

# Yacht première

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## MONDOMARINE "IPANEMA"

*by Mondomarine with Hot Lab Yacht & Design*

*Ipánema is the 64th yacht launched by Italian shipyard Mondomarine, with exterior and interior design developed by the yard working closely with Milan-based designers Hot Lab.*

*The Owner was represented by Interforce Inc. of Fort Lauderdale in the management of the entire process from development of the design through to the launch of this exclusive yacht.*

*Ipánema's Owner followed the entire design development process both directly and through his representative, Interforce Inc., staying constantly in touch with Hot Lab architects Enrico Lammari, who devised the interiors, and Michele Dragoni, who developed the exterior design, as the designers themselves have told us.*

**What was your relationship with the Owner like and what requirements did he set out in the preliminary phase?**

*We were in touch throughout, albeit with infrequent meetings in person. The exchange of information, requirements and modifications was continuous from the beginning right through to the end of construction, although often through his representative.*

*It did not take the Owner long to respond positively to the exterior designs, to which we made only a few changes as work progressed, while for the interiors we found we were studying areas we do not usually work with. The difficulty lay in the need to undertake research on stylistic concepts on which we collected a large amount of material, which we then had to organize, winnow through, select and finally use for the design we created.*

*Working with so many materials that differed from the ones we normally handle played a part in making our job very demanding.*

*One of the Owner's requirements was to create details that were completely out of the ordinary and impossible to find on similar projects.*



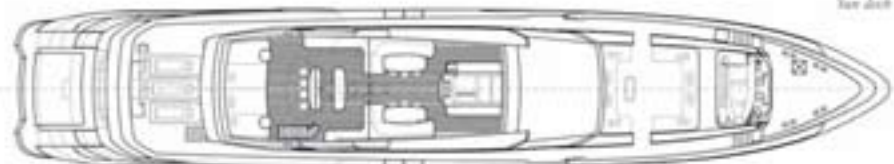




Profile



Sun deck



Upper deck



Main deck



Lower deck



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### MAIN TECHNICAL DATA

|                    |                                                                                                                                                  |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Hull               | Light Alloy                                                                                                                                      |
| Superstructure     | Light Alloy                                                                                                                                      |
| LOA                | 49.20 m / 161'40" ft                                                                                                                             |
| Beam               | 9.00 m / 29'52" ft                                                                                                                               |
| Draught            | 2.30 m / 7'50" ft                                                                                                                                |
| Engines            | 2 x MTU 16 V 2000 M84                                                                                                                            |
| Maximum power      | 2 x 1630 kW @ 2450 rpm                                                                                                                           |
| Range at 12 knots  | 3,500 nm                                                                                                                                         |
| Cruising speed     | 17 knots                                                                                                                                         |
| Classification     | ♦ A1 Commercial Yachting Service ♦ AMS (E)                                                                                                       |
| Naval architecture | Mondomarine Engineering                                                                                                                          |
| Exterior design    | Hot Lab Yacht&Design                                                                                                                             |
| Interior design    | Hot Lab Yacht&Design                                                                                                                             |
| Shipyard           | Mondomarine MC Srl<br><a href="http://www.mondomarine.mc">www.mondomarine.mc</a><br><a href="mailto:info@mondomarine.mc">info@mondomarine.mc</a> |



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*This was particularly the case in the interior, where we had to focus especially strongly on the relationship between nauty and renovation. What we needed to create was "his" yacht, without compromise or influence from market standards that usually suggest some custom. We are grateful to him for giving us this chance to explore fields that were unknown to us.*

DETAILS THAT WERE COMPLETELY OUT OF THE ORDINARY AND IMPOSSIBLE TO FIND ON SIMILAR PRODUCTS

### What was your relationship with the shipyard like?

*It was a positive experience for us in every way. Mondomarine has an outstanding technical department with people who worked every day on updating every tiny aspect of the construction process so that we could follow it in detail. This meant that we could sometimes try it with minor modifications that certainly contributed to the end result. It was a cooperative endeavour that we have no hesitation in describing as excellent. They put in a great deal of effort to complete a project that was genuinely very complex, giving us the maximum to achieve this as effectively as possible.*

### If Hot Lab had to describe this project in a few words, what would they be?

*Complex, explosive, shocking – in a positive sense, of course.*

We set out the designers' comments for our readers first of all as we think that they successfully convey the type of project and its complexity better than anything we could write. On the one hand, the designers deserve acclaim for their skill in researching and developing something new: albeit based on past styles, while on the other, their comments highlight the shipyard's skills as it accustoms us to increasingly complex, high-quality projects. Year after year, Mondomarine is capturing the attention of the large vessel market with new builds of the highest construction quality at the same time as demonstrating its singular capacity for flexibility by which we mean the ability to encompass projects that differ greatly in terms of dimension, style and nautical type. Every Mondomarine yacht is fully custom in that Owners can choose every aspect in order to create a yacht that

reflects their personality and welcomes them into an environment that accords with their own living standards, aesthetic tastes and habits, as is the case with Ipanema. Mondomarine has the capacity to manage very divergent projects created by designers, naval engineers and other professionals involved in the process of developing a new yacht.

Ipanema is an expression of the development process that the Italian shipyard has implemented for several years now, drawing on highly skilled engineers and other employees, and certainly helped by the large, well equipped facilities at its disposal.

Looking at Ipanema, one of the things that immediately catches the eye is the presence of numerous glass surfaces, but more importantly their horizontal continuity which gives rise to a sleek, scissor design never weighed down by "heavy" structures. The bright red of the hull and the main deck combined with the white of the superstructure emphasises the shapes of the dark windows, with an undoubtedly positive effect on the perception of the profile. In our view, the result is very elegant and original, especially so as where the upper deck seems suspended in mid-air, contributing to the sleekness of the profile. The sloping transom hatch also plays a big part in this, conceptually accompanying the aft line of the profile up to the antenna mast on the sun deck. Another appealing element from both a naval and an aesthetic point of view is the vertical nature of the windows around the upper deck, which yield huge benefits for visibility in different light conditions for anyone working on the bridge. In terms of space management, Ipanema's design features a very careful division of open-air and covered areas to ensure both multiple opportunities for use in differing navigation and stationary conditions, as well as suitable privacy for the Owner and guests.

There are numerous large open-air spaces, ranging from areas on the main deck to aft (since the superstructure has a wide body layout forward in provide the Owner's suite with a huge amount of space), to those on the upper deck, which can be enjoyed as a large open-air saloon forward with a dining space to aft. The two opposite ends of the upper deck are connected via two wide lateral gateways which suggest the possibility of jogging in a safe, and most importantly pleasant, environment.







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However, that is not the end of the open-air spaces, as the sun deck, partially covered by a hard top, offers a large sunbathing area to sit together with a bar area with sofas, and two breakfast and lunch areas featuring L-shaped sofas and tables forward, with a large Jacuzzi in a central position. In terms of the interiors, meanwhile, the upper deck has an upper lounge with adjacent day head, two cabins intended as private spaces for use as directed by the Owner, a pantry connected to the other decks, the captain's cabin with adjacent bathroom and the full-beam bridge. The forward section of the main deck is entirely for the Owner's use, with a large suite, adjacent office, private access and a large bathroom to ensure the highest levels of comfort.

To aft, we find the large galley to portside, followed by the formal dining area and the main salon, all served by a further day head.

The lower deck offers four guest cabins, two of which are laid out as VIP cabins while the other two have twin beds.

The entire forward section is occupied by the crew quarters, with five cabins each accommodating two crew and all with en suite bathrooms, as well as a generous relaxation and dining area well suited to long-range cruises.

Ipanema's interiors benefit in some areas from natural light that comes in through glass surfaces in the ceilings, connecting directly with the exterior, for example above the bed in the Owner's suite, creating a very striking effect.

All the interiors on this yacht were created with custom accessories and materials – fabrics, claddings and furniture specially made for Ipanema, including the carpets and ornamental motifs that repeat throughout the various spaces for which special moulds were made.

A huge number of materials were used to create warm spaces, each differing from the next, although with repeating motifs for continuity. Two principal woods were chosen, mahogany and burl, both in 90% gloss, as well as wood painted in various colours in the cabins and white for the ceilings, with seven different marble varieties for the furniture in the shaded areas, the Owner's suite, the bathrooms and the guest cabins. It is noteworthy that all the furniture is also made to a custom design, together with the switch plates, wall lamps and other light fittings.

The custom element has a very strong presence on Ipanema, once again confirming the ability of the designer and shipyard to fulfil the Owner's wishes down to the tiniest detail.

She is a unique yacht, expressing her Owner's personality and also the ability of the shipyard and its employees to create true one-offs.

In terms of the naval platform, it is worth highlighting all the design work carried out on the hull, which allows the yacht to achieve a cruising speed of 17 knots and a range of 3,500 nautical miles at the economy cruising speed of 12 knots.

These figures underline the hydrodynamic qualities that a modern yacht must have, allowing the Owner to reach his destination in a relatively short time, or to travel at 12 knots with unusually high levels of comfort thanks to the painstaking noise and vibration-reduction work done by the shipyard on every structural and non-structural element.

Angelo Colombo

Photos by Alberto Gatti

