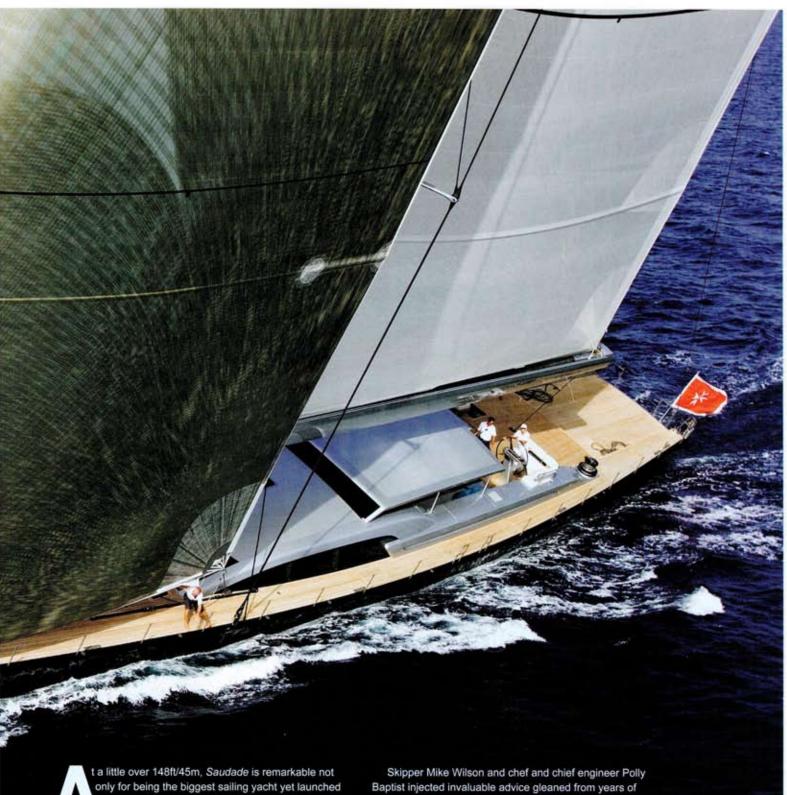


ON BOARD – MONDANGO • SAUDADE • NIRVANA • P2
PROFILES – SOUTHERN WIND IN CAPE TOWN • OYSTER MARINE IN ISTANBUL
TECHNICAL – WILL CARBON BE KING? STANDING RIGGING SYSTEMS

PHOTOS: C BORLENGHI/WALLY

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

By David Glenn



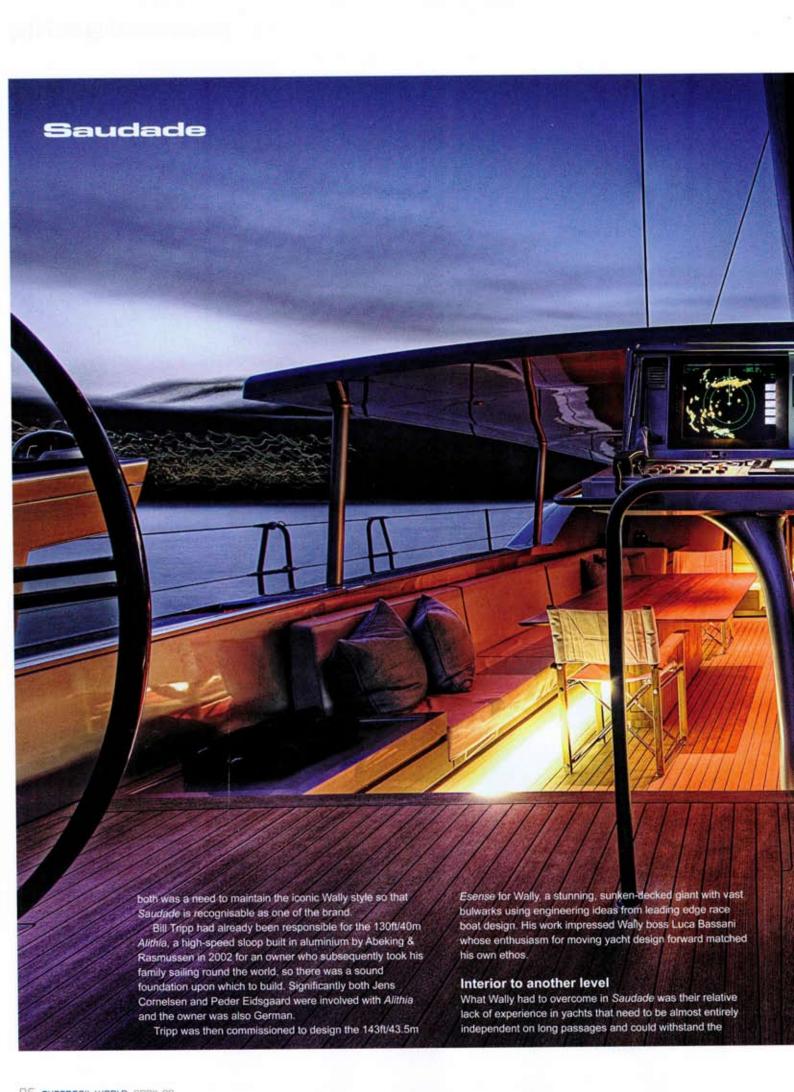
t a little over 148ft/45m, Saudade is remarkable not only for being the biggest sailing yacht yet launched by her builders Wally, but also because she is leading the company into the demanding arena of serious offshore sailing.

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 Cornelsen, 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. Overlying



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Interior design Peder
Eidsgaard has
created square cabins
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The white and light
varnished oak finish
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and deeply
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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 <code>Saudade</code>'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

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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 Eisdgaard.

Tripp's hull shape also challenged Eisdgaard 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 tops

Displacement 150 tons Ballast 40 tons

Accommodation 16 (6-10 guests, 6 crew)

www.wally.com

