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B I G G E S T Y A C H T S
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PLUS: THE BUSINESS OF YACHTING

The state of the market – 2019 Global Order Book revealed

What we learned from the crash, by the industry's biggest players

Tracking the rise and fall of China's superyacht scene


In this issue

Volpini 2 Page 94

Beam \updownarrow 33' 6"

 Gross tonnage 979

 Max speed 15.5 knots

 Engines 2x MTU 12V

12 guests 

13 crew 

 Designers: Amels; Tim Heywood; Reymond Langton
Construction: Steel hull; aluminum superstructure
Built: the Netherlands
Launched: 2018
Shipyard: Amels




Length: 189' 4"

30ft

Four Flowers III Page 132

Beam \updownarrow 26' 7"


 Gross tonnage 348

 Max speed 15.5 knots

 Engines 2 x Cat C32 V12

10 guests 

7 crew 

 Designers: Ferretti Group; Zuccon International Project
Construction: Composite hull and superstructure
Built: Italy | Launched: 2018
Shipyard: Custom Line, Ferretti Group



Length: 137' 2"

Brigadoon Page 112

Beam \updownarrow 25'


 Gross tonnage 334

 Max speed 16.5 knots

 Engines 2x Cat C32

12 guests 

7 crew 

 Designers: Diana Yacht Design; Rene van der Velden; Studio Indigo; Nauta Design
Construction: Steel hull; aluminum superstructure
Built: the Netherlands | Launched: 2018
Shipyard: Moonen Yachts



Length: 119'

Arcadia A105 Page 142

Beam \updownarrow 25' 6"

 Gross tonnage 199

 Max speed 17 knots

 Engines 2 x MAN V8-1000

8 guests 

5 crew 

 Designers: Arcadia Yacht Group; Hot Lab
Construction: Fiberglass hull; aluminum verandas
Built: Italy | Launched: 2018
Shipyard: Arcadia Yachts



Length: 103' 7"

*Arcadia Yachts' A105 is a sight to behold – and its sounds
will be music to your ears, says Caroline White*

Liste



PHOTOGRAPHY Alberto Cocchi

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Solar panels on top of the A105 allow the crew to turn off the generators and float in peace. Right: the wheelhouse affords a great all-around view



THE A105 IS BASED ON ARCADIA'S A100 DESIGN, RETAINING ITS PREDECESSOR'S ANGULAR, SPACE-AGE EXTERIOR LOOKS AS WELL AS THE DISTINCTIVE MONOCRYSTALLINE SOLAR PANELING



Sound is the most emotive sensation on a yacht. The whining of a loose gizmo in the engine room can drive your jaw into a tight clench; the clattering of plates in the galley will extinguish romance at dinner, and the late-night rumble of generators can leave you wide-eyed and murderous in your bed. Conversely, morning birdsong in your cabin, the wash of surf on a beach – these are the reasons that many buy a yacht in the first place. Suitably for a shipyard named Arcadia Yachts, its new A105 dials down the former and ups the latter.

The 104ft yacht is a new venture for Arcadia, which is based on the Amalfi Coast near Pompeii, Italy. The interior was designed in collaboration with Milanese studio Hot Lab, which is working with the yard in an ongoing relationship, and the boat is based on the hull platform for the yard's successful A100 design. The exterior design retains its predecessor's angular,

space-age looks – as well as the extensive monocrystalline solar paneling that is Arcadia Yachts' most distinctive trait.

But the A105 can be appreciated in more cruising areas. “The A100 has been studied to guarantee a more enclosed (convertible into open) experience, so we think it can be appreciated in hot and humid markets like the Middle East or Florida – and actually we have some enquiries from these areas,” says Francesco Ansalone, communications manager of Arcadia Yachts. “But the A105 is much more focused on traditional Mediterranean markets, reflected in the aft deck that is more spacious than on the A100 and the [sundeck] that is the novelty of this model.”

Greater flexibility is also built into the A105's design, with more layout options available. The owner of *RJ*, the second A105 and the first to appear publicly, has built three yachts with Arcadia in seven years, so he knew exactly how he wanted to use these options to shape his boat.



Beauty salon

The exceptionally spacious main salon is a dedicated sitting room, with full-height sliding glass doors and other distinctive design features...

The large asymmetrical coffee table is the Jacob design by Milanese architect and designer Rodolfo Dordoni for Minotti with a top in creamy, gray-veined Calacatta marble.

Two balconies, either side of the main salon, expand the space to an extraordinary beam of nearly 33ft. "It doubles the space and light and is very uncommon on a 100ft boat – even on a 150 footer it is not this size," Enrico Lumini says.

"The first aspect he addressed was about personal privacy," Ansalone says. "He wanted to increase to the max the privacy of the owner's quarters, so with the help of the Hot Lab team we designed and realized a private stair to access the owner's quarters [which is full beam and just aft of amidships on the lower deck] without impacting on the total surface of the quarters." The staircase, unusually, runs down from the aft end of the main salon, and because it has only one destination there is no need for a space-wasting lobby – it pops straight out into the starboard seating area in the owner's suite, which spans more than 300 square feet.

The other guest accommodation is accessed via a separate staircase forward of the main salon in the lobby, which leads down to a twin and two identical VIP cabins, "to give the same importance to two couples he usually spends some weeks with on board," Ansalone says.

With accommodation arranged, the owner's next priority was "to guarantee maximum conviviality, contact with nature and privacy – and isolation from crew activities as much as possible," Ansalone says. In other words, less of what he didn't want to see and hear, and more of what he did. Considering the size of the

yacht, crew have been given good space to carry out their duties, allowing them to work efficiently and serenely. The two-level portside mess-cum-galley is comfortable enough for a maximum crew of five, with every conceivable cooking device by Gaggenau, including a pizza and bread oven, steam oven and sous vide.

Crew routing is also intelligent: from this hub on the main deck, staff can move unobtrusively down their own staircase – yes, that's a third staircase to the lower deck on a 104ft yacht – or forward to directly access the games room.

Beyond sequestering and fine-tuning crew operations, the most effective work in reducing unwanted sounds and sensations has been done beneath the surface. "In *RJ* in particular, we focused on stabilizing, designing a system with anti-roll fins of over nine meters [29' 6"] in length, with both fixed and electric moveable parts," Ansalone says. "We also strongly focused on minimizing noise from the engine room." To improve acoustic comfort they employed "floating" floors and ceilings, and bulkheads made of sound-insulating Laricross and okoume panels. "To ensure the maximum absorption of unwelcome noises, especially at night, the bulkhead that separates the engine room from the owner's private stairs is

“WHEN YOU STEP ON THE A85, IT DOESN'T LOOK LIKE AN A85. WE WANTED THE SAME EFFECT HERE, SO WE PUSHED FORWARD THE LIMIT OF THE INNER MAIN SALON TO OBTAIN 90 SQUARE METERS OF EXTERIOR SPACE”

High-shine decorative wall panels

are by Italian artist Alex Turco, who creates durable abstract surfaces using aluminum sheets, digital UV printing, acrylic paint and metal powders. Alongside the glossy walls and furniture, these shiny surfaces reflect the surrounding seascape.

The hardwood

Carbalho was used to create much of the custom-made high-gloss interior furniture on board. “The exotic wood is quite difficult to manage, so I would highlight the quality of work achieved by the Arcadia team,” Lumini says.

soundproofed with glass wool and mineral wool of different densities [to block out a broader range of sound frequencies],” he says. On top of that, the hull – from the bow to the bulkheads of the engine room – is further insulated with an 3in layer of sound-absorbing expanded polyvinyl chloride.

The solar panels complement this quest for quiet beautifully: on finding a peaceful cove, you can turn off the engines and generators and have the solar panels run the hotel load in blissful silence. But Hot Lab also carried over some less obvious characteristics from previous Arcadia designs – particularly the expansive exterior spaces. “So in general you have the impression that you are getting on board a bigger yacht than you actually are,” says Enrico Lumini, co-founder of Hot Lab. “When you step on the aft lounge on the main deck of the A85, it doesn't look like an A85.

“We wanted to maintain the same effect, so we actually pushed forward the limit of the inner main salon quite a bit in order to obtain almost 90 square meters [970 sq ft] of free exterior space on the main deck.” Because of this arrangement, when you step on board you find yourself in a sprawling alfresco lounge, shaded by the overhang and with C-shaped sofas that, Lumini says, “can

easily seat 20 people with no problem.” Forward of this is a dining table and woven-backed Tosca Armchairs by Tribù – thanks to full-height sliding glass walls that recede into wings of superstructure on either side, this area feels like something between an inside and an outside space.

The concept continues inside the main salon, which is entirely dedicated to a sitting room since all-weather dining is taken care of aft. Here, the full-height glass doors that run port and starboard for two-thirds the length of the space slide back, while beyond, the already broad side decks are expanded with sections of superstructure that fold out to create balconies. “It means that basically the main salon becomes almost 10 meters [33ft] wide, so a very, very big space,” Lumini says. To put that in context, our cover boat *Volpini 2*, which is 85ft longer, has a beam of just over 33ft. On the A105 this contributes greatly to an airy, relaxed feeling of being in communication with the surrounding seascape – and that flows from the aft deck, through the salon and into the highly unusual space in the nose of the bow. This is a position that might more commonly be occupied by an owner's cabin (and that is one of the layout options) but in this iteration it is a games room with a card table



and chic mid-century-feeling Aston “Lounge” chairs by Minotti. Light streams between the solar panels that cover the glass, which runs all the way overhead. Forward there’s a spacious bow lounge that offers a nice al fresco counterpart to the games room, for cocktails or a cigar break.

But upstairs is where this boat differs most noticeably from other Arcadia yachts. “Our design of the exterior superstructure was mainly involved in the design of the aft area of the upper deck, which was not present on the previous A100,” Lumini says. “We wanted to create a second exterior lounge and this is a space of almost 40 square meters [430 sq ft].” A staircase from the main salon pops up in a wheelhouse and interior lounge, which opens up aft on to this capacious space with a wet bar, sofas and hi-lo coffee tables. Gray awnings affixed to removable carbon-fiber poles shade a space that really does feel as if it should be perched on top of a much larger yacht. Four misted-glass skylights down the center of the teak deck create a geometric design feature and spill sunlight on to the C-shaped seating on the aft deck below. It is a bit of a triumph. The indoor lounge is a comfortable nook with windows that slide down for breeze and the bridge has good visibility owing to its position. “We installed the Furuno professional navigation system with MaxSea interface to



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FOUR MISTED-GLASS SKYLIGHTS DOWN THE CENTER OF THE TEAK DECK CREATE A GEOMETRIC DESIGN FEATURE AND SPILL SUNLIGHT ONTO THE C-SHAPED SEATING ON THE AFT DECK. IT IS A TRIUMPH

Clockwise from above: the aft deck, with Tosca dining chairs by Tribù; the indoor lounge; the master cabin, with a woven suede headboard

and broad windows that admit plenty of light; the games room, with a card table and Aston “Lounge” chairs by Minotti



simplify the skipper’s work as much as possible,” Ansalone says. “At the same time, it allows the owner and his guests to easily understand the weather conditions to be expected when anchored and when cruising.” They have also installed software borrowed from the aviation industry that, in the case of particularly bad seas or weather conditions, will not only alert the crew but also calculate and suggest alternative routes. Down in the engine room there’s a similarly belt-and-suspenders approach, with top-of-the-range gear doubled up for redundancy and enough space to store plenty of equipment and allow the engineer to tinker with machinery.

The interior decor that runs through the boat emphasizes the connection with the seascape that the design engenders. Pale, broad Flexform sofas invite lounging in the salon, silky taupe carpets lie on pale coffee-colored Jumeirah walnut wood floors by Tabu, and white muslin curtains waft in the breeze. Down in the master cabin, a woven suede headboard picks up the muted tones from the deck above and light floods the room thanks to broad windows. It’s easy to imagine waking up here, moored in some paradise bay, and hearing only the sounds that made buying your boat worthwhile. **B**



RJ

ARCADIA YACHTS

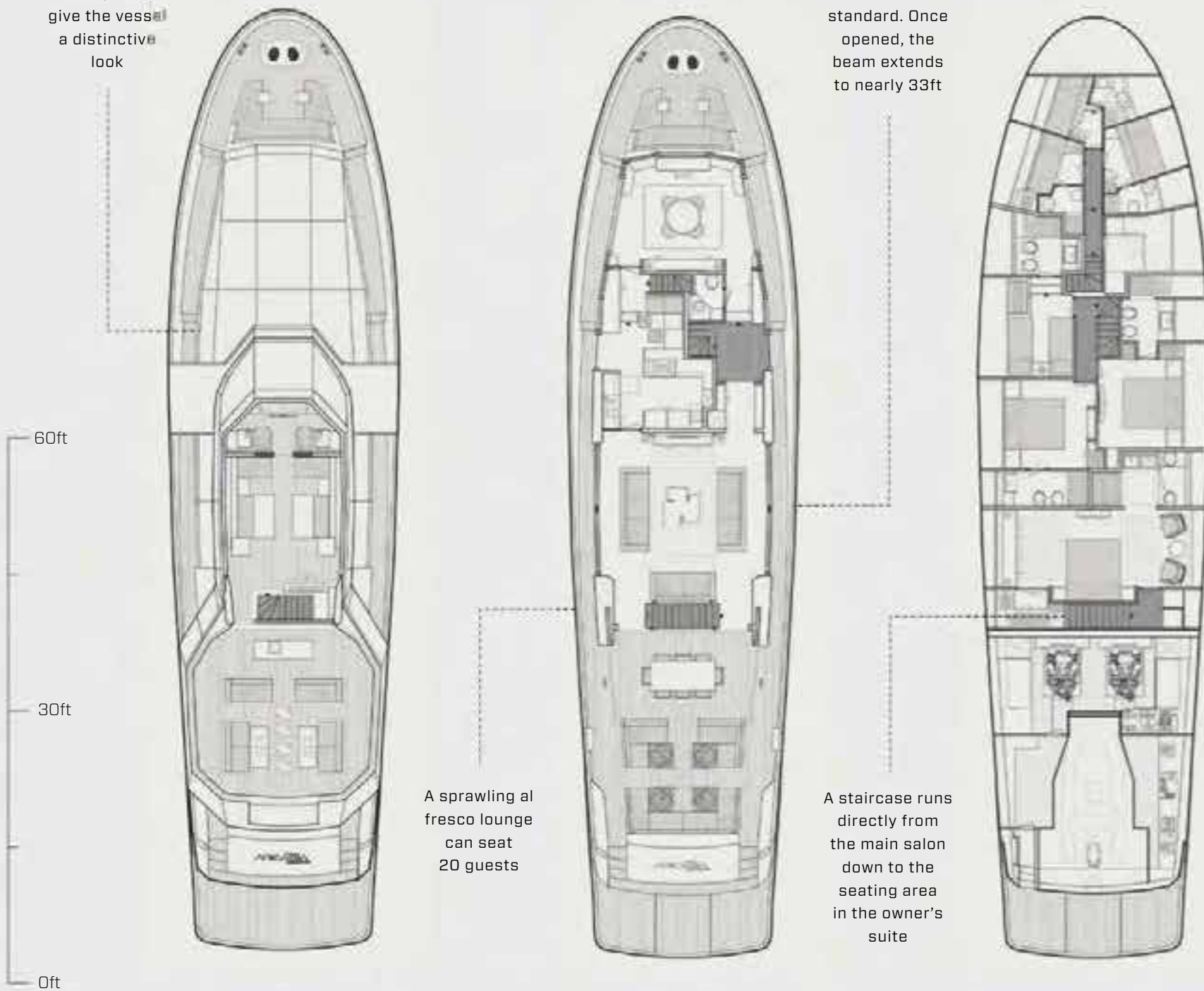
UPPER DECK

MAIN DECK

LOWER DECK

Monocrystalline solar panels give the vessel a distinctive look

Foldable balconies are standard. Once opened, the beam extends to nearly 33ft



A sprawling alfresco lounge can seat 20 guests

A staircase runs directly from the main salon down to the seating area in the owner's suite

LOA 103' 7"

LWL 91' 3"

Beam 25' 6"

Draft (full load) 6' 7"

Gross tonnage
199GT

Engines

2 x MAN V8 1000

Speed max/cruise
17/15 knots

Range at 12 knots
1,900nm

Generators
2 x 33kW; 1 x 40kW

Fuel capacity

4,120 gallons

Freshwater capacity
820 gallons

Tender
15' outboard engine

Owners/guests 8

Crew 5

Construction

Fiberglass hull; aluminum superstructure

Classification

LY3

Naval architecture

Arcadia Yachts

Exterior styling

Arcadia Yachts

Interior design

Hot Lab

Builder/year

Arcadia Yachts/2018
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