

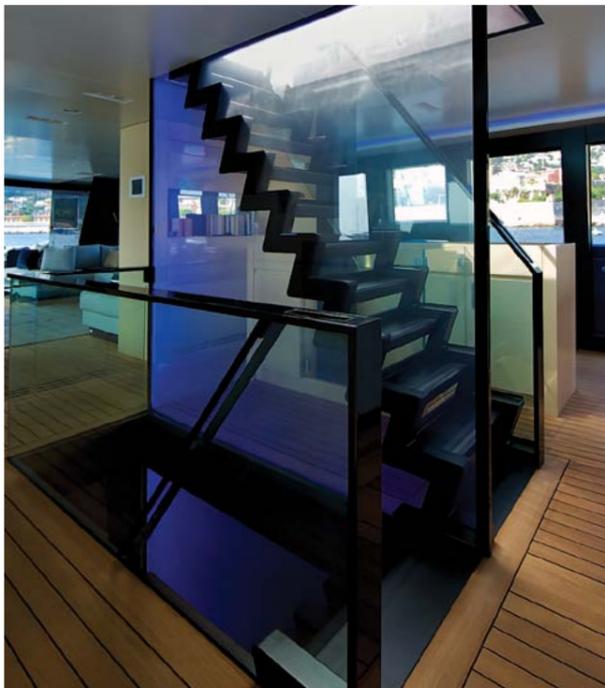
# BETTER PLACE

WALLY POURS  
THE INTERIOR  
OF A CRUISING  
BOAT INTO A  
PERFORMANCE  
HULL. JUST DON'T  
CALL IT A MOTOR  
SAILER!

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Anyone who knows Luca Bassani Antivari knows that he sees the world a bit differently than most who make their living in the yacht business. Ever since he burst upon the scene with his 105-foot Luca Brenta-designed *Wallygator* in 1994, it seems he believes that it is his job to change the status quo and erase perceived limitations as he good-naturedly prods and pulls yachting along with him.

A sailor for 40 years, he nevertheless appreciates that there are applications for powerboats and his 118 WallyPower in 2003 turned sport yachts on their collective heads, followed by Wally-Tender and Wally Lunch Boat. He showed his mastery of carbon fiber with WallySki. This summer, Bassani performed a hat trick of sorts and by accident when Wally delivered the first of a new class racer-cruiser boat (WallyCento), the first Wally displacement boat (WallyAce) and the first big cruising Wally, its flagship at 166 feet, *Better Place*.

Surprisingly, the owner of *Better Place* did not come from within the ranks of the Wally sailing fleet explains Bassani. "The owner was a powerboat guy. Some of our most advanced boats are built for powerboat owners." Advanced it is. *Better Place* is Wally's first diesel-electric sailing yacht and it powers via a standard shaft and feathering prop. With all three Caterpillar C7 gensets in operation, the yacht powers at 14.5 knots through a Siemens electric engine. Dial back to one generator and it still achieves 9.5 to 10 knots.

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Tempered glass is a large element of this Wally's design, bringing light below to the master suite (main) and preserving the open concept. Main-deck windows are full height and, despite the bulwarks, offer an impressive view.



Is it designed as a motor sailer, we asked Bassani during the Monaco Yacht Show in September.

"We took the stupid out of the motor sailer type; the hull is a real torpedo. It's a Wally from any point of view," says Bassani. "It's light at two-hundred-fifty tons displacement, or about half that of a fifty-meter yacht of this type. You don't have to wait for the wind to blow twenty knots to start having fun and stop at twenty-five."

The torpedo part of the equation is apparent when one but glances at the VPP; *Better Place* sails at 14 knots upwind and 17 knots reaching. She's stiff: her keel alone is heavier than Wally's maxi *Indio*. *Better Place* is the first yacht of its size completely built in advanced composites in Italy, as requested by the owner, so that scale and comfort are balanced with performance. The yacht draws 15 feet with the keel up and 21 feet, four inches with the keel down.





Naval architect Bill Tripp says there were two surprises: the carbon hull's rapid acceleration and the lower-than-expected air-conditioning loads.

On deck, she bears a resemblance to the 2006 launched *Esense*, a 143-footer with high freeboard and the Wally "Terrace on the Sea" windows transitioning from main deck height amidships to lower deck level astern. The high freeboard wraps around to become both coaming and bulwark, providing more protection for those on deck than a typical toe rail and a safe place to run sheets and fairleads. And that's about where the similarity ends.

*Better Place* sports a conservatory-style deckhouse—a full on-deck wheelhouse and living area of more than 925 square feet that flows onto the main deck fore, aft and port and starboard from a seemingly endless array of doors and full-height windows providing a true 360-degree view from any position. Recessed into the top of this structure is a flybridge, a first for Wally, with twin wheels forward and an expansive lounging and dining area. Just like *Esense* and the 148-foot *Saudade* launched in 2008, which has a deckhouse but no flybridge, *Better Place*'s naval architecture is by Bill Tripp.

"We started designing this project in 2003," says Tripp. "Originally, it was going to be an aluminum boat, a version of *Esense* with a WallyPower superstructure on top. You can see how much it developed from that first concept."

Tripp actually designed the boat in two materials—aluminum and carbon fiber—working out the weights and balances and loads for each. The aluminum version would have weighed 310 tons lightship, where as the carbon fiber version was predicted to come in at 265 tons, plus the 11.5 tons of mast rigging and sails. "In the beginning, the market had a fear factor about fifty meters in carbon," says Tripp. "But as boats like *Esense* and *Saudade* performed without incident, it was clear risks were low.

"The first time we put her into the wind, she did ten knots in twelve knots of breeze, then twelve knots in fourteen. What did surprise everyone was how fast she accelerated."

Bassani had worked with English designer Gillian Brown before on sailing yacht interiors and also the detailing of WallyPower. He turned to her, now operating as half of the Amsterdam-based

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*Better Place* is oriented towards outdoor living. Her sun deck/flybridge alone is 1,076 square feet (opposite page). Inside and on deck, the design is all about simplicity and weight savings to promote performance.

firm Wetzels Brown Partners, to articulate his interior concepts.

"Gillian understands the Wally DNA, our inside-outside living approach and she understands weight limitations," he says. "She grasped immediately what I wanted to do with an open concept."

The salon, dining area and wheelhouse form one continuous area and its furniture reconfigures for various uses and events almost with the same ease as a child's Transformers toy changes from a robot to a vehicle. A sophisticated lighting plan helps delineate the areas and support various tasks. Seating and dining cockpit areas forward and aft of the deckhouse as well as above it eliminate any of the potential conflicts that could be associated with open-plan living.

The salon, for example, seats 20 people as a lounge, opening fully onto the covered portion of the aft deck with even more seating. The central coffee table can be converted into a dining table for small groups of up to eight or to augment the specific dining area for 10 forward. Ah, but this is not only a dining space, it configures as a lounge with an extra large sofa seating six comfortably to watch the sailing if the weather is inclement.

"The proportions of the boat are such that it is a little bit disarming from the outside. When you come inside, you see how big this boat really is," says Bassani.

When the boat is moored, at anchor or in light air, the approximately 460-square-foot forward social cockpit directly accessible from the interior dining area features table seating and sunpads for up to 20 people. Beyond this, the forward 900-square-foot expanse of teak deck hides a sunken Jacuzzi. Winches and windlasses as well as two tenders are hidden under deck hatches as well. All told, the main deck turns the usual powerboat ratio



of covered to open main deck spaces on its head with 71 percent of the main deck's total area open. Except for the helm positions, the entire main deck is living space for owner and guest use.

With the lounging and dining space on the main deck, the coveted Terrace on the Sea space was able to be used for the owner's stateroom in his 667-square-foot suite. This is where the yacht's 33-foot, eight-inch beam is used to its greatest effect. With a full spread of mirrored windows across the aft bulkhead, a strip of glass in the overhead and a pair of six-foot by three-foot windows in the hull sides, the space is bathed with light by day and lit by indirect LED lighting that can change colors by night. LED light strips, in fact, inform the pathways and details throughout the yacht. A centerline corridor divides the sleeping and lounging areas of the master stateroom and the dressing area from the head. A king-size bed to starboard faces aft while a modular TV lounge of nearly equal size faces forward adjacent to a desk area. The entrance to the suite is a gallery of sorts bathed in colored lights and bypassing art niches within the white lacquered oak panels. Aft, the owner's suite has direct access to a private aft terrace.

Up to 10 guests can be accommodated in four double cabins and 10 crew in five double cabins. The guest cabins are split fore and aft of the double engine rooms and the trunk for the lifting keel. A series of doors divide the captain's cabin and galley, mess and crew cabins from the guest areas forward. A particularly

innovative service feature is the open food lift connecting the galley, the interior dining area and the sun deck. Rather than spoil the open plan of the main deck with a shaft for a typical dumbwaiter, this food lift is actually a couple of "suitcases" that travel up and down a geared vertical track.

The more than 1,000 square feet of sun deck/flybridge can be reached either by a staircase from the dining area or by an outside staircase from the main deck aft. Here, tucked behind the vang and under the furling boom, is a forward wrap-around seating area facing the twin wheels and sail control consoles. Aft of this are two built-in units—one a pantry bar and the other a mini galley and barbecue. A dining and lounging area is farther aft. Wetzels Brown Partners designed new seating modules in carbon fiber and mesh fabric with low-profile cushions for all of the outdoor furniture. Like the rest of the boat, these pieces are simple, but not coldly minimalist.

One of the unique environmental characteristics of *Better Place* is her RINA Green Star certification and, in fact, she received RINA's award for Most Environmentally Conscious sailing yacht at the Monaco Yacht Show in September 2012. Her diesel-electric propulsion reflects the latest Siemens technology and offers the power to convert some typically hydraulic ships services to electric, such as the inner stay furler and the sheet tensioning devices.

Along with the in-boom furling main and Magic Trim for the main sheet, *Better Place* features a self-tacking jib, a captive winch for the jib sheet and push button controls for easy sailing. One of the best features is the hidden staysail system specifically designed for this application. The staysail furls around its no-tension luff cable and douses into a 28-foot-long locker flush with the foredeck. This allows easy tacking with the jib or asymmetrical reacher and clears the foredeck when the sail is not in use.

Tripp notes that the boat is well balanced and the difference between light to full displacement is 30 tons. "Wally is meticulous about weight calculations, so I planned a variance for unknowns. Usually this accounts for things an owner adds during the build. In this case, the only thing that differed from the original design was the weight of the diesel-electric power plant in the calculation for the power converters," he says. "She launched bang on her lines."

"We knew the boat was going to be painted dark from the beginning and had accounted for that and the glass in the design for the air-conditioning loads," says Tripp. "What surprised us was that she actually uses less AC than we thought due to the vertical wheelhouse windows and the large overhangs of the flybridge shading the glass."

According to Tripp, the actual numbers for power consumption recorded by the yacht are impressive, even though the diesel-electric system hadn't been fully "dialed in."

"As soon as we had the boat set up and sailing, the owner asked if he could have it for a weekend to sail to Montenegro," Tripp recalls. "It wasn't totally finished but Luca said, sure, he could sail it for a few days. The owner didn't bring it back for a couple of months; he even cruised to Sicily and Sardinia! That was pretty amazing. I guess it means he likes the boat."

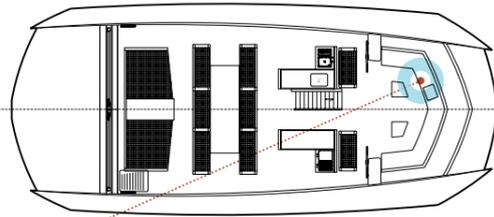
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Wetzels Brown Partners created a sleek, contemporary, asymmetrical interior with gloss and satin carbon, white lacquered oak and gray leather floors. LED light strips accentuate details on board and change color according to mood or time of day.

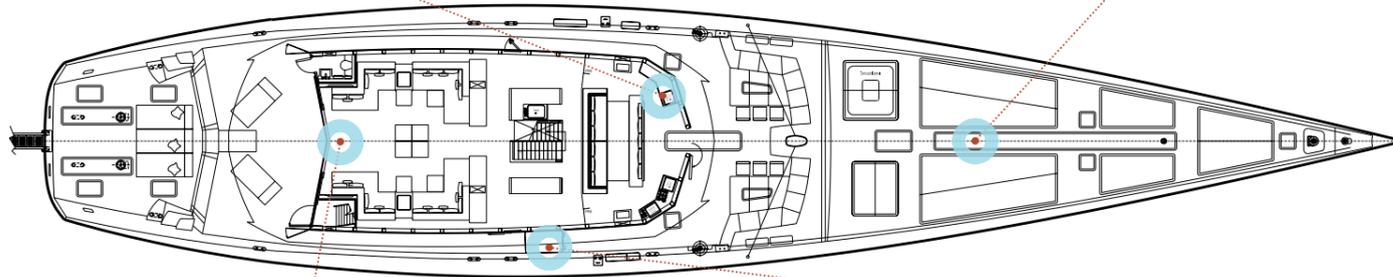


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An astounding 71 percent of *Better Place's* main deck is open. The owner enjoys direct access from his stateroom to a semi-private bathing platform, Wally's "Terrace on the Sea."



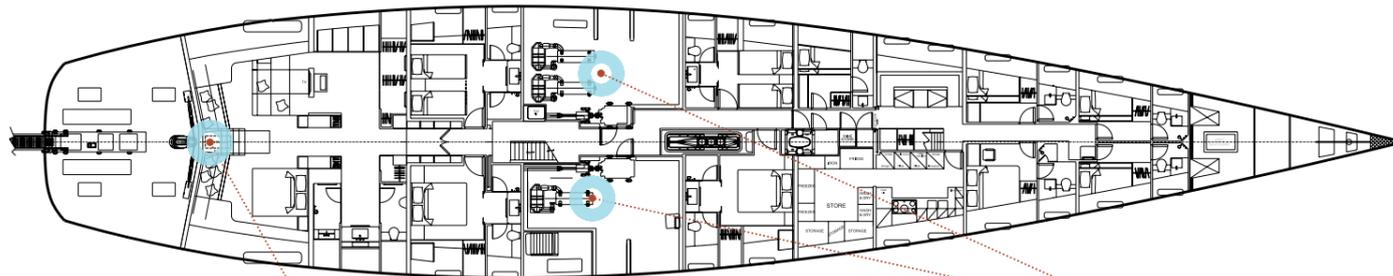
**NAV STATIONS:** Two navigation stations are found aboard, forward on the sun deck and forward on the main deck.

**FOREDECK:** A large Jacuzzi is positioned below deck along with two tenders, a staysail locker and the Wally submarine anchor locker.



**OPEN PLAN:** The salon seats 20 as a lounge, opening fully onto the covered aft deck. The coffee table can convert into a dining table.

**ENTRY:** A hull-side door is located amidships to starboard; when open it serves as a tender boarding and swim platform.



**DECK ACCESS:** The master suite has direct access aft to Wally's signature "Terrace on the Sea" stern deck.

**ENGINE ROOMS:** Three Caterpillar C7 gensets are split between two areas amidships and power a Siemens electric engine.

**Specifications:**

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98000 Monaco  
Tel: +377 93 10 00 93  
Fax: +377 93 10 00 94  
Email: sales@wally.com  
www.wally.com

**LOA:** 165' 8" (50.5m)  
**LWL:** 147' (44.8m)  
**BEAM:** 33' 8" (10.3m)  
**DRAFT:** 15' 1" (4.6m) keel up/  
21' 4" (6.5m) keel down  
**DISPLACEMENT:** 250 tons  
**RIG:** Sloop  
**MAST AND BOOM:** Hall Spars  
**SAIL AREA:** 11,840 square feet

**SAILMAKER:** North Sails  
**FURLING SYSTEMS:** Wally - Cariboni  
**WINCHES:** Harken/Bamar  
**ENGINE:** Siemens diesel-electric  
**SPEED UNDER POWER (MAX):** 14 knots  
**FUEL CAPACITY:** 4,755 U.S. gallons  
**GENERATORS:** 3 x Caterpillar C7  
**GUESTS/CREW:** 10-12/10

**TENDER:** Castoldi Jet Tender 15  
**CONSTRUCTION:** Advanced composites PRE-PREG  
**CERTIFICATION:** MCA LY2, unrestricted RINA Green Star  
**NAVAL ARCHITECTURE:** Tripp Design Naval Architecture  
**EXTERIOR STYLING:** Wally/Luca Bassani  
**INTERIOR DESIGN:** Wetzels Brown Partners

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