

boat

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**FAST, SLEEK,**  
**AGGRESSIVE**

**TECHNOLOGY**

**THE HUNT FOR  
BROADBAND**

**WALLY**

**GLOBETROTTING  
WITH 45 METRES**

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An aerial photograph of the sailboat 'Saudade IX' sailing on a deep blue ocean. The boat is viewed from a high angle, showing its deck, cockpit, and large white sails. The hull is dark, and the deck is light-colored. A red flag is visible on the mast. The water is choppy with white foam from the boat's wake.

# A FULFILLED LONGING

45 metres long and only 155 tonnes displacement: Bill Tripp designed "Saudade IX" for the race course plus a circumnavigation of the globe. The spectacular design of the largest Wally so far reflects the wishes of her extremely experienced European owner.

Text Svante Domizlaff Photos Carlo Borlenghi, Toni Meneguzzo



An aerial photograph of a sailboat, the 'Saudade IX', sailing on a deep blue sea. The boat's large, black, textured sail is the central focus, billowing in the wind. The hull is a light-colored wood, and the deck is also wooden. A person is visible on the deck near the cockpit. The boat is moving quickly, leaving a white wake behind it. The overall scene is dynamic and captures the power of the vessel.

Regatta qualities:  
Elegantly designed lines  
and 836 square metres of  
sail area get "Saudade IX"  
up to an enviable speed  
even in only light airs.  
Automated manoeuvres,  
without crew on deck, are  
a pleasure for the owner  
at the helm. The deck-  
house and bimini are un-  
usual for a Wally.









**Outdoor lifestyle:** The huge deck is like one big beach club at anchor



Top left: Coloured radar and chart plotter glow on a central panel. The crew can transform the slightly lowered area behind the huge gennaker winches into a spacious sun-bathing area. It is also unbeatable as a party zone. Above: Two foldable tables under the rigid, permanent bimini offer eight guests plenty of elbowroom. The expansive outside areas should allow the owner couple, their guests and crew breathing space on the planned round-the-world trip. The crew lowers the 16-foot tender into the recessed deck locker.









## Splashes of colour in the deckhouse: Turquoise gives a marine feel



Top left: Natural oak dominates in the saloon on the port side with its leather-covered islands. Flooring is natural sea grass. Below left: The bed in the owner's cabin is tucked away to port. Top; To starboard in the saloon, a dining table is fixed to the dark panga-panga floorboards. Below: The spacious galley on the lower deck is the domain of an excellent cook. Wally incorporated a table in the crew's mess just forward of the galley. The navigation station does away with the usual chart table. Daylight pours in from the deckhouse.





Comfortable access: The boarding platform is an additional attraction for guests.

The name "Saudade" has a legendary history. The first yacht of this name won the Admiral's Cup outright while sailing for Germany in 1973. The flame red Huisman racer with the flush deck was perhaps the last ingenious design by the great Olin Stephens and dominated the regatta scene in her time. Thirty-five years, very many regattas and a circumnavigation

of the globe later, have provided the ninth "Saudade" with all the genes to make it likewise become a legend. The new "Saudade" – the Portuguese word means something along the lines of "Longing for the Sea" – originates from the Wally shipyard. She is a carbon fibre construction built in best Wally tradition – the largest that has left the shipyard in Fano so far – and she combines breath-

taking lines with high performance and superb comfort. The yacht is designed for a further circumnavigation by her owner. Nevertheless he plans to play a major role when "Saudade" heads for the start in any trans-Atlantic or super-yacht regatta.

After 40 years of sailing experience, the owner had an exact preconception of this newbuild. He wished for a yacht with deckhouse, without fluffing it up to become a dominating stylistic element. Not only for this reason did he invite five of the world's most successful yacht designers to take part in a competition and decided in the end on a design by the American, Bill Tripp jr. Besides, it was a fortunate coincidence that a suitable form in the correct size just happened to be available at the Wally shipyard, in fact the form of the eccentric "Esense". This coincidence meant that a great deal of development time was saved.

When the finished "Saudade" was presented for the first time to the international yachting world off Porto Cervo in September 2008, it became obvious:

## A slim design: The Wally cracks off and accelerates like a fast dinghy




Comfortable manoeuvring: The instruments and controls, including joysticks, on the twin command stations are within arm's reach without awkward twisting.

The risk had paid off. The silver deckhouse and the bimini fixed in staggered relation to it, hover almost like a fata morgana above the deck. No-one had ever seen a more harmonious construction of this kind in a superyacht.

Already during the transfer from the shipyard in Fano, Italy to her home port in Malta, the excellent speed potential of the 45-metre-long boat, that displaces only 155 tonnes, became apparent. "It is as if the boat is gliding," the owner smiles. However, eighteen knots, 853 square metres of North sail area on a close reach and a gennaker of 1,385 square metres demand attentive handling, which Wally guarantees with the extensive automation of the sail man-



An aerial, top-down view of a yacht's deck. The deck is finished with light-colored wood planking. A central carbon fiber mast runs the length of the boat. Two large white winches are positioned on the deck, one on each side of the mast. The mast is supported by two large, white, aft-raked spreaders. The background is a deep blue sea. A small red and white flag is visible at the stern.

A proper Wally: The tidy deck is one of the trademarks of the Monegasque company. The twin winches aft take the load of the 1,385 square metres of gennaker. The strongly aft-raked spreaders make bothersome accessories such as backstays superfluous. The carbon fibre mast and boom with furler was design-engineered by High Modulus and supplied by Hall Spars.





Overview: The secure, sunken guest cockpit allows the helm to see over its bimini.

agement. Amazing: Despite its size the main sheet itself appears to consist of only one single visible piece. The sail is either completely removed and stowed below deck or furled in the carbon fibre main boom, fabricated by Hall Spars.

Thanks to the strongly tapered spreaders, there is no need for any backstays. On the whole the rig gives a minimalist, tidy impression typical of Wally yachts.

The boat is fitted with a high performance keel profile with a lead bulb attached. Thanks to a lifting system, the draught can be reduced from 6.40 to 4.20 metres. A further classic Wally factor is also prominent on "Saudade IX": The "barefoot-tested", teak deck is completely cleared of any obstacles and has dimensions that invite one to take a stroll. One has to look carefully to notice

that the fore and aft decks have openings galore, the spaces easily accessible for tender and sailing equipment. A surprising gimmick: to starboard a boarding ladder and platform can be extended at the push of a button just below the waterline; this serves as a pontoon-style mooring for tenders and at the same time as a bathing platform.

Despite these cruising attributes, every detail of "Saudade IX" goes to show that the owner is still a racing sailor at heart and will also make plenty of demands on all the features that this fast cruiser has to offer.

The first "Saudade", the "Red Racer", in her day amazed the regatta world with her extremely homely interior. In this respect the ninth "Saudade" also sets standards, whereby the owner couple have most consistently realised their ideas. The layout divides off the forward living area for the five-man crew and utility and storage rooms, the space under the deckhouse with saloon and dining area and the two guest cabins adjoining this aft. Right in the aft sections where

## Manoeuvre with a small crew: The hydraulic system does the work



Private crew access: Harken supplied six winches for the deck, neatly placed.

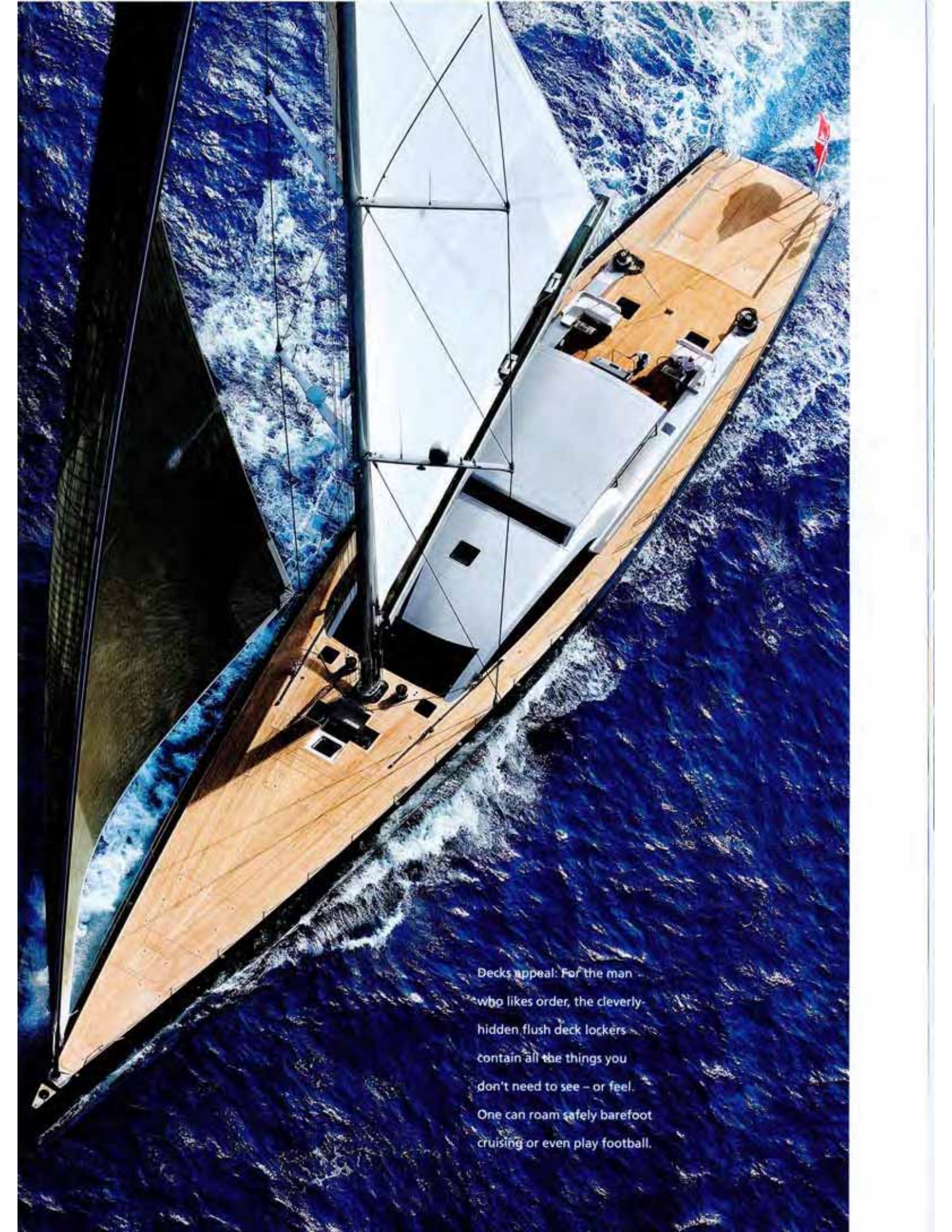


Precision design at the mast foot: Wally had guaranteed clatter-free halyards.

the hull is still quite broad, is the owner's cabin. This includes a study to starboard that can be adapted as a guest cabin for the grandchildren. Here too, below deck a minimalist style in true Wally fashion prevails, light, spacious and functional, like the large bath and the carbon heads to Philippe Starck designs. Electrically driven sliding doors separate the rooms.

For the floors dark penga-penga wood has been chosen, covered with reed-grey sea grass carpets. Wall panelings are in natural oak or painted white with the wood grain still visible. Turquoise cushions in the saloon and chairs in the same shade at the dining table add nautical touches of colour. The large saloon midships offers 360-degree panoramic views



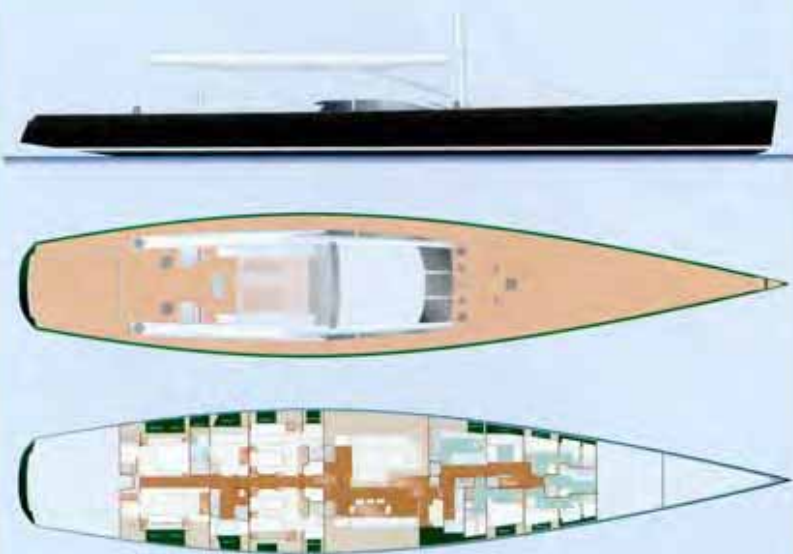


Decks appeal: For the man who likes order, the cleverly hidden flush deck lockers contain all the things you don't need to see – or feel. One can roam safely barefoot cruising or even play football.



## SAUDADE IX

LOA	45.19 m	Water:	9,000 l
LWL	38.80 m	Water treatment:	HEM, 500 l/h
Beam:	8.57 m	Waste water:	Hamann, 1,500 l/h
Draught:	6.40/4.20 m	Winches:	Harken
Displacement:	155 t	Furlers:	Cariboni
Materials:	carbon fibres	Tiller system:	Wally/Solimar
Ballast:	40 t	Bow/stern thrusters:	Max Power
Rigging:	sloop	Air conditioning:	Condaria
Mast:	Hall Spars; 59.50 m rig: PBO	Galley:	Miele, Gaggenau
Sails:	North Sails 3DL	Autopilot:	Furuno
Sail area on a close reach:	853 m <sup>2</sup>	Communication: Simrad/Furuno/Panasonic	
Engine:	Caterpillar	Sailing instruments:	B & G
Engine performance:	447 kW	Tender:	Nautica
Propeller:	Servogear	Paint:	Alexseal
Fuel:	14,000 l	Naval architecture:	Tripp Design
Range:	1,100 nm	Exterior styling:	Wally/Eidsgaard Design
Generator:	Northern Lights	Interior design:	Eidsgaard Design
Generator output:	2 x 55 kW	Class:	RINA, +100 A1
Land connection:	Asea AC45HF-3-TP	Builder:	Wally/Fano, 2008



Long and narrow: The slim hull promises high speeds on a close reach. The length-beam ratio is 5.3:1. The superstructure is ultra-low-profile, the deck-house like a sports car rather than motorhome. The conventional layout leaves the aft quarters to owner and guests. The realm of the crew with galley, mess, utility rooms and cabins, runs forward of the vast saloon and dining area.

over the decks to the sea. One lounges on white linen sofas at leather-covered tables or one can take a seat to starboard to dine. A broad glass front protects one from the elements on deck, where – like on a veranda – a sheltered area opens up beneath the carbon bimini. Tables and sofas on both sides are ideal for al fresco dining, foldable deckchairs increasing the capacity. This is a favourite spot in warm, Mediterranean waters.

"Saudade IX" is a typical Wally from the keel to the knob topping the flagstaff, but larger than everything known before. During the construction an owner, used to the sturdiness of Huisman aluminium with precise ideas based on a trained seaman's experience, encountered the unheard of elegance and lightness of the carbon reality of Wally. In realising the project this was not without irritations on both sides. The finished product, on the other hand, shows that two quite different schools of thought have fructified reciprocal benefits here. Anyone taking hold of one of the two carbon fibre steering wheels on the aft deck and looking out over the bimini and the expanses of the foredeck, anyone feeling in his fingers how the yacht gathers way immediately after bearing off like a dinghy, will forget that he ever sat behind the steering wheel of a Bugatti Veyron. It is magic. Even more so when he can save himself the need for a deck crew. Sheets and furlers are operated by buttons and control units. All functions can be reached on the control panel within arm's reach. The construction data of "Saudade IX" predicts that theoretically her performance under canvas is sufficient to outsail any other sailing yacht of similar size. It is also said that the owner will put his trust in this Wally for a second circumnavigation. But "in 50 per cent of the sailing time", as he has calculated.

**From keel to flagstaff:** a typical Wally – if that is not an oxymoron