- Dodging pirates on an epic global superyacht voyage

- Inside CRN's ultra-private 61m *Saramour*

- Taming the wind aboard JFA's 26.5m supercat

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SHINING LIGHT

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SEPTEMBER 2014

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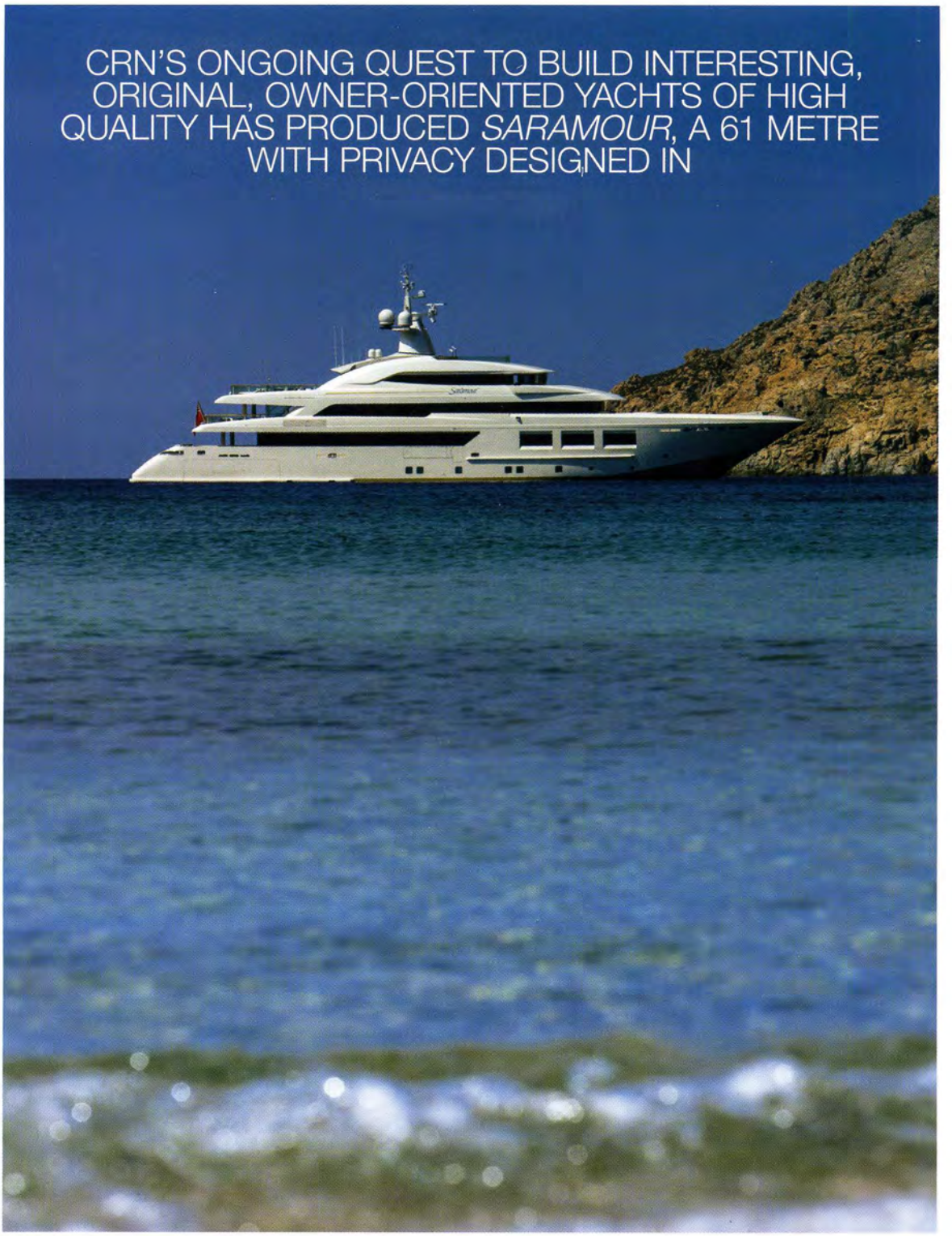
SARAMOUR

words: Maria Roberta Morso
photography: Maurizio Paradisi

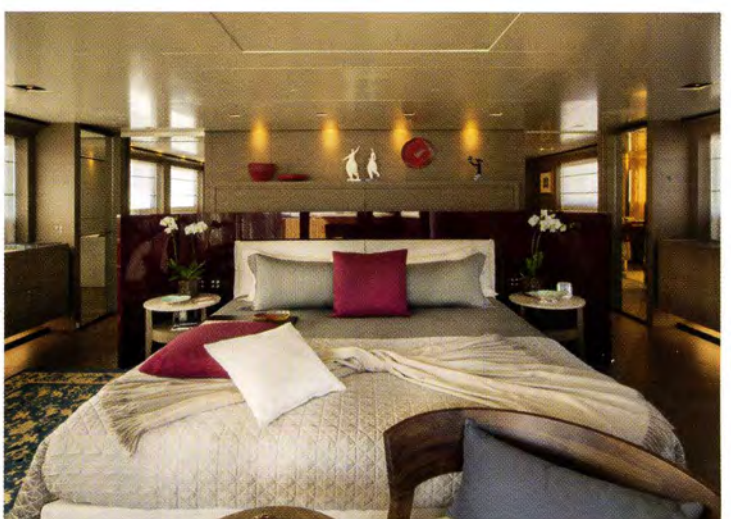


CRN'S ONGOING QUEST TO BUILD INTERESTING, ORIGINAL, OWNER-ORIENTED YACHTS OF HIGH QUALITY HAS PRODUCED *SARAMOUR*, A 61 METRE WITH PRIVACY DESIGNED IN

As I walk down the quay, the full 61 metre length of *Saramour* comes into view, and she is an imposing spectacle. The work of Italian yard CRN, she's a tall yacht, six decks in all, yet avoids the trap of appearing bulky, or awkward. Her lofty topsides are broken by a sweeping knuckle at the bow and three large recessed windows giving light to a guest cabin and sitting room on the main deck. Further up, two long window runs provide the strata, and visor-like overhangs the shade. This is a cool yacht.

Saramour represents a significant progression in CRN's style, which in the last few years, with just a few exceptions, has come from an association with Zuccon International Project. The yard's two most recent launches break with this, however, and demonstrate the profound change ongoing at CRN: *Saramour* was

IT WAS IMPORTANT FOR THE OWNER THAT THE **INTERIORS** BE **FUNCTIONAL,** WITH **MINIMAL ELABORATION,** SO ANYTHING DEEMED UNNECESSARY WAS **DISCARDED**



The owner's cabin opens onto a private pool area that can't be seen from any other point on the yacht (opposite page top), while a solarium area aft (opposite below left) offers ample space for sun lounging. Designer Francesco Paszkowski was careful to blend CRN's lineage and technical skills with the owner's requests

designed by Paszkowski Design and the 73 metre *Yalla* bears the unmistakable signature of Frank Laupman/ Omega Architects.

This isn't the owner's first *Saramour*– two existed before this. The first was an all-aluminium Baglietto 30 metre by Paszkowski launched in 2003 and the second a 46 metre yacht built by CRN from a design by Nuvolari Lenard, which was delivered in 2005. The owner, therefore, was familiar with the shipyard and designer and had a very precise idea about how his new yacht should look. The contract was signed in 2011 and work began on project CRN133 shortly after. Throughout the design process, the owner had one overriding priority: privacy.

In penning the design, Paszkowski put aside shapes and features from his own background and developed a stylistic language that blended CRN's lineage and technical skills with the owner's requests. Asked about the relationship among designer, yard and owner, Paszkowski quotes Jon Bannenberg, who likened yacht building to an orchestra, requiring the talents of many and varied individuals to achieve a harmonious and dramatic outcome.

'I knew the owner, but this was my first project with CRN,' says Paszkowski, 'so I had to fine-tune my methods to a reality I wasn't familiar with. Together with my team we have tried to harmonise our procedures to theirs to get the best out of this project. Did we get a win-win result? I leave it to the owner and those who will see the yacht [to decide].' He admits this collaboration with CRN brought particular satisfaction as he and Lamberto Tacoli, the yard's chairman and CEO, are both keen proponents of 'made in Italy' and premium quality boatbuilding.

'The yachts we displayed last year at the Monaco Yacht Show – the 80 metre *Chopi Chopi*, and *J'ade* with her side-floodable garage – and now *Saramour* and *Yalla* are statements of our disposition towards innovation and more novelties are to come,' says Luca Boldrini, CRN's sales director. 'In our sheds, CRN131, a truly innovative 74 metre by Gianni Zuccon, and CRN134, a 55 metre by Nuvolari Lenard are currently under construction.

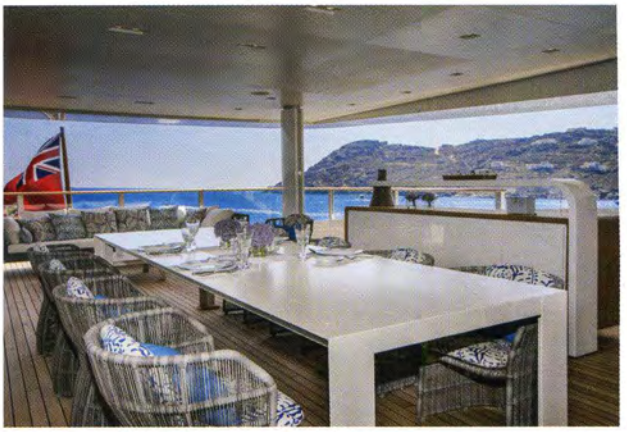
'Our commitment has been rewarded with commercial success and CRN, backed by the whole Ferretti Group, made an extraordinary effort to update both our facilities and production processes to be equal to the great chance the market was offering us.'

'Our clients are becoming more and more expert and their requests are increasingly relevant,' adds Boldrini. 'We pay great attention to their inputs and always try to achieve a good balance between our clients' vision and functional and technical aspects. We are keen to introduce innovative features into our projects, we explore new design and engineering solutions in a ceaseless process which also encompasses our tradition. As for *Saramour*,

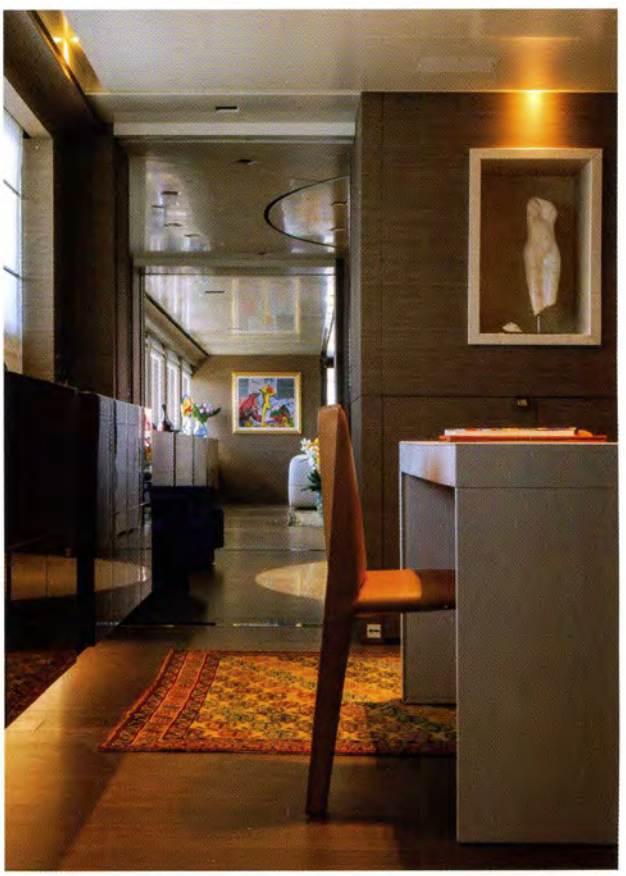
Saramour

WITH **SIX DECKS,** *SARAMOUR* IS A TALL YACHT, YET SHE **AVOIDS THE TRAP** OF APPEARING BULKY OR AWKWARD. THIS IS A **COOL YACHT**

INTERIOR SPACES ARE **COSY AND PRIVATE,** WHILE STILL BENEFITTING FROM **ABUNDANT NATURAL LIGHT** COMING IN THROUGH THE **LARGE WINDOWS**



On the upper deck is a saloon (left), while space for alfresco dining is provided aft (top). The gym shimmers with blue tiling (above). Owner's private studio (below) is located forward



A CLEAN INTERIOR SERVES TO SHOWCASE THE OWNER'S **WORKS OF ART,** ANTIQUE RUGS AND ARRAY OF PRECIOUS **BLOWN-GLASS OBJECTS**

On the main deck is a large open-plan saloon, which features the light-beige linen sofas with colourful cushions, works of art, antique rugs and blown-glass objects typical of the interior throughout the yacht

we asked Paszkowski not to [produce something entirely of his own vision],' Boldrini continues. 'This project, despite featuring a strong identity, keeps CRN's DNA clearly impressed in her lines. In light of Paszkowski's renowned passion for sports cars, it is easy to pinpoint a few details reminiscent of automotive design that represent a novelty for us, such as the curvy sundeck profile gently sloping backwards.'

The interior is designed solely for family use. No VIP or guest cabins are included, instead large private cabins tailored to meet each family member's needs. The owner's suite with studio, walk-in wardrobe and large bathroom is located forward on the upper deck and benefits from total privacy. A saloon astern is designed to host the family while they watch TV. A sliding door separates the owner's quarters from the staircase and a system of lights on the lower level indicates whether you are allowed to enter.

A large panoramic deck forward is accessed from the owner's suite. Here a private pool encircled by sunpads provides an intimate spot to relax under the sun. The deck's roof has been cleverly shaped and ends with a conspicuous overhang, so people standing on the Portuguese bridge in front of the wheelhouse above cannot see the pool.

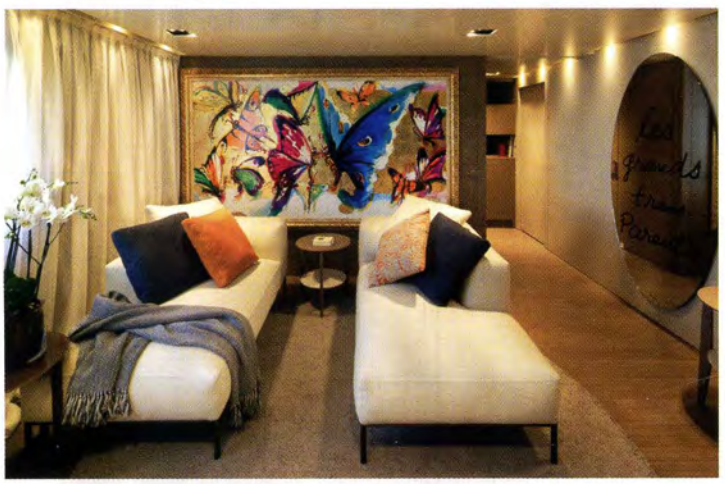
When I visited the yacht a month before she left the yard, the uniform starkness of the interiors felt somewhat acute. But now, on the finished yacht, things click into place. The owners wanted a very clean interior that would serve to showcase their works of art, antique rugs and array of precious blown-glass objects.

Against this uniformity the artworks are highlighted in beautiful relief, enriching their environment. This is a very personal space, away from the world, where the owner can unwind and contemplate his favourite pieces. It was also important for the owner that the interiors be functional, with minimal elaboration, so the project was developed strictly, discarding anything deemed unnecessary.

Saramour doesn't follow the current vogue of pursuing the closest relationship between indoor and outdoor areas. Interior spaces are cosy and private, and while still benefitting from abundant natural light coming in through large windows, a clear delineation is drawn between inside and outside. On the main deck, instead of a large glass entrance aft, a more intimate lobby/reception area opens onto a large open-plan saloon. The simplicity of the saloon's décor generates a welcome ambiance.

The interiors might carry the signature of Paszkowski but the whole project was supervised by architect Costanza Pazzi, head of the interior design department

LIGHT BEIGE SOFAS AND ARMCHAIRS ARE SPOTTED BY **COLOURFUL CUSHIONS** AND BEDHEADS BOAST **GLOSS SURFACES** IN A DARK RED HUE



The main deck aft (above) offers a comfortable seating area. Relaxation is a key theme of the lower deck, as typified by the beach club (opposite top). A feature of the suites' bedheads is dark red, gloss surfaces (opposite middle). A main deck suite (opposite below left) with colourful artwork

at CRN. 'By following the owner's request, we have created an atmosphere of understated elegance,' Pazzi says, as she walks me through the interior. 'The yacht is furnished in a distinctive minimalist style with loose furniture and accessories by B&B Italia, Molteni, Maxalto and all upholstery was chosen by the owner.' Sofas and armchairs, covered with light beige linen, are spotted by colourful cushions and all bedheads boast gloss surfaces in a dark red hue. Here and there, the same intense colour enlivens lacquered wall panels and doors.

The configuration of private and social areas further underlines the fact that *Saramour* is designed for family use. Forward on the main deck, the full beam of the boat has been used to create an apartment for the owner's daughter, with the cabin adjoining a sitting room for reading and relaxation. The small apartment is accessed through a passageway opening onto a recessed balcony, which gives her a secluded spot to escape to.

Three further cabins are on the lower deck, the largest offering a full-beam bedroom with separate dressing area and airy bathroom. Thala marble is the only stone used in the bathrooms, its cream colouring and uniform texture matching the yacht's décor perfectly.

From sundeck to cockpit, *Saramour* offers an abundance of well-considered outdoor areas for relaxation *en plein air* or shaded by the deck overhangs. On the bridge level a verandah-like gym aft is accessed through a corridor, which amazes with its fanciful decoration: curved walls are covered with small Bisazza tiles that shimmer in shades of blue. Further up still, the small sundeck features a spa pool nestled beneath the radar arch on a platform overlooking the bow. The compact radar arch is easily and quickly removable allowing the yacht to get into the owner's very own covered dock whose location is, like so much on *Saramour*, private.

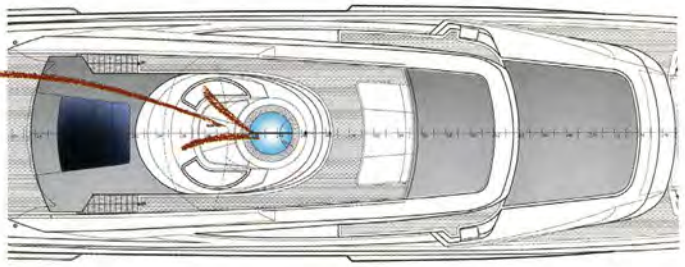
On the lower deck, a small lobby leads astern to two independent side-garages housing a customised Riva Iseo and a Castoldi jet tender. In the control room and the engine room, CRN's long experience in yacht building is apparent. Panels are open, exposing the yacht's inner workings, and offering a look at the behind-the-scenes quality. Twin Caterpillar 3512C-Cs provide the power, giving a top speed of 15 knots and a range of 3,000 nautical miles at 14 knots – enough to cross the Atlantic or navigate far and wide, non-stop, in the Med.

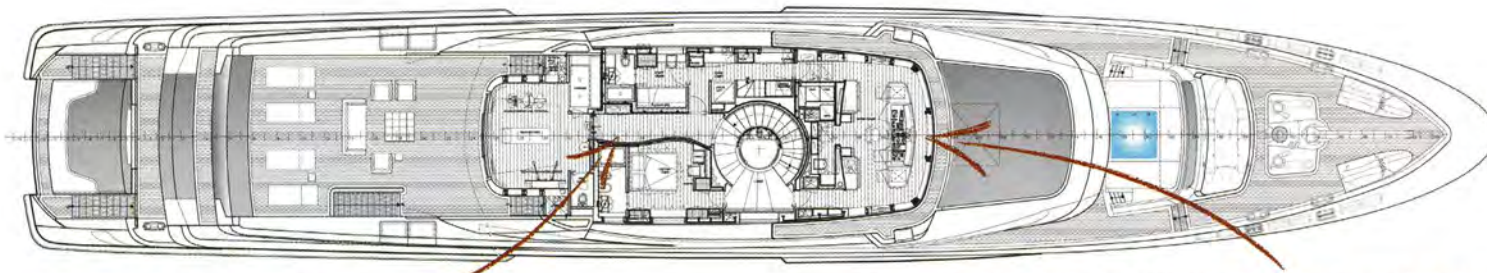
The crew have comfortable and well-appointed quarters. Cabins for 12 people and a full beam dinette are located forward on the lower deck. From here they can reach all decks through dedicated staircases, staying out of the way of the owner and his family.

And that's the point of this yacht. As our tour ends, it's obvious that *Saramour* is the perfect example of CRN's ability to take its clients' requirements and mould a superyacht around them. Here, the brief was privacy. Standing on the owner's private deck, sheltered by an overhang and high bulwarks, away from prying eyes, the pool sits there, temptingly, before me. No one would ever know...

More on iPad

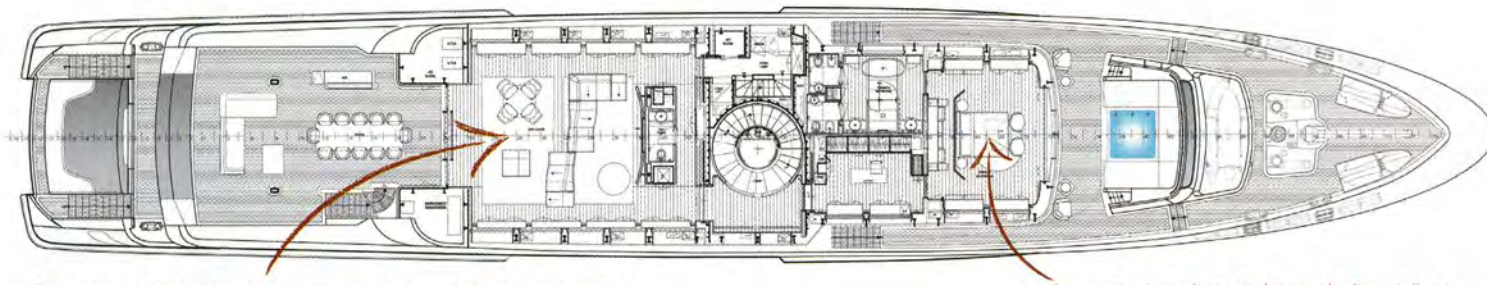
The compact sundeck features a spa pool beneath the radar arch on a platform overlooking the bow





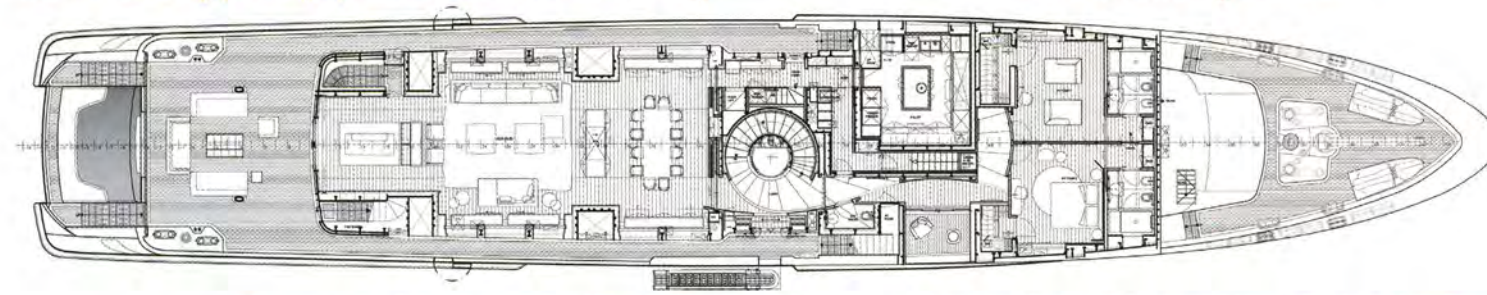
Features of the flydeck include a verandah-like gym and a solarium area aft

The flydeck, as well as accommodating relaxation areas, is the location of the wheelhouse. The captain's cabin is directly aft



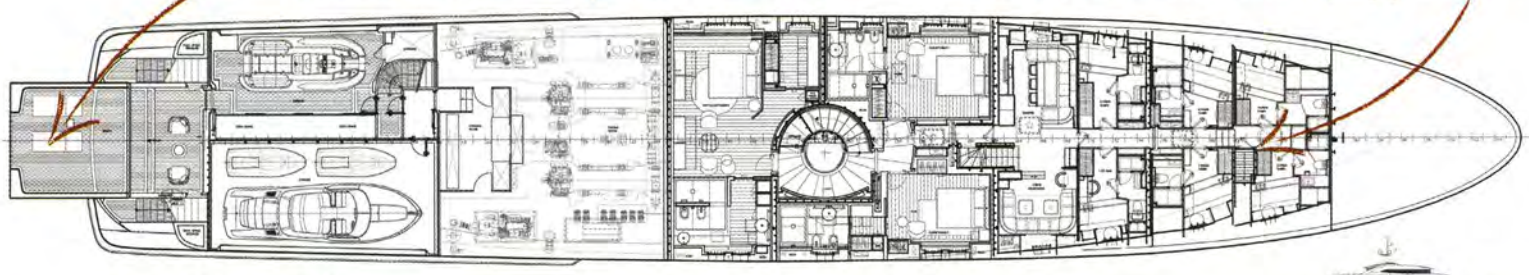
The upper deck is devoted to the owner, and features a saloon, master suite, study, private spa pool and table aft for alfresco dining

The owner's suite includes a studio, walk-in wardrobe and large bathroom



The emphasis of the lower deck aft is on relaxation, and features a stern hatch that opens onto the beach club

Crew quarters provide easy access to the laundry, stores and technical areas without interrupting guest areas



SARAMOUR *CRN*

LOA 61.3m
LWL 51.6m
Beam 10.2m
Draught 3.1m
Displacement
840 tonnes
Gross tonnage
1,070GT

Engines
2 x Caterpillar 3512C-C, 1,230kW @ 1,800rpm
Speed (max/cruise)
15 knots/14 knots
Range at 14 knots
3,000nm
Stabilisers
Naiad Marine Zero Speed

Generators
2 x Caterpillar C9, 175kW
Fuel capacity
110,000 litres
Freshwater capacity
20,000 litres
Owner and guests 10
Crew 14

Tenders
1 x 8.2m Riva Iseo;
1 x 6.4m Castoldi
Construction
Steel; aluminium
Classification
LR ✠ 100 – A1 – SSC - "Y", MONO, G6, ✠ LMC UMS, MCA LY2 compliance

Naval architecture
CRN Engineering Department
Interior and exterior design
CRN Interiors & Design Department; Francesco Paszkowski Design

Builder/year
CRN/2014
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e: info@crn-yacht.com
w: crn-yacht.com