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Top superyachts reviewed

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PRODUCT REVIEW – FIVE MINI SUBMARINES FOR YOUR SUPERYACHT

PHOTOS: C. BORLENGHI/WALLY

Built by: Wally, Fano, Italy
Designed by: Tripp Naval Architects,
Eidsgaard Design and Wally

SAUDADE

THE BLUEWATER WALLY

By David Glenn





At a little over 148ft/45m, *Saudade* is remarkable not only for being the biggest sailing yacht yet launched by her builders Wally, but also because she is leading the company into the demanding arena of serious offshore sailing.

A highly experienced team collaborated to create this yacht, from her German owner Albert Bull, whose Admiral's Cup ocean racing feats of 20 years ago are legendary (all Bull's yachts have been named *Saudade*), to project manager Jens Cornelien, in-vogue naval architect Bill Tripp and inventive interior designer Peder Eidsgaard, who also styled *Saudade's* superstructure.

Skipper Mike Wilson and chef and chief engineer Polly Baptist injected invaluable advice gleaned from years of offshore sailing experience, 30,000 miles of which involved a round the world adventure on the owner's previous *Saudade*, a Judel/Vrolijk-designed aluminium 112ft/34m sloop launched by Royal Huisman in 1994.

A very different animal

But *Saudade* by Wally is a very different animal. Her designers have had to produce a fast offshore sailing yacht with race boat potential to satisfy Albert Bull and at the same time create a floating holiday home for his family. Overtying



Saudade

both was a need to maintain the iconic Wally style so that *Saudade* is recognisable as one of the brand.

Bill Tripp had already been responsible for the 130ft/40m *Allthia*, a high-speed sloop built in aluminium by Abeking & Rasmussen in 2002 for an owner who subsequently took his family sailing round the world, so there was a sound foundation upon which to build. Significantly both Jens Cornelsen and Peder Eidsgaard were involved with *Allthia* and the owner was also German.

Tripp was then commissioned to design the 143ft/43.5m

Esense for Wally, a stunning, sunken-decked giant with vast bulwarks using engineering ideas from leading edge race boat design. His work impressed Wally boss Luca Bassani whose enthusiasm for moving yacht design forward matched his own ethos.

Interior to another level

What Wally had to overcome in *Saudade* was their relative lack of experience in yachts that need to be almost entirely independent on long passages and could withstand the



A serious liveaboard yacht with exceptional style, *Saudade* has a huge cockpit protected by a solid bimini. This can be removed for racing. Inset from left: the forward section is dedicated to stowage and spares for long-distance cruising; a good-sized engine room with 360° access to the 600hp Caterpillar main engine; straight lines enhance the feeling of space



rigours of the world's oceans during a circumnavigation. Not only that, Wally had to take the design and quality of the interior of this yacht to another level, moving them firmly into the sailing superyacht league. Until now the emphasis in most Wallys has been on regatta performance with interiors intended for occasional use. *Saudade* had to be a serious liveaboard boat with exceptional style.

Although billed as a 148ft/45m yacht, *Saudade's* hull is based on *Esense*. But instead of the sunken deck protected by that massive bulwark, *Saudade* has a double deck to take

the working surface up to the line of the toerail. In places this provides much more room below and in other areas the space is used as deck stowage for everything from extra fuel and bosunry to tender stowage and housings for winches and Magic Trim rams.

Sleighride sailing

This yacht is, of course, completely automatic in terms of sail management, which is just as well because she sports an enormous North sail plan, which skipper Willson says gets her



Saudade



Clockwise from above: control console at each steering pedestal includes furling and sheet trimming buttons and joysticks; Future Fibres PBO rigging and small, neat terminations; forward pit with drum winches for halyards; beautifully fashioned titanium detailing in guardwire terminations and access to crew accommodation. Main picture: swept spreaders on Hall Spars mast





into double figures in the lightest of breezes. His task will be holding *Saudade* back, but owner Albert Bull will undoubtedly be anticipating some sleighride sailing either under plain sail, Codes or the use of a very large asymmetric. There's no prodder, something that Wally point out is less critical in a bluewater, long-distance cruising yacht.

Luca Bassani is not a fan of captive winches, although there are a couple on this yacht, one of which hoists the North 3DL carbon main to the top of the Hall Spars high-modulus carbon mast. Instead he has continued his close relationship with Cariboni and their Magic Trim product, which now uses lightweight carbon cylinders.

Bassani says they are lighter, cheaper, possibly faster and easier to maintain than a captive although the drawback is finding the space to mount these long pieces of equipment. However, the jib sheet Magic Trim system for this boat comprises a pair of rams working in tandem which has reduced the amount of space required.

Slimming campaign

On the subject of weight, *Saudade* is likely to displace somewhere in excess of 150 tons when she is fully loaded for cruising. Nonetheless, there has been a slimming campaign running throughout this project, with Future Fibres PBO rigging complementing Hall's spar, small lightweight tenders shipped aboard and carbon construction throughout. Despite her size *Saudade* moves beneath your feet in the calmest of anchorages ...

Still on the engineering side, it is good to see Wally investing heavily in a decent engine room in which access is





Interior design Peder Eidsgaard has created square cabins below deck which, he says, helps to produce the impression of space. The white and light varnished oak finish creates a refreshing and deeply comfortable atmosphere below



possible to all parts of the 600hp Caterpillar main engine and the two 55kW Northern Lights gen sets. There is also excellent access to the hydraulic systems which will be so crucial aboard this boat, as they power everything from sail trim mechanisms, the Max Power bow and stern thrusters to the passerelle, Marten in-boom furling system and lift keel system which reduces draught from 20ft 4in/6.20m to 13ft 9in/4.30m. There's even a hydraulic oil line-crimping machine (for attaching terminals) which will enable *Saudade's* crew to carry out repairs in the remotest areas of the world.

There is extensive stowage for spares and the extra equipment needed for long stints at sea, contained in 50 boxes specially racked in the forward sections of the yacht. A workshop and large bosun's stowage area is situated forward of this – in fact, the entire forward section of the yacht is dedicated to maintaining and running the yacht.

On deck there's nothing out of the ordinary apart from a vast, solid bimini which extends aft from the blistered deck saloon superstructure to just forward of the steering consoles.

Removable hardtop

This is a removable hardtop which would need considerable lifting power to get it onto the dock, but according to Mike Wilson the intention is to remove it for racing, something that will clearly come as a relief to designer Peder Eidsgaard who makes it clear that he was not involved in the design!

It has to be said it looks like something of an afterthought, but if this yacht is going to be at sea for long periods, sailing at high speeds and exposed to the elements, it was felt that a hardtop rather than a soft bimini was a better bet.

One of the many challenges Eidsgaard faced in designing the outboard look of *Saudade* was the need to restrict the





Transom garage with plenty of room for toys. The yacht's freeboard is enormous close up, but her length disguises this

height of the superstructure so that the yacht maintained a sleek, relatively low-level shape. In fact, her freeboard is enormous when you get close to the yacht from water level, but her length absorbs this. The superstructure couldn't be allowed to overpower her or make her top heavy.

Roof terrace

Eidsgaard explained that a pronounced transverse curve brings the saloon windows down to an acceptable level on each side while height is maintained on the centreline, allowing standing headroom in most parts of the deck saloon.

Just three steps and three enormous glass doors divide the cockpit from the deck saloon, providing a seamless link

between the open air seating area and the saloon. "You walk into the equivalent of a loft or a roof terrace, not a basement," said Eidsgaard.

Tripp's hull shape also challenged Eidsgaard to the extent that furniture had to be specially made to fit the hull shape. "Outwardly a sofa might look like something you could buy in a shop, but it's designed to fit the shape of the hull."

Straight lines

He also used a lot of straight lines to make cabins square rather than follow the line of the hull. This, he says, helped produce the impression of space and, together with the use of vertical LED lighting in the corners of cabins, the sensation of spaciousness is even greater. It is also good to see that he insisted on radiused edges to furniture and dividing panels to avoid injuries while passage-making in a seaway.

Eidsgaard, who worked originally for Andrew Winch, has used many styling and design techniques to make this yacht feel roomy, but he admits that, especially in the crew accommodation forward, every millimetre became an issue to maximise space. He paid tribute to Giorgia Martinelli from Wally's design department who, together with professional input from the owner, blended the white and varnished light oak background with furniture to produce an unusually refreshing, yet deeply comfortable atmosphere below.

There's little doubt that Bill Tripp has designed a yacht that will satisfy Albert Bull's passion for speed and *Saudade's* accommodation has a style and inherent feeling of quality that has definitely lifted Wally's game. It will be very interesting to see how *Saudade* fares on the ocean wave and even more interesting to see Tripp Naval Architects' next effort for Wally, a veritable magnum opus at 164ft/50m.

Specifications

LOA	45.19m	148ft 2in
Beam	8.57m	28ft 1in
Draught	4.20m/6.20m	13ft 9in/20ft 4in
Displacement	150 tons	
Ballast	40 tons	
Accommodation	16 (6-10 guests, 6 crew)	
www.wally.com		

