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SANLORENZO HAS BROKEN THE RULES WITH
ITS 102FT ASYMMETRIC SUPERYACHT –
AND WE'RE THE FIRST TO GET ON BOARD

*Oceanco's 295ft DAR has fixed a perennial problem:
how to enhance the views from inside while keeping the outside
from looking in. Cécile Gauert learns how*

A TOUCH OF GLASS

PHOTOGRAPHY George Ajoury





Top: the "sea entrance" lobby provides comfortable seating for guests waiting to board DAR's tenders.
 Above: a corner of the main deck salon is dedicated to a games area. The artwork is by a Japanese artist working in Murano, Italy.
 Opposite page: original drawings from interior designer Valentina Zannier



group of journalists lingers over a sculptural bar, while a yard employee leads another wide-eyed writer past delicate leaf shapes traced in the floor of the light-filled spa, towards butterflies so vividly painted on the bathroom wall that they seem ready to fly away when the door opens. We're exploring the treasure trove of details on the Oceanco *DAR*, showcased at the Monaco Yacht Show, and it is bewitching us. But there is one feature that stops everyone dead: the panorama of Monaco unfurling behind a glass wall.

The view dominates the upper salon: tenders shuttling in and out of the port, white yachts in the packed marina, apartment blocks on the hillside and the blue sky above it all. Walking to the edge of the space and leaning against full-height glass produces the sensation of being suspended in mid-air. There is no distortion: it's like we're looking through sunglasses that enhance colors and reduce glare. To the outside world, however, the glass might as well be a magical cloak shrouding all that is within. Even with lights on, it is impossible to make out what is behind the glass from the outside.

"You can see Monaco, but Monaco can't see you," says Luiz de Basto, who designed *DAR*. "The concept of the design

is a completely connected interior and exterior."

That immersive effect, that moment of surprise as the outside world pours in, the absence of boundaries between inside and out: de Basto had imagined it all eight years earlier while seated in his Miami office overlooking Biscayne Bay.

His quest at the time was to design a 280ft yacht that concealed its volume and decks within a shapely glass envelope that would give its owners what he says they value above all else: privacy.

"Glass was the main inspiration as a way to improve contact with nature," de Basto says. As he developed the idea further, he thought about one particular sea creature that eventually lent its name to the project. The shark.

"The association with the hammerhead shark jumped at me when I searched for a way to create wing stations. I've always been interested in nature and the animal world, probably because of my childhood in Angola and early contact with the big outdoors," he says. Just as the hammerhead's wide-set eyes give it exceptional vision, the shapely wing stations could enhance the captain's ability to see down the long hull sides. He took his idea further. "If you look closely you see that the mast is like a dorsal fin. Everything sort of flowed from there," he says. "In three or four pages, the yacht was born, almost like you see it here."

Of course, it's one thing to imagine and draw a concept; it's quite another to bring to fruition a technically complex design such as this. The next step de Basto took was to show his idea to Dutch superyacht builder Oceanco. "I thought they would be the right match for this particular project, sportier and more unconventional than most and with lots of glass," he says.

They had a meeting at the Fort Lauderdale boat show a few weeks later. "We liked the overall design and the technical





presented to the client. The letter of intent was signed one month later," Marcelic says.

A larger team, which now included the owner's project manager and interior designer Valentina Zannier of Italian studio Nuvolari Lenard, went to work on fine tuning features to more precisely fit the owners' requirements and ideas. All these needed to be incorporated within the design envelope that they really enjoyed, particularly, according to Oceanco, "the total black surface, the 'hammerhead' and the shark fin."

Realizing this smooth "total black" glass effect was one of the greatest technical challenges. "The thickness of the glass varies with the location, but the heaviest is 30 millimeters and consists of three layers. In the superstructure above the main deck there are 186 windows. Of these windows, 112 are bent in one direction and 28 are double curved," says Oceanco.

To create the look de Basto had designed, "the glass had to be in one flush surface from the main deck to the sundeck. To achieve this, a lot of special solutions had to be found, which included measuring the superstructure in 3D multiple times at different stages of the build," says Martin de Jager, engineering project manager at Oceanco. "From this, a three-dimensional model was then developed that was used not only for the shape of every individual window but also for the thickness of the filler where painted surfaces adjoin the glass. Another challenge was where to route pipes and HVAC [heating, ventilation and air conditioning] ducts. With the large glass surfaces there was little

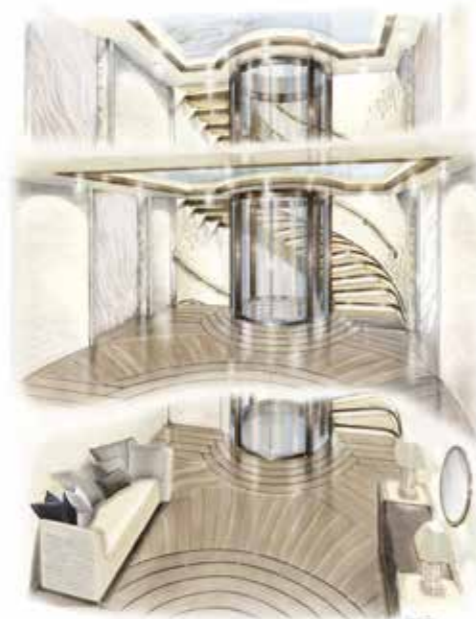
challenges associated with the project and started working on a design package together," Oceanco says. The concept grew to 295ft, but its integrity remained. "We went to great lengths to keep the overall look, but also the details of his design."

One of the yacht's most complex aspects was its most obvious feature - seamless black glass that encloses the superstructure. "DAR has about 390 square meters [4,200 sq ft] of glass in the superstructure alone, not counting doors and hull windows. The glass panels are 1.8 meters by three meters each [about 6ft by 10ft], glued to the aluminum superstructure with no mechanical fasteners," says de Basto. Adding all of its windows and doors, the yacht carries about 22 tonnes of exterior glass, made by German glass maker TILSE, which developed a special sealant and glue that had to be approved by Lloyd's. "Elaborate calculations were made to assess the interaction between glue, superstructure and glass, and to see the relative movement in a seaway to make sure the glue would be able to cope,"

IT'S ONE THING TO DRAW A CONCEPT; IT'S QUITE ANOTHER TO BRING TO FRUITION A TECHNICALLY COMPLEX DESIGN SUCH AS THIS

Oceanco says. From an engineering point of view, this required a massive amount of work, which continued as the build began - once the concept had attracted the eye of a buyer.

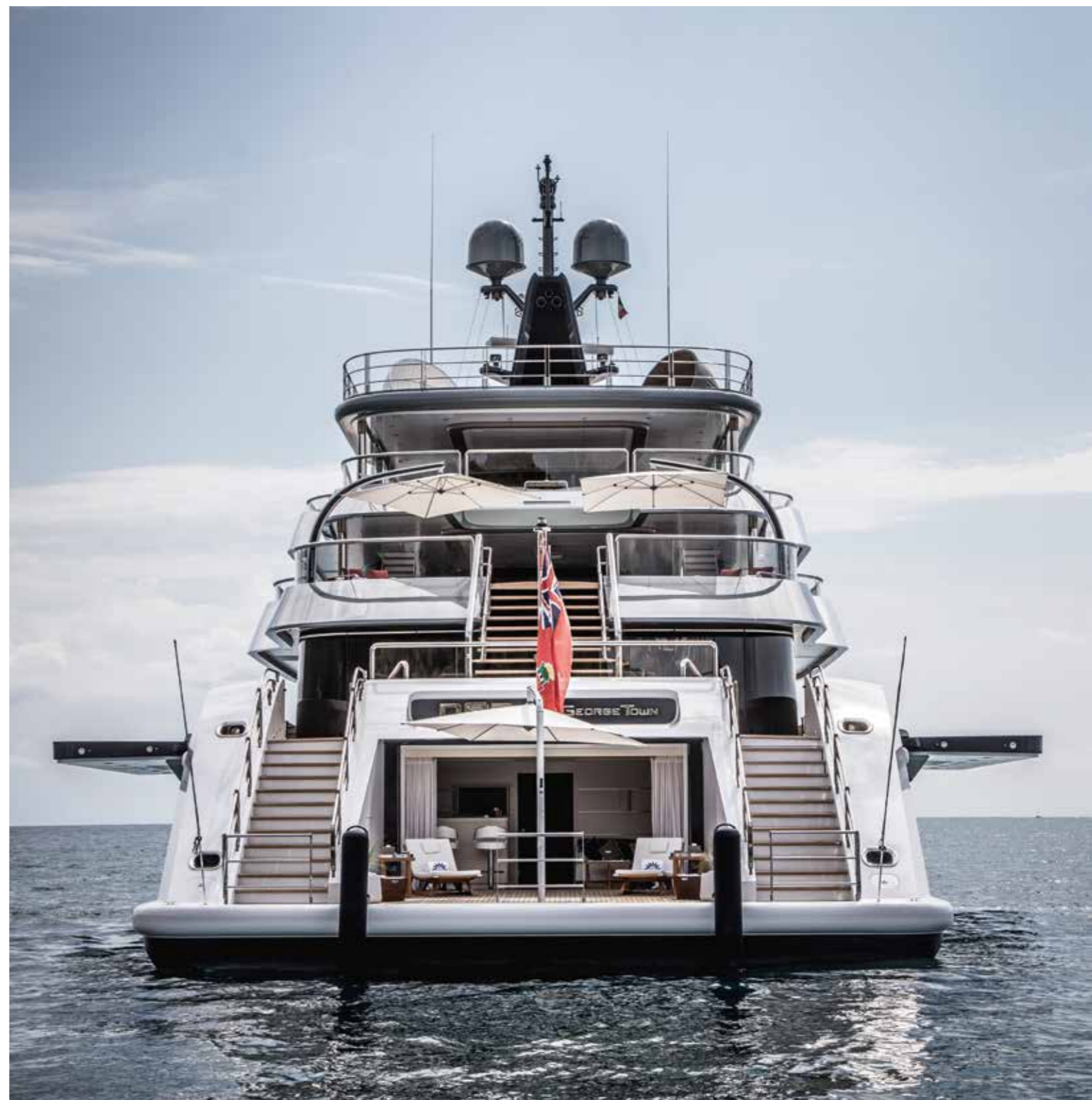
The owners of the yacht that would eventually become DAR entrusted their captain, Klaudio Marcelic, to make some inquiries on their behalf. The commercial team at Oceanco showed him the project they had been developing. Marcelic says he was attracted by the boat's "clean and distinctive lines," and in January 2014 he contacted Oceanco CEO Marcel Onkenhout. "Project Shark was outlined as we see it today from January to May and then



room to place piping and ducting [near] the outside of the superstructure. Usually the underside of side decks can be used for ventilation grills. In the case of DAR [which has no walkarounds for the sake of privacy] this was not possible."

Where did all the pipes and ducts go? "We've put them everywhere. If you open up the ceiling, it is completely full," de Jager says. In spite of this, the ceiling height is never lower than 7ft 4in and reaches up to nearly 8ft in some areas.

Changes made to the original layout included adding a helideck and relocating the pool, a 5ft-deep oval basin with a waterfall



Above: recreation areas occupy the aft portions of all five decks. Luiz de Basto designed the umbrellas' folding carbon masts to fit the contours of the yacht when they are stored. Opposite page, top: befitting a nature-inspired interior, a bas-relief of fish by DKT Artworks decorates the main stairwell





OUTSIDE EDGE

“*DAR*’s exterior aft decks exemplify a relaxed and sophisticated yachting lifestyle,” says designer Luiz de Basto, who decided to locate the guest spaces aft. *DAR* has three distinct exterior decks and each one is a spectacular feature in itself. The primary outside social space is on the upper deck, which is divided into two areas: the alfresco dining area and the pool area. The former is finished in pale-toned, easy-to-care-for Lapitec tile flooring, perfect for casual entertaining. The dining table, which seats 12 comfortably, has an unusual design feature. Its center, made of glass and lit with LEDs, can be lowered with a remote control to create space for decorations or for ice to keep champagne, caviar or oysters chilled. In the other portion of the deck, the lap pool is raised above the deck to keep young children from falling in and provides comfortable seating for adults watching over them. A stabilized waterfall splashes into the pool from the deck above, creating a lovely ambience but also acting as a privacy curtain, shielding the pool from the dining area. The bulwarks, built in continuous glass, act as wind breakers while allowing for beautiful views. The umbrellas to port and starboard are designed to fit the deck perfectly. They don’t need to be dismantled and stowed – they pivot and lower to fit alongside the bulwarks until they’re needed again.

A STABILIZED WATERFALL SPLASHES INTO THE POOL FROM THE DECK ABOVE, ACTING AS A PRIVACY CURTAIN



Top: the owner’s deck includes a private outdoor haven. Above and opposite page: the upper deck pool, which is fitted with a swimming jet, is raised to make it safer for small children. The deck is enclosed by glass bulwarks, a safety feature as well as an aesthetic choice, providing an uninterrupted view to the horizon

PHOTOGRAPHY: GEORGE AJOURY; FRANCISCO MARTINEZ





that retains its trajectory even as the yacht moves, a detail de Basto insisted upon. He designed all exterior decks, including a huge sofa that seems to hover above the deck as it spins on a small axis to the sitter's desired position. The owner's deck has a completely private spa pool flanked by windows that reveal the world to the owners, but not the owners to the world.

Although two designers handled the exterior and interior treatment, the overall feeling remains surprisingly cohesive. The nature theme, represented by the shark, continues inside.

"The client brief was to have a comfortable, light and very bright interior, with no dark timbers and inspired by nature," Zannier says. Motifs of fish, leaves, olive trees, blossoms and waves are cleverly integrated in a wide variety of materials, from paint to plaster, carved leather, engraved glass and embroideries. Linen is used in an unusual way, substituted for joinery on doors and drawers. Wood is used sparingly and when it is, it is mainly light-hued timber with an unusual finish, sycamore dyed gray, maple veneer steamed and bent into curves to form a floor detail, a little dark veneer used to contrast with limed ash.

Zannier says she is particularly fond of the staircase that wraps around the elevator, which is finished in antiqued bronze – buttons and control panel included – and features a decorative glass panel as flooring. Along the wall a school of fish in Venetian

plaster winds its way up the stairs, one of several pieces made by DKT Artworks. Tiny details are everywhere, including drops of resin mimicking water droplets on a window sill.

It all looks so effortlessly elegant. However, "with 120 different fabrics, 24 saddle leathers and a variety of artistic finishes and glass the interior was very complex to execute," Oceanco says. The task of outfitting the interior went to List and Sinnex.

Technically, the yacht is just as impressive, fitted with a full Dynamic Positioning system and a classed integrated bridge. Its enormous garage stows a pair of 34ft custom tenders, one open and the other a limo, built by Hodgdon Yachts in Maine.

The long foredeck conceals crew tenders and a telescopic mast and is large enough for a helicopter to touch down. The owners did not want teak so de Basto opted for gray paint that is cohesive with the color scheme and reduces glare. The yacht also carries a built-in slide that deploys for a vertiginous drop from on high.

This huge project now complete, de Basto delights in sharing the details. "I am glad to see it built so close to the original sketches. That is amazing because of the pressures designs of this size are subjected to during the construction process. They can derail an design," he says. When he walked on board for the first time, he says it was like he was entering his sketch. It's a grand design that has become an even grander reality. ■

DAR

OCEANCO

LOA 295'

Beam 46' 7"

Draft 13' 1"

Gross tonnage

2,926GT

Engines

2 x 4,828hp
MTU 20V 4000 M73L

Max speed

20 knots

Tenders

1 x 10.5m Hodgdon limo tender; 1 x 10.5m Hodgdon sport tender

Owners/guests 14

Crew 31

Classification

Lloyd's Register, @ 100A1 SSC Yacht Mono G6 @ LMC UMS SCM ECO-IHM IBS; MCA LY3

Construction

Steel hull; aluminum superstructure

Naval architecture

Oceanco, Azure Yacht Design & Naval Architecture

Exterior styling

De Basto Designs

Interior design

Nuvolari Lenard/
Valentina Zannier

Builder/year

Oceanco/2018
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