

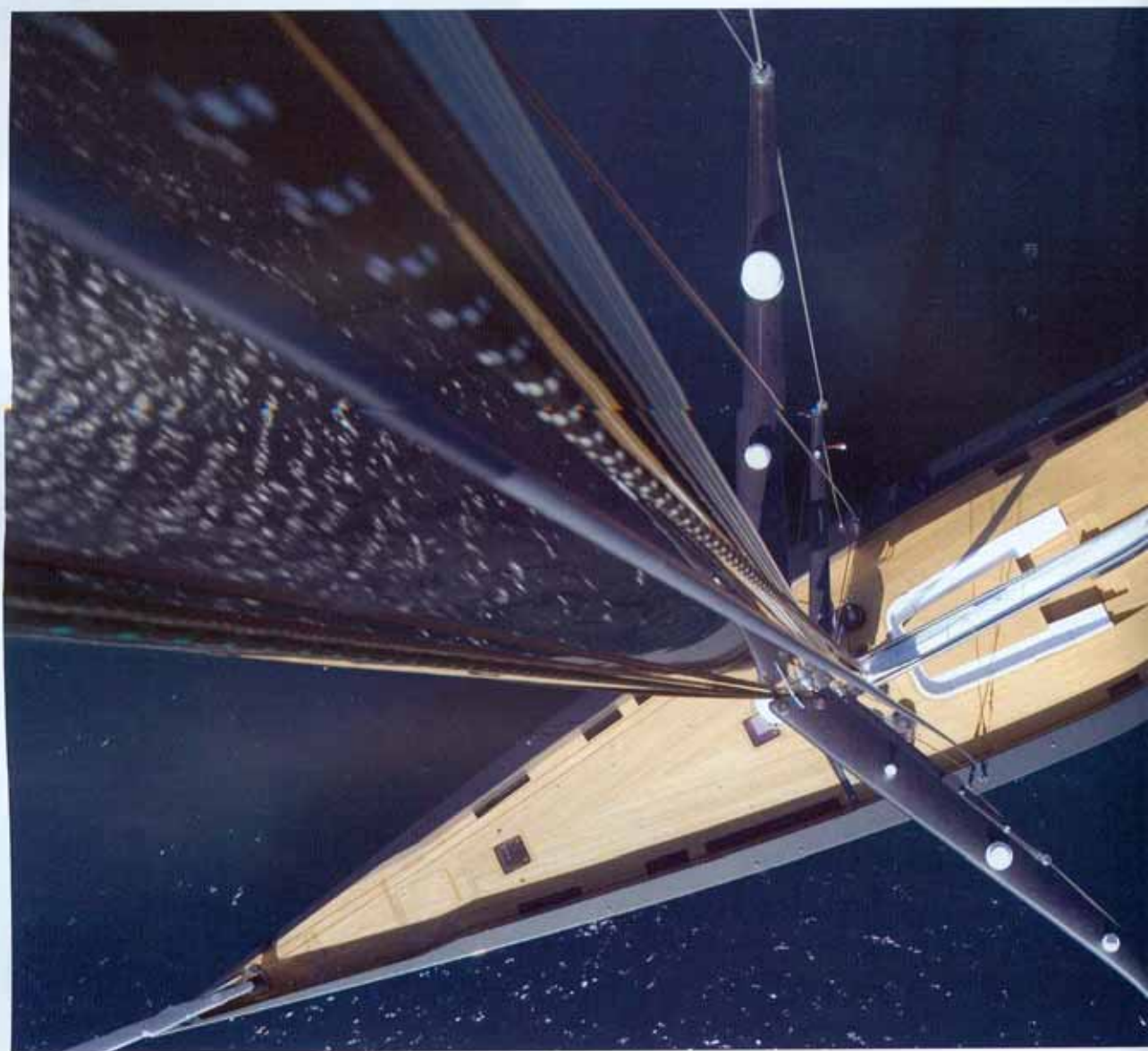
# THE ANNUAL

# 2006/2007 report

Issue 80

January 2007





# Esense

## World Cruising Wally

Love 'em or hate 'em, you have to admire what Wally has done for the world of yachting. The Bill Tripp-designed *Esense* delivered to its Italian owners in November represents a riposte to the standard criticism of Wally yachts as 'Mediterranean day sailers'. She is the company's first concerted attempt to build a true world cruiser – not just in terms of sheer size, but also with regard to beefing up on-board systems.

As the biggest Wally to date, the 143-ft/43.5-m all-carbon *Esense* is a natural evolution of the company philosophy. The raised bulwarks, a trademark feature of previous yachts, have been taken one step further and are an integral part of the hull's wishbone structure, providing longitudinal rigidity to the huge expanse of flush teak deck and also housing running rigging and stowage space.

Although the owners of *Esense* have no plans to race her, at over half a metre in diameter these bulwarks add a whole new meaning to sitting on the rail! True to her world-cruising function, the yacht has excellent performance in light airs and builds her own apparent wind very quickly. In true Wally style, visible deck hardware is reduced to four Harken winches and two snubbers clustered around the 57.25-metre pre-preg carbon mast. Other innovative solutions are the casing for the lifting keel that has a dual function as a plinth for the teak dining table and a servo-assisted steering system developed from the automobile industry.

The minimalist interior design is by Odile Decq and provides accommodation for eight guests, including owners, plus six crew members. The modular layout means that the guest space is multifunctional and the only permanent cabin is the forward owner's suite, which includes a carbon-fibre bathtub underneath the teak and titanium decking of the shower stall.

**Justin Ratcliffe**

*Photos: Gilles Martin-Rogel*

