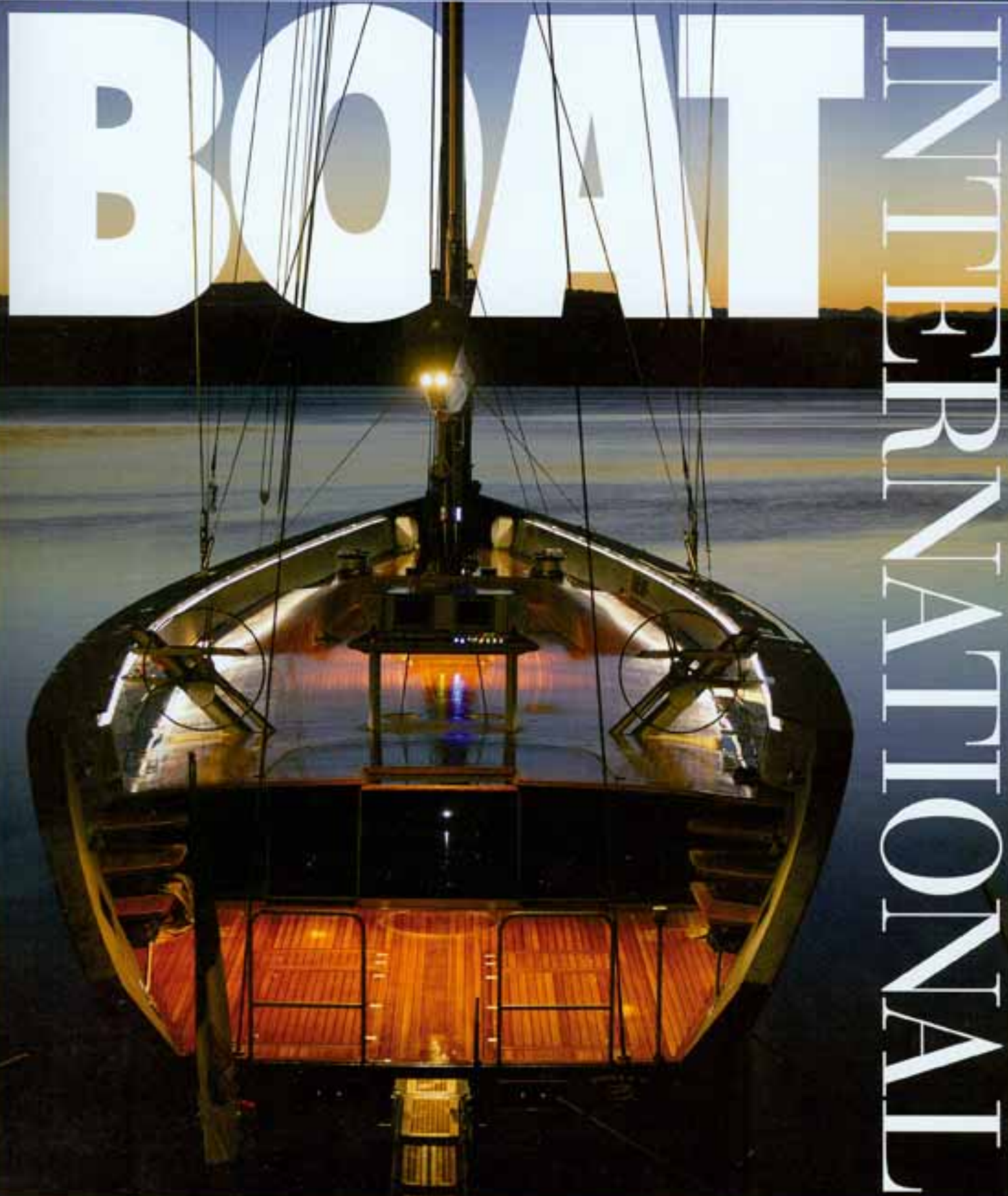


DECEMBER 2006

£3.50 US\$7.50



# BOAT

# INTERNATIONAL



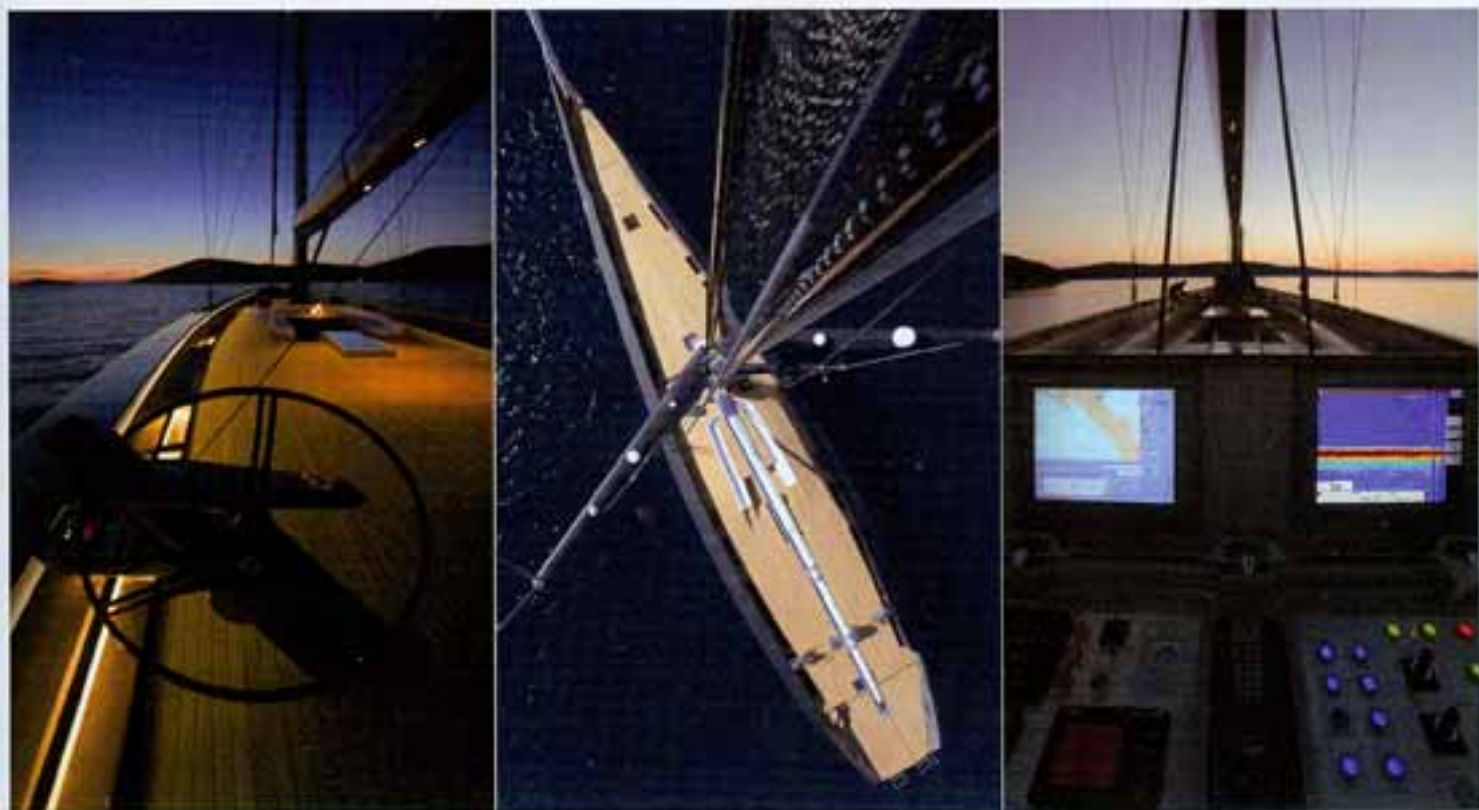
**TRIPP THE LIGHT FANTASTIC NEW WALLY 143**  
**PLUS 61M FEADSHIP 3 NEW RIVAS CANADOS**





# ESENSE

The new 43.7 metre Wally yacht is a combination of beauty, function and practicality, until you go down below where convention has been thrown to the wind. Oliver Dewar discovers the inner realms of imagination. Photography: Gilles Martin-Raget and Toni Meneguzzo



**O**n 12 July 2006, a 43.7 metre sailing yacht left the shallow waters of the WallyEurope facility in Fano under engine power: mast-less, keel-less, and dependent on a half-size jury rudder. This occasion signified a further dramatic stage in the evolution of superyacht design and conception. Italians will admit that many of their country's most desirable style icons suffer profound flaws: from cars to scooters, from luggage to hissing and intimidating espresso machines, all are disproportionately expensive, exorbitant to service or repair, and require a supernatural

bond of understanding and unlimited forgiveness from their owners. However, the Wally 143, *Esense*, rebels against this trend, representing a successful blend of design, technology, experience and the customary Italian flair for cultivated chic.

The Wally ethic for superyacht production is neatly summarised by Graham Pickering, the owner's engineering representative for *Esense*: 'They're only interested in building a proper boat and produce the best balanced yachts around'. Pickering also reveals an important element behind the *Esense* project: 'The team

have all known each other since childhood; the project manager, the hydraulic experts, the engineers and so on. It makes a real difference, a real understanding within the team. This saves a lot of time and results in a very smooth operation.' After leaving Fano, *Esense* spent one month in Ravenna for mast stepping and keel and rudder installation before sailing to Ancona where, interrupted briefly by a photographic shoot in Croatia, the commissioning process lasted eight weeks. Pickering explains the sailing needs of the yacht's owner: 'There's no interest in racing the boat, so the plan was to

**Above: Esense's contemporary hull lines are characterised by bulwarks running the full length of the deck that is derived from vintage large yachts.**





**Above: the saloon's stark carbon and white interior welcomes guests entering *Esense* from Wally's signature 'terrace on the sea' aft deck**

merge comfort and performance with transatlantic capability.' The result is an extraordinary yacht where rugged offshore practicality, which comes from the naval architecture by Bill Tripp, perfectly merges with the Wally talent for innovative design.

Moored stem-to, a first glimpse of *Esense* is immediately familiar: the trademark Wally 'terrace on the sea' aft deck, the open transom and unbroken expanse of teak are distinct and recognisable, but forward of this area the yacht's matchless individuality is overwhelming. On the Wally 145 the bulwarks runs the full

length of the main deck housing all the sheets and, other than the halyards and topping lift, this system leaves the deck entirely clear of ropes. Easily removable panels in the bulwarks hide the hydraulic runs and air conditioning equipment, freeing valuable space below decks and – although the Mediterranean sun has produced temperatures of 80 degrees Celsius on the horizontal surface of the dark bulwark – they also provide additional safety, shelter from apparent wind across the deck and a wide seat when the yacht is moored or under sail. A key characteristic on Wally yachts is the expanse of

laminated, tinted skylights on deck; with *Esense*, this idea has been refined further and a series of deck lights, bonded flush with the teak, run almost the entire length of the main deck, just inboard from the bulwark.

The main deck is a broad, clear space of teak fused in place and vacuum sealed for strength – a technique vital to the 30 metre runs of timber and soft curves surrounding the social cockpit at the centre of the yacht. This cockpit typifies the combination of function and practicality on board *Esense*. The area can accommodate a party far larger than the yacht's eight guests.





**Above: the spacious saloon converts, with the use of hidden wall panels, into en suite twin guest cabins (top left and right) to port and starboard**

shielding them from the sun with a canopy supported on a titanium frame, or enclosing the area completely for privacy. Secure inside the cockpit, guests are distanced from the twin helmstations and the four sail handling winches at the mast base, allowing them to remain on deck at sea in almost any sailing conditions. Removing the cockpit's table-top reveals access to one of the yacht's most practical components: the lifting keel. Wally have developed and fine-tuned their moveable ballast solutions since first fitting a canting keel to *Filigrana* in 1998. The system on *Esenze* uses all

the techniques learnt in preceding projects to produce an efficient, slick arrangement reducing the overall draught from 6 metres to 4 metres in a matter of minutes. The choice of a steel keel fin enabled Wally to produce a fine, strong blade to carry the 7 metre-long lead bulb, counterbalancing the power from 900 metres square of sail. Gear to lift the combined 50 tonnes of blade and bulb was supplied by Italian company APM, with two horizontal hydraulic locking pins the diameter of a wine bottle to secure the keel in the raised position. The method of fixing the keel in place and

keeping the arrangement watertight when deployed is ingenious, relying on downward pressure from the keel's main vertical ram and a longitudinal wedge profile at the top of the steel fin. As a safety measure the main ram is pre-programmed with a specific tolerance and will swiftly react and retract should the yacht ground.

There are three access points to the yacht's interior. Crew can use the forepeak companionway to the two bunked cabins in the bow, each with an individual head and a shared shower. The same companionway leads to the captain's cabin, just further aft, with an en suite





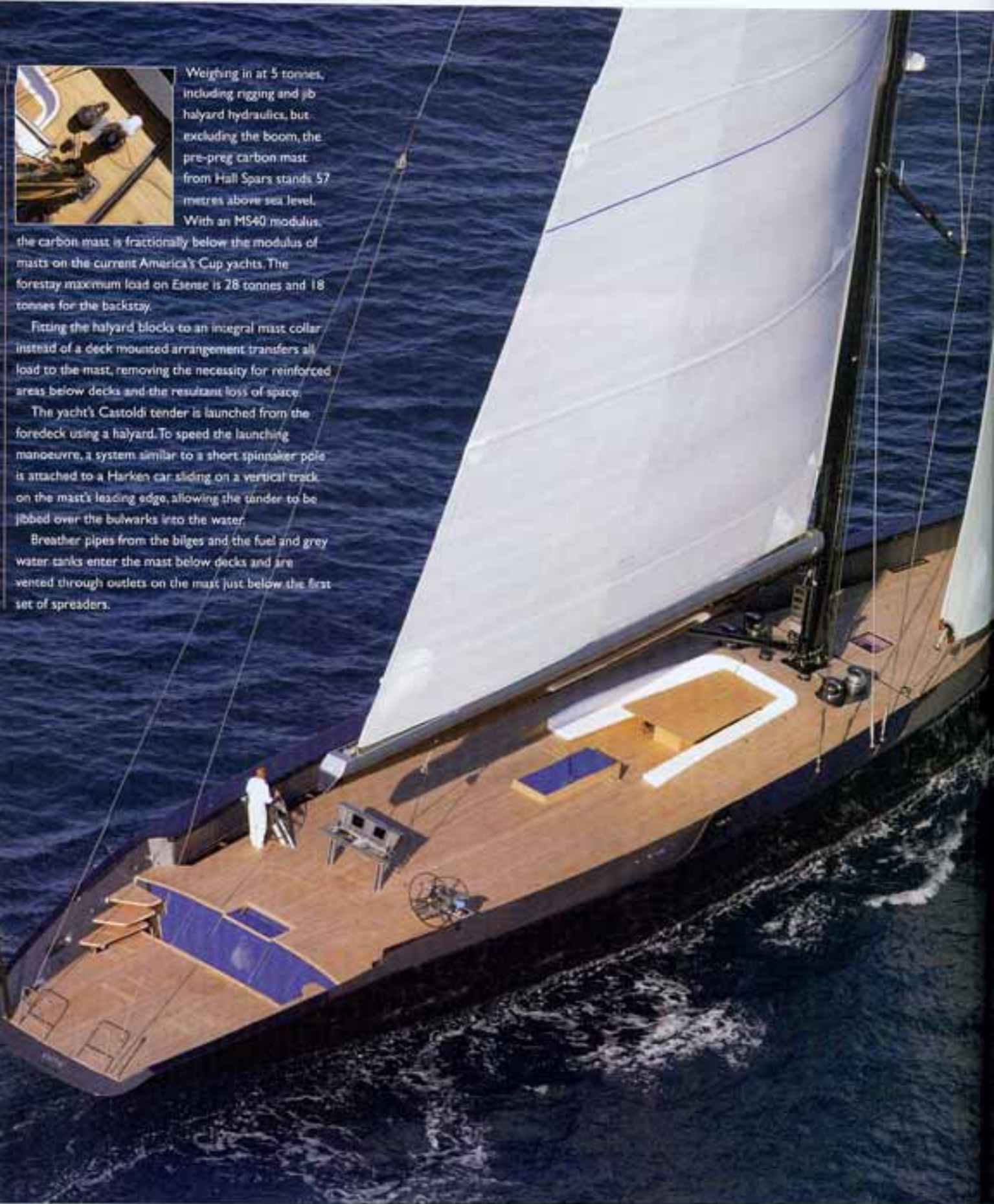
Weighing in at 5 tonnes, including rigging and jib halyard hydraulics, but excluding the boom, the pre-preg carbon mast from Hall Spars stands 57 metres above sea level. With an MS40 modulus,

the carbon mast is fractionally below the modulus of masts on the current America's Cup yachts. The forestay maximum load on Etense is 28 tonnes and 18 tonnes for the backstay.

Fitting the halyard blocks to an integral mast collar instead of a deck mounted arrangement transfers all load to the mast, removing the necessity for reinforced areas below decks and the resultant loss of space.

The yacht's Castoldi tender is launched from the foredeck using a halyard. To speed the launching manoeuvre, a system similar to a short spinnaker pole is attached to a Harken car sliding on a vertical track on the mast's leading edge, allowing the tender to be jibbed over the bulwarks into the water.

Breather pipes from the bilges and the fuel and grey water tanks enter the mast below decks and are vented through outlets on the mast just below the first set of spreaders.







shower room.

The large main deck skylight aft of the social cockpit leads to an aft facing companionway that continues to the galley area. But by far the most impressive entrance is from the stern deck. Behind the mirrored windows of the 'terrace on the sea', the saloon epitomises Wally design. An overall impression of the yacht's immense internal volume is strongest in the clean, open space of the saloon, enhanced by the complimentary mix of materials and colour provided by the *pad* oak flooring and carbon and plain white panels. It would be easy to mistakenly suggest that the French interior designer Odile Decq completely ignored the internal limitations and requirements of a yacht and set about drawing designs for an exclusive boutique hotel. However, this conviction is shattered by further inspection of the saloon, which reveals an obsession with storage space. The carbon laminate cupboards around the deckhead perimeter holds plates and glasses in an assortment of sliding, padded and gimbaled areas, while virtually all the vertical panels conceal equipment: open a seemingly anonymous panel and you find a Frigomar refrigerator or a rack of VideoWorks entertainment equipment. Any panel that is fixed either carries switches for the low voltage downlighters or controls for retractable screens covering the narrow strip of skylights.

Stepping onto the stern terrace for a few minutes before returning to the air-conditioned saloon can result in confusion as, in your absence, recessed and previously invisible wall panels have bisected bench seats and sealed corridors, adding two twin cabins, each with an en suite shower room. This 'loft concept' is evident on all Wally craft, motorised and sail powered, but reaches a new peak of imagination on *Eense*. Forward of the saloon the galley and crew mess to starboard can be partitioned by an opaque screen that slices through a free standing storage unit, providing a self-contained area for the crew to work. Opposite the galley a bench seat transforms into a third guest cabin with two Pullman beds, as a white panel slides silently aft to separate the cabin from the galley area.

The yacht's interior is on one floor and the corridor port side leading forward to the owner's cabin is unbroken by steps, doors or bulkheads. Doors on the outboard side of the corridor access the communications and navigation centre, a dayhead and the electronics room. Forward of the electronics room a recessed panel glides athwartships to isolate the



Sleeping runs of teak surround the social cockpit, where guests can relax in comfort.

owner's cabin, locking into place between the racks of carbon and chrome shelves lining the inboard wall of the corridor. Inside the owner's cabin interior design has been allowed to run free: the fitted desk includes a flatscreen computer concealed behind a carbon panel and a gym bench is stored beneath bench seats. A bulkhead splits the cabin and sliding panels provide privacy for a stepped tub that converts to a shower when a hydraulically controlled teak grate unfolds and lowers. A wash basin, that could win Odile Decq a design award, is fitted to port and a head and bidet, constructed entirely in carbon, are installed behind a folding, electrically operated bench seat to starboard.

The technical areas of the yacht are no less impressive. Forward of the galley and crew area the two Westerbeke generators are surrounded by system control equipment mounted on workshop shelving constructed in carbon with a Nomex core. Opposite the dayhead, the engine room includes a system that separates cooling water from the Caterpillar engine's exhaust fumes, expelling the water from the bottom of the hull and the fumes just above the waterline. This arrangement, modified by Wally, provides almost silent running for the 550hp drive unit. Forward of the engine room is the yacht's control room; an area described by Wally's project manager, Matteo Bisio, as 'the heart of the boat'. Bisio stresses the importance of monitoring the complex systems on board: 'Every technical component of *Eense* speaks to the box in the control area. It is a procedure that needs to be respected, especially the hydraulic rams for sail trimming where sensitivity is really very important.'

While the yacht's overall design status is





**Top left:** conventional storage facilities line the walls leading to the owner's suite in the form of racks of carbon and chrome shelves  
**Top right:** the owner's suite showing the bulkhead that splits the cabin from the en suite Above: the minimalist, Odile Decq-designed galley area

unparalleled, her sailing performance is truly impressive. Effectively, *Esense* can be handled under sail by one person controlling the yacht from either of the twin wheels. The helmsman can operate the mainsheet and trim the self-tacking jib with joysticks linked to the highly responsive Carboni Magic Trim system next to push button controls for the vang, the Max Power retractable bow thruster and variable pitch adjustment for the Servogear propeller. Between the twin wheels the main control console houses back up controls for the helm

and includes operating systems for the double purchase halyards, furling gear, backstay tension, keel lifting and navigation screens, with electrical systems for navigation lights and deck lights fixed to the lower spreaders. The combination of a high modulus pre-preg carbon mast and Nitronic standing rigging from Hall Spars, and 3DL Carbon sails from North Sails, yields exciting sailing and striking figures. To windward, *Esense* produces six knots in just five knots true wind speed, 11 to 12 knots in 10 knots of breeze, levelling at 15 knots boat

speed in 15 knots of true wind. With her Gule Zero unfurled from its bolt rope, *Esense* can effortlessly maintain between 12 to 14 knots off the wind in an eight knot breeze. The team commissioning *Esense* in Ancona have been unable to sea trial in strong winds: 'We haven't had a chance to really sail her hard yet,' explained the yacht's captain Sergio Lotini. In 20 knots of breeze and above, we cannot really tell what boat speeds she'll reach. But, for certain, it's going to be quite something.'

With four years experience as a captain on





**Wally's 'loft concept' design transforms the galley and crew area (above) through the use of recessed wall panels. An opaque screen slices through a free standing unit to create a sealed corridor running from the saloon (top left), while a bench seat adapts into a guest cabin (top right)**

Wally yachts, British yachtsman Mark Burdis is overseeing the commissioning of *Eseuse* and is unambiguous over the practical appeal of the yacht: 'Wally yachts – and *Eseuse* in particular – are very user-friendly. The furling headsails and mainsails mean that actually going sailing is a quick operation. There's no time spent loading sails on board, or hanking the sails on; time consuming jobs usually experienced on large boats and requiring advance planning. If the owner wants to go sailing you just unfurl the sails and you're off.' The hydraulic sail handling

has benefits other than pure flexibility. Burdis explains: 'In reality, the yacht can be handled by a very small crew and this short-handed sailing capability means less time is wasted organising a large crew and the associated logistics.' The most tangible proof of this claim is the in-furling boom from Marten Spars, which is capable of rolling the mainsail in five minutes – an operation that sets the 45kW starboard generator rocking gently on its six Vulkan-DMR shock absorbing mounts.

The yacht's offshore performance and safety

has been carefully thought through by Wally in partnership with RINA (Foundation Registro Italiano Navale). While the bulwarks offer protection for the crew, the structure could retain any large amount of water shipped over the bow, sending a wall of water rolling aft along the deck towards the open transom. To prevent this dangerous scenario three large deck drains with lifting ports have been fitted on both sides to reduce the water on deck; further measures will be implemented to ensure crew safety for transatlantic deliveries. Burdis



The standard method of hydraulic trimming uses a push-button system that has limited sensitivity. On Wally's *Esenze*, Magic Trim, the new system patented by Cariboni, allows the mainsheet and self-tacking jib to be trimmed by a proportional joystick – move the stick a short distance forward or backwards for slow trimming, or further in either direction for rapid sheet movement.

*Esenze* has four Magic Trim units for the mainsheet – mounted in the bulwarks forward of each of the twin helms – and a single unit for the jib. The 2+2 Magic Trim system of the main sheet is made of one single Magic Trim with double sheet and one double Magic Trim – one with double sheet and one with single sheet – to produce 4:1 tackle to move the sheet and a final 2:1 to trim the sheet. The Magic Trim Double system of the jib is a simple 4:1 tackle. When the actuator is extended the sheet passing through the sheaves is trimmed to four times the extension distance. Shortening the actuator releases the sheet.



A fail safe is programmed into the actuator and extreme loads will trigger automatic sheet release, although the units are capable of operating safely at 1.6 times the maximum design working load.



explains one of the RINA regulations: 'Life lines have been fitted running forward from the helm with additional fixing points around the deck, allowing the crew to move about in a harness and tether. There are also a series of safety lines and guard rails across the aft edge of the main deck, as the terrace area will not be used offshore.' *Esenze* will be a wet boat in big seas and arrangements are in place to limit water ingress on board. Three dodgers have been built and installed in the boat – one extends from the mast foot aft to the main hatch covering the central cockpit and the main companionway, another is in the deck recess protecting the entrance to the saloon and a third is forward for the crew access companionway – and are stored in specific concealed deck recesses and used in bad weather conditions. At sea access to the crew accommodation through the foredeck hatch is avoided by a watertight opening concealed behind mirrors in the owner's en suite.

For Luca Bassani, owner of Wally, *Esenze* represents a new breed of boats: '10 to 12 years ago we made the fastest boats on the water,' says Bassani, 'then boats like *Alfa Romeo* and *Mari-Cha IV* came out. We would like to be the fastest on the water again. This is the next generation of Wallys. Obviously, they will be big boats of 36 metres to 42 metres, but with unbelievable performance.' With constant inquiries for large yachts, Bassani claims this leap in construction size presents no problems for the Wally yard: 'We have no size issues in the yard, but in terms of transportation from the yard to the sea we have a limitation of 48 metres.' However, Wally already have a solution: 'If we get an order for a 60 metre yacht, we know already where to build it – close to our shipyard and closer to the sea – so we are ready to face the challenge.' □

## ESENZE

## LOA

43.7m

## LWL

38.1m

## Beam

8.57m

## Draught

4m to 6m

## Displacement

140 tonnes

## Rig

Sloop

## Mast and boom

Hull Spars high modulus pre-preg carbon mast and Marten Spars boom

## Sail areas

900m<sup>2</sup>

## Sailmaker

North Sails

## Furling systems

Wally and Cariboni

## Winches

Harken

## Engine

Caterpillar 550hp, 2,100rpm

## Propeller

Scovogear variable pitch

## Speed

14 knots (engine)

## Fuel capacity

14,000 litres

## Range

3,000nm

## Bow thruster

Max Power retractable

## Stabilisers

n/a

## Generators

2 x Westerbeke 45kW

## Watermakers

2 x HEM Osmosis 4,992 litres per day

## Freshwater capacity

6,000 litres

## Grey/black water

1,000 litre single tank

## Sewage system

Hammond

## Fire-control system

F200

## Security system

Panasonic

## Monitoring system

Furuno

## Air-conditioning

Constar

## Communication/navigation electronics

B&amp;B, Skanti, Furuno, Leica

## Entertainment systems

Videoworks, Samsung

## Owner and guests

8

## Crew

6

## Tender

Castoldi 16, 125hp

## Tender launching system

n/a

## Passerelle

Bossoni

## Paint

Dupont

## Construction

Advanced composites/pre-preg carbon

## Classification

RINA charter class, #100A 1.1, full MCA

## Project manager

Matteo Bisio at Wally

## Naval architect

Tripp Design Naval

## Architecture

## Exterior styling

Wally

## Interior designer

Delle Decq

## Broker

n/a

## Charter broker

n/a

## Charter rates

n/a

## Builder/year

Wally/2006

## Seaside Plaza

8 Avenue des Ligures,

Monte-Carlo,

MC 98000 Monaco

Tel: +377 93 1000 93

Fax: +377 93 1000 94

E-mail: sales@wally.com

Web: www.wally.com

## Price guide

Not available

