin. The final effect can look like wood or, if the linen is painted, like a slightly textured weave. But once the panels are removed it’s a carbon skeleton that’s revealed: this is a yacht that hides a competitive soul under refined elegance.

I’m not really sure which song is Pier Luigi Loro Piana’s song, but a day on the water aboard his yacht “My Song” left me singing James Brown’s I Feel Good.