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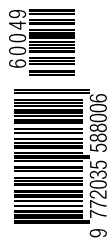
# Superyacht

international

MONDOMARINE SEA FALCON 40  
LÜRSSEN KISMET  
DL YACHTS DREAMLINE 34 M  
FEADSHIP ROCK.IT  
BENETTI MY 11.11  
RIVA 88' FLORIDA

ART EUGÈNE DELACROIX  
DESIGN OCEANCO ACQUAINTANCE  
OCEA NEMO

DESIGNER MARIO PEDOL - NAUTA YACHTS  
SHIPYARDS FINCANTIERI YACHTS  
NAUTOR'S SWAN  
TANKOA S 501





*Superyacht*

designer

## MARIO PEDOL-NAUTA YACHTS VERSATILITY

From “Advanced” 44’ to Baltic’s 130’, from the 47’ Toy Tenders to Azzam’s 180 metres from the highest degree of customisation to Bénéteau’s large series, flexibility and capacity in adapting to this specific theme, are but part of Mario Pedol’s and Nauta Yachts’s main features, forever supporting their clients with meticulous attention and exceptional care for details and by offering a complete range of services.



We founded Nauta Yachts back in 1985. We were three friends, Mario Pedol, Massimo Gino and Enzo Moiso. The three of us sailed together for years. We started up with a project design studio and shipyard. Our debut was highlighted by project design work and yacht building, precisely the Nauta 54’, 70’ and 65’. These were all semi custom projects oozing with innovative solutions and wrapped in timeless elegance.

The first seven years were very demanding for us not only in terms of project design work, but we also bore the responsibility of building yachts while promoting models, selling them, dealing with suppliers and much more. Basically we were dealing with and handling every aspect to do with boats right from the drawing board to after sales services and customer care. Things were often more than hectic but we acquired know how and gradually a 360 degree vision of the business having learnt how and where to place each detail and every part that went into building a total picture. The tens of years that followed found us carrying out project designs for a wide variety of different sailing yachts, from highly performing one offs like My Song 84’ which belonged to Pierluigi Piana, 72’ Kirribilli II owned





by famous architect Renzo Piano, 101' Xnoi built by Picchiotti as part of Perini Navi Group all full-carbon. We built 112' Nilaya, the 115' Nikata, the 116' Doryan with Baltic which took the lion's share with as many as four Show Boat Design Awards February last while we're building our studio's flag ship a 130' full-carbon sloop rig which will be sailing this coming summer season. There's been a long standing working relationship with Southern Wind since 1997 when we drew up 92' Desirade II which was our first yacht for this South African shipyard which has built more than 30 yachts from 70' to 110'. In 2015, Southern Wind's 102' RS Farfalla won the "Quality & Value" World Superyachts Award. Nauta Design is drawing up the interiors and styling for Group Bénéteau's Oceanis and Sense range as well as the Group's Lagoon catamarans. We designed Advanced Yachts's 66' the 80' and the 44' which was European Yacht of the Year in 2015. We've come up with Cantieri del Pardo's 46 LC recently which has won them this year's European Yacht of the Year Award.

In the course of time our studio's leitmotiv has become "versatility" which summarizes our capacity in dealing with a variety of themes, different typologies in multiple dimensions. Me-





*Superyacht*

designer

## Mario Pedol-Nauta Yachts Versatility

Meanwhile Nauta Yachts, added Nauta Design to its own brand which later came to be due to coincidence and a desire to diversify “versatility” and more to the point in the sphere of power boats. In fact the first one was a custom 12 metre fisherman named Mayonese built for Gianni Varasi in the nineties. Nauta Yachts then went on to draw up the interiors for Bertram’s classic US fisherman range whose seakeeping performances struck our yachtsmen’s keen attention. As a natural follow up of this theme we were asked to carry out project design work for Italy’s Toy Marine lobster range. This experience which involved sailing yachts and motor yachts and covered the difficulties inherent to custom builds and the needs concerning series production has given us extensive know how, but still there was nothing which could have prepared us for a high jump taking us to designing really large custom motor yachts. Then it happened in 2006 when an Italian client asked us to prepare a project design for an 80 metre superyacht through Renzo Piano and his brokerage, cooperation and inspirational capacities, who incidentally had already been Nauta’s client some years before. We plunged into this fascinating challenge conjugating the experience we acquired from the sailing sector which was fine tuned by our project design work dedicated to racer/cruisers. Meanwhile Renzo Piano a keen yachtsman and famed architect asked us to draw up a project for his new boat Kiribilli III and by pooling our resources together meaning our experience in project work with his experience in design in general. Working with a master architect like himself proved an incredible experience. The client a property developer for whom he was drawing up thousands of cubic metres of real estate property wanted to have an engine driven megayacht for himself. I asked Piano if he wanted to contribute to the this project in the same way we would have done for his own yacht. So this is how we drew up the preliminaries together which later







evolved into becoming Project Light 80. The result has been termed as having been an innovative concept for a great yacht sporting decks which seemed suspended in mid air thanks to huge glazed surfaces in cut glass. As always we started from a white sheet of paper and we became really inspired by noticing that large yachts dispose of huge interior spaces but possess limited, relatively small external areas. This became our main guideline which accompanied us throughout this project flanked by an innovative idea of ours, concerning the lines of the superstructure which take after elegant twentieth century ocean liners which brought back memories of my grandfather who had been an officer in the merchant navy and while chief engineer on large liners from the 'thirties up until the 'sixties had passed on to me a sincere passion for the sea and sailing. Project Light 80 represented our entry level in the world of superyachts. Fincantieri handled all of the tank tests and the engineering for its notable building capacity and for its technical team's efficiency and for their combined ultimate knowledge and experience in building large cruise ships as well as military ships.

The first steel sheet had already been cut for the hull when the 2008 recession blocked everything. We deeply regretted that Project Light 80 had no future for about a year and a half but the following summer thanks to lady luck maybe, we were contacted by the team designing project Azzam, the largest private yacht around which was built and engineered by Lürssen in Germany for which Nauta Yachts drew up the lines for the exteriors, or perhaps more appropriately, given the size, the architecture. The development of Azzam's lines was very demanding, however we managed to convey much wanted proportional elegance harmoniously shared between the ship's superstructure and the ship's overall length.

Nauta Yachts continued to diversify after the Azzam project. The team is now busy with new project designs for Bénéteau, with several other shipyards building sailing yachts and motor yachts in series. Bénéteau has also added several new semi-custom models to its range like

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## Mario Pedol-Nauta Yachts Versatility

for example the Nauta Air range built by Cantieri delle Marche. Working every size and type: sail and engine propelled yachts, is a true mind opener which we wouldn't have experienced had we been involved in working only in one area. This kind of versatility is surely a plus and a creative enrichment. Yet the secret of our success lies elsewhere. I'd say the most important aspect is that of being capable of finding the right proportion between shape and function which applies to layouts, aesthetics, silhouettes and to every minor choice regarding the interiors and exteriors. The current state of play concerning the superyacht segment is that it is moving in the same direction we'd predicted back in 2006, but with a much more sensible approach regarding environment and how these large yachts will be deployed in line with the concepts we have been promoting since then. We introduced a fascinating concept dedicated to large motor yachts right from the beginning and more especially their blending into the environment which in a nutshell translates into a harmonious coexistence and an unobtrusive presence in an eco system which seems to be going through a waning phase.

All these opinions and ideas have become fashionable and trendy and many project designers and shipyards have been experimenting in their own ways. Similarly, vertical or axe bows which we introduced right from Project Light 80 were often met with dismissive attitudes by several brokers even renowned ones. Yachts' lines today are becoming straighter better defined with scaling decks and with large glazed cut glass panelled surfaces and vertical window like ports. Beach clubs too are getting bigger and bigger and hangars and garages alike have been shifted forward toward the bow to release added space for gyms, massage salons and relaxing lounges in the stern areas of large yachts. Nauta Yachts had foreseen all of these trends and continues to be in the forefront and has recently developed preliminary projects with Dutch yards Feadship and Oceanco, with the German Abeking & Rasmussen yard and Lürssen for several probable clients wanting over 80 metre yachts. The sailing yacht segment is also moving towards larger and larger yachts built with exotic composites, mainly carbon. These builds are the evolution of smaller racy units the features of which have been remodelled for larger yachts. In fact also mega sailing yacht owners are requesting racers' performances in many yachts which were originally designed as cruising ones. We've also managed to focus on offering maximum comfort and performance, sea-keeping qualities and elegance. To sum up our way of seeing things I'll refer to one of Leonardo da Vinci's aphorisms: "Simplicity is the very essence of good design".

Mario Pedol

