

TO CREATE A YACHT  
THAT COMBINED SAIL  
POWER, COMFORT  
AND A LIST OF OTHER  
REQUIREMENTS, A  
GROUP OF SAILING  
ENTHUSIASTS  
ENLISTED A  
CRACK TEAM OF  
DESIGNERS AND  
CRAFTSMEN  
WHOSE SKILLS  
MATCHED THEIR  
OWN PASSION



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photography: Lorenzo Ravella

# Renaissance



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The imposing and original sailing yacht *Renaissance* made her debut at the Monaco Yacht Show 2012, where she caused great excitement among yachting aficionados. *Renaissance* is a classical schooner with an overall length of 39 metres – 36 metres for the hull and three for the bowsprit – as well as a beam of 8.2 metres. She has a retro look, classical maritime style with all the related elements: a schooner rig, rounded portholes, spacious deckhouse and high, protective bulwarks. As the most fundamental representation of her traditional nature, she is built and fitted out in wood.

The idea to build *Renaissance* came from a group of Italian businessmen who are passionate yachtsmen with lots of experience aboard both motor and sailing yachts. They were keen to create a boat with the comfort and safety of a motor yacht and the charm and easy manoeuvrability of a sailing yacht – all in under 40 metres of length (to put that in context Perini Navi, the go-to builder for this type of motor-sailer, now only builds them above 50 metres). She would be a spacious and comfortable sailing yacht, with excellent performance under sail and sporting the latest technology. But she would also have the appearance of a classical schooner and the historic maritime charm of a traditional wooden hull.

To bring the project to life it was necessary to create a multi-talented team that could work together in a coordinated manner and synthesise all the elements in the initial brief. The businessmen engaged Studio Faggioni for exterior design; Silverio Della Rosa for naval architecture and the sail plan; Studio Tecnico Averame for the survey and project management; Nauta Yachts for the layout and interior décor; Fraser Yachts

and Equinoxe Yachts for the brokerage and management of the sale.

Studio Faggioni Yacht Design has four generations of specialist experience in nautical design and restoration. The experience of Ugo Faggioni (1937-2000) has been handed down to his son Stefano, who continues the tradition with his own colleagues. As well as the restoration of period yachts, the studio designs the interiors of yachts, villas and hotels. Studio Tecnico Averame, founded in 1947 by engineer Giuseppe Averame, has worked in shipping for three generations, originally designing new constructions for yards that didn't have adequate resources to do it themselves. The studio has seen more than 100 boats built and has produced over 10,000 designs.

Silverio Della Rosa, engineer and racing yacht designer, was part of the Italian America's Cup campaign in 1987, carrying out many tank tests and structural calculations. He is an expert in fluid dynamics for superyachts, now using computational fluid dynamics (CFD) to determine the performance.

‘We started out from a traditional hull with large volumes,’ explains Della Rosa, ‘but we designed, tested and experimented with appendages to give an elongated keel plan that offered a good performance with a draught limited to 3.66 metres.

Then we chose two engines for power, preferring to offer a double helm for greater manoeuvrability and efficiency. The schooner sail plan was modernised with two square-head mainsails and swept spreaders. We worked closely with Sparcraft for the profile and dimensions of the masts, around 40 metres tall, and the booms, quite Park Avenue, another modern touch.



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‘With (sail mechanics specialist) Bamar we introduced furlers for the genoa and foresail as well as the vang, creating a highly efficient system that three to five crew will find easy to manage, particularly since the yacht may also be used for charter.’

In order to leave the decks uncluttered, the halyard winches were fixed on jutting arms attached to the masts at arm height, a practical solution that doesn’t tire the crew and doesn’t stress the deck.

‘With a sail plan of 539 square metres,’ says Della Rosa, ‘and a displacement below 200 tonnes thanks to appendages with winged profiles, designed and tested

to minimise tip vortices, the VPP (velocity prediction program) gives speeds of up to 15 knots on a reach.’

The West System hull is constructed of plywood with epoxy glue covered in fibreglass and resin. The work was carried out by the Özyurt Tersanesi yard in Bodrum, Turkey, which has extensive experience of building in traditional and technical woods. The completed hull was transported to the CNT Castagnola yard in Lavagna, near Genoa, to complete the outfitting. A master craftsman since 1959, Giovanni Castagnola is the intellect and spirit behind the Costruzioni Navali Tigullio yard, which for 50 years has specialised in creating yachts in wood.

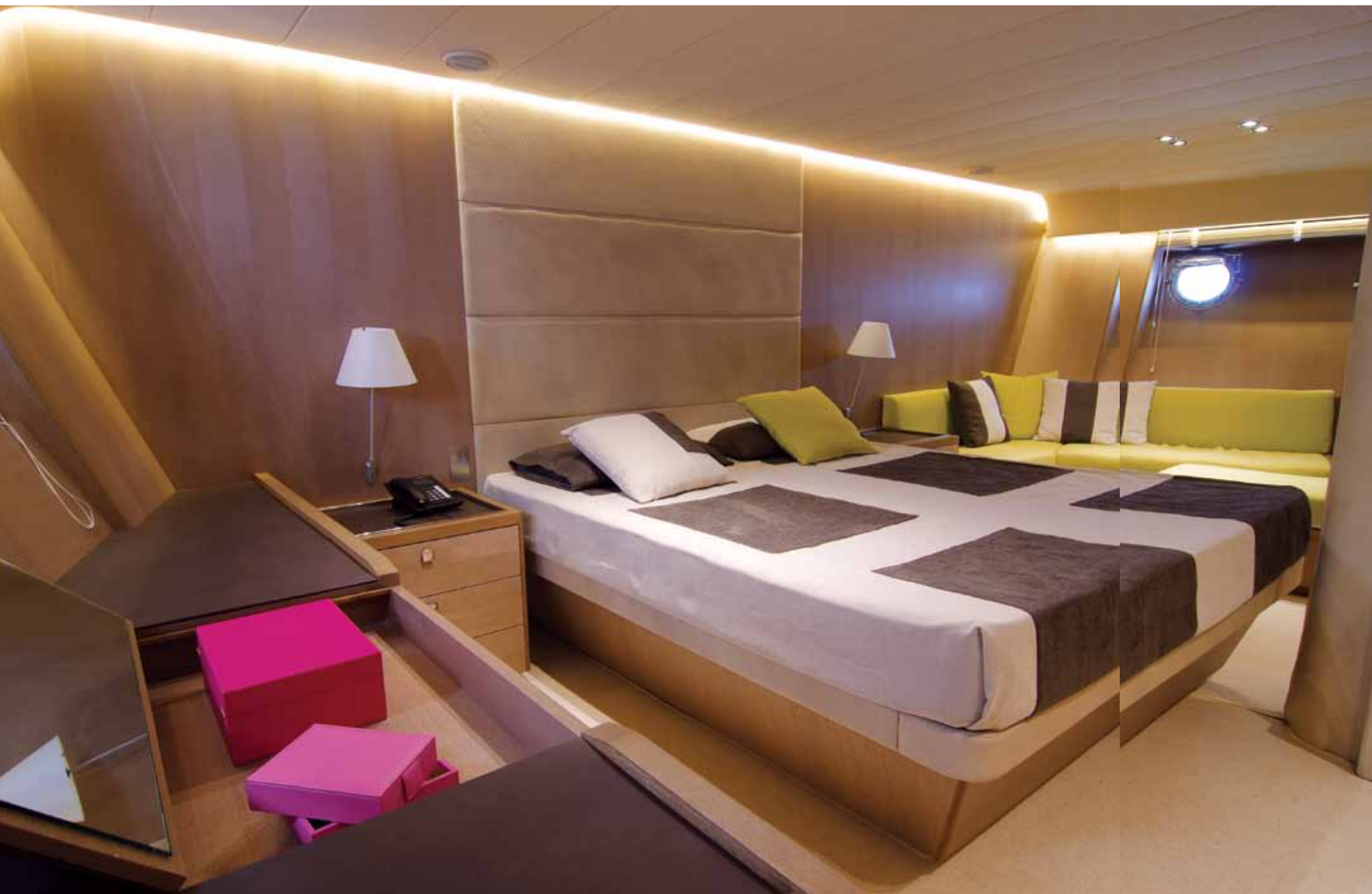
**Large windows lighten the roomy main-deck saloon (above) and allow all-round sea views. The door to the foredeck living and dining areas to the port side of the front windows makes the inside and outside spaces feel seamlessly linked**

creating a highly efficient system also be used for charter’

Responsibility for the interior design was given to Nauta Yachts, which boasts 30 years’ experience in sailing yacht design and in recent years has also had success with motor yachts, notably designing the exterior lines of the largest yacht in the world, the 180 metre Project Azzam recently launched at the Lürssen yard.

Nauta created an interior style that unites the different elements of the yacht. ‘*Renaissance* is a cocktail of requirements,’ says Nauta’s Mario Pedol, ‘a desire to unite classical marine elements in a language rich with tradition, starting from the construction in wood, the schooner rig and the high gunwales. But all these





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elements are revised in modern tones, in form, technique and materials. Our task was to identify a contemporary décor that was at the same time warm and welcoming.’

Nauta followed a line of inspiration that draws on its vast repertoire of fast sailing cruisers for Southern Wind, as well as *Xnoi*, a 30.65 metre created last year with Picchiotti/Perini Navi. For *Renaissance* the studio chose stained grey oak for the furniture with delicate inserts in dark wengé, while to visibly open up the spaces, the floors are in stained white oak.

‘For the ceilings we chose aged leather by Penelopeoggi,’ says Pedol, ‘which with Venetian blinds in wood and the

sofa covers in linen by Loro Piana, gives a warm, modern, relaxing and comfortable atmosphere.’

The originality of the *Renaissance* project centres around four key points. The large deckhouse contains an extraordinary saloon with large windows and an uninterrupted view of the surroundings, both from the sofa situated to port and the 10-seater dining table to starboard. A door forwards leads to the second key point, the external lounge with large U-shaped sofa fitted around, to starboard, an external dining table and, to port, a coffee table for conversation and relaxation. The third key point is the flybridge that extends above

**The modern, light oak décor and straight-lined furniture of the full-beam master suite (opposite) offer the comfort of a motor yacht, but the foremast at the foot of the bed reminds that you are on a sailing yacht**

the deckhouse roof. Forward of the two modern helm stations are two large sunbathing areas, with fantastic views of the sea all around. The fourth key point focuses on the two covered seating areas to the stern, pleasant conversation spaces with C-shaped sofas from which you can easily descend, via a covered passage below the lazarette, to the beach area, which is created by opening a stern hatch.

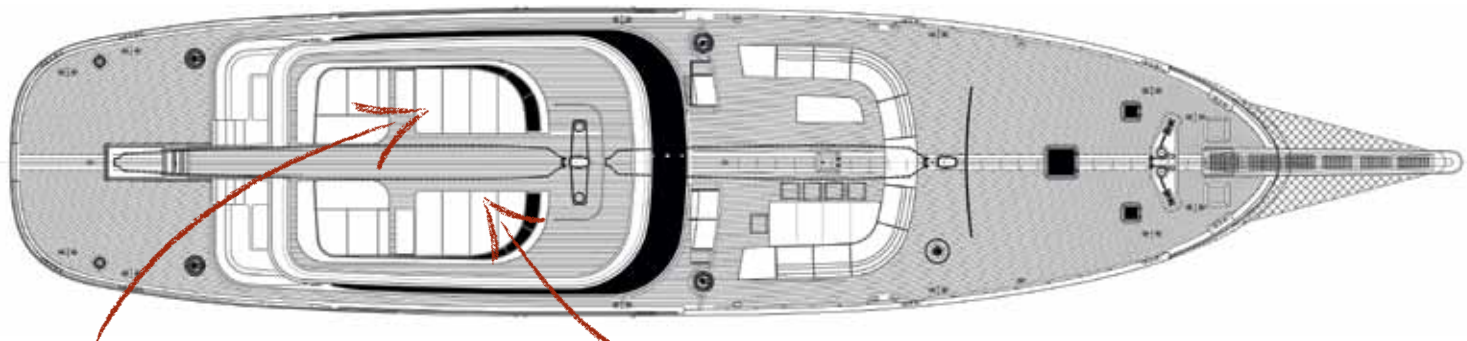
Below decks, guest accommodation is forward of the engine room, with two twin-berth cabins, two VIPs with double beds and a full-beam master cabin furthest forward. Aft of the engine room is the galley, the crew

mess and two of the four crew cabins. The other two crew cabins are at the extreme forward end of the yacht.

The engine room has a layout that is more typical of a motor yacht than a sailing yacht. It was designed to give easy access to the main engines, the two Kohler 40 kilowatt generators, the pumps and the desalination plants. Thanks to fuel tanks holding nearly 12,000 litres, *Renaissance* has a range of 1,200 miles, more than sufficient to cross the Mediterranean. Wherever she goes, her blend of classic charm and modern technology means she'll stand out as an original.

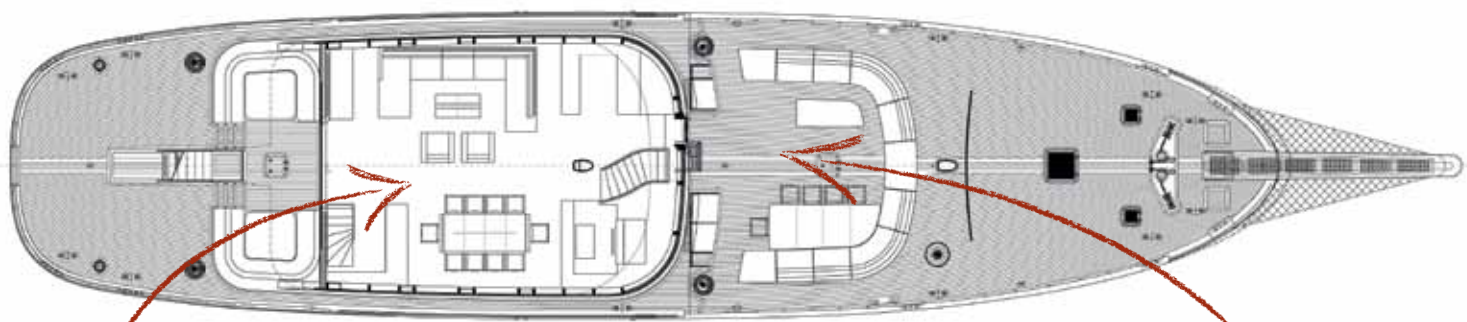


# RENAISSANCE



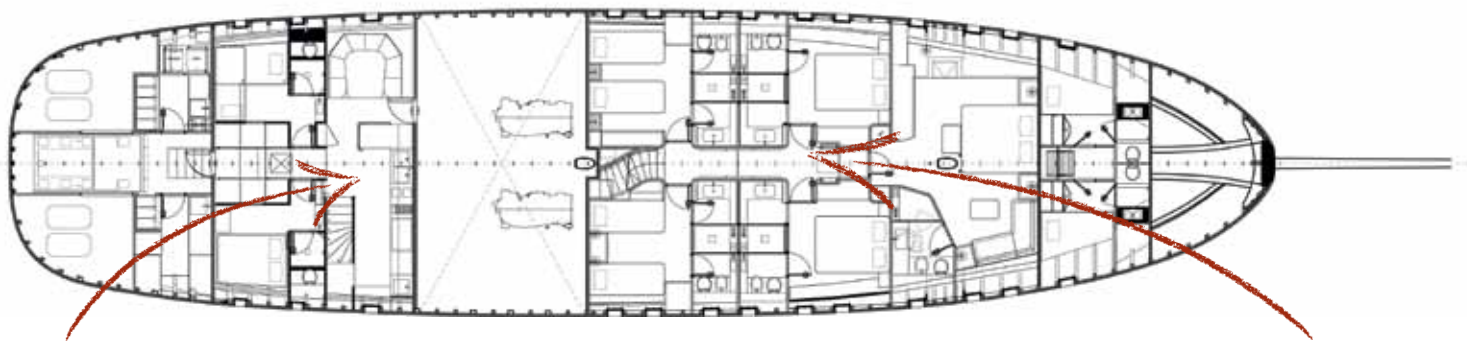
on the flybridge are the two steering consoles, fully equipped with navigation instruments

wide sunpads offer discreet sunbathing and boundless views all around



From the main deck saloon guests may easily access almost every other communal living area

The foredeck living area is the focal point of Renaissance. A dining table and sofa with coffee table offer alfresco versions of the amenities available inside



The crew mess aft is well separated from guest cabins by the engine room and has its own private entrance

The guest cabins can accommodate eight in two twin and two double cabins, in an arrangement like that of a motor yacht

## RENAISSANCE Özyurt Tersanesi/CNT Castagnola

<p><b>LOA</b> 36m  <b>LWL</b> 27m  <b>Beam</b> 8.2m  <b>Draught</b> 3.66m  <b>Displacement</b> 195T (full load)  <b>Gross tonnage</b> 217GT  <b>Engines</b> 2 x 460hp Caterpillar C12 Dita</p>	<p><b>Speed under engine (max/cruise)</b> 12 knots / 10 knots  <b>Range at 10 knots</b> 1,200nm  <b>Sail area</b> 539m<sup>2</sup>  <b>Thruster</b> CMT hydraulic BTM 35E2  <b>Generators</b> 2 x Kohler 40kW</p>	<p><b>Fuel capacity</b> 11,936 litres  <b>Water capacity</b> 5,004 litres  <b>Owner and guests</b> 10  <b>Crew</b> 5-7  <b>Construction</b> Composite Wood West System hull, with external GRP</p>	<p><b>Classification</b> Rina Charter Class Short Range  <b>Naval architecture</b> Studio Faggioni; Silverio Della Rosa  <b>Interior design</b> Nauta Yachts  <b>Project manager</b> Studio Tecnico AVerame</p>	<p><b>For sale with Equinoxe Yachts &amp; Fraser Yachts</b>          Equinoxe Yachts          Corrado Di Majo          t: +39 2 290 602 42          e: corrado.dimajo@equinoxe.it          w: equinoxeyachts.it          Fraser Yachts          Oscar Romano          t: +39 334 688 4998          e: oscar.romano@</p>	<p>fraseryachts.com          w: fraseryachts.com  <b>Builder/year</b>          CNT Castagnola/2012          Lavagna, Italy          t: +39 0 185 314 396          e: info@castagnola.biz          w: castagnola.biz</p>
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