

May 2025 boatinternational.com

THE DESIGN ISSUE

BOAT

International

"Let's do
fun, airy and
cartoonish...
let's not take
it seriously"
Owner of
37m Tintin

MISSION: FISSION

*Are nuclear-powered
superyachts the future?*



Level Up

ADD ANOTHER DECK MID-BUILD?
NO PROBLEM ON 66-METRE ADMIRAL JAS

TALENT SHOW
BOAT Artistry & Craft
Awards winners revealed

SIBLING RIVALRY
The 44-metre sisterships that
showcase radically different designs

WHISKY AND WATER
Scotland's finest
features by boat

STYLE REDEFINED: THIS SEASON'S HOTTEST DESIGN TRENDS



£8.00 / AUD \$17.25

In this issue

JAS – p126

↑ 11.38m 1,294GT 16 knots

Steel hull; aluminium superstructure

2025 Italy

Admiral – The Italian Sea Group

Centro Stile – The Italian Sea Group;
Mark Berryman Design

2 x 1,500kW
Caterpillar 3512C



Length: 65.77m

Frette / Night Fury II – p154

↑ 9.5m 462GT 15.5 knots

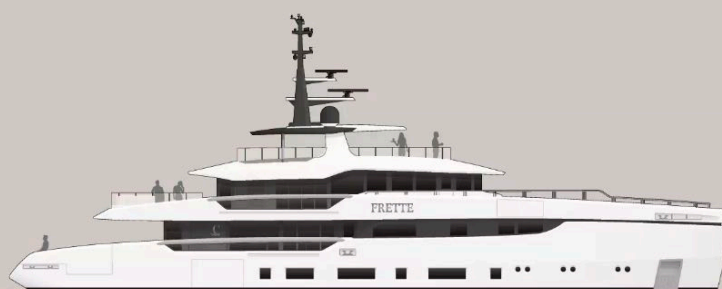
Steel hull; aluminium superstructure

2024 Italy

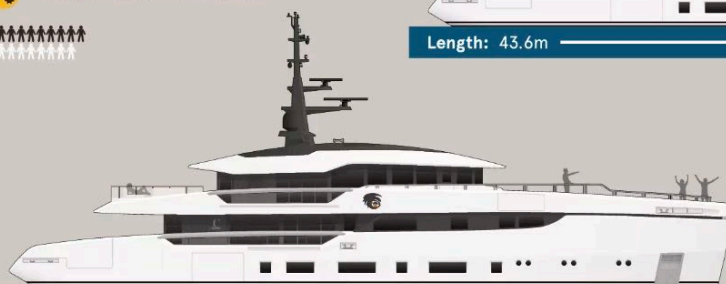
Columbus Yachts

Hydro Tec; Palumbo Superyachts; Hot Lab

2 x 970kW Caterpillar C32 ACERT



Length: 43.6m



Length: 43.6m



Far Niente – p174

↑ 6.75m 179GT 11 knots

Steel hull; cold-moulded mahogany superstructure

2024 Turkey

SES Yachts

Hoek Design; owner

500hp MAN D2676 LE477, with SCR



Length: 32.7m

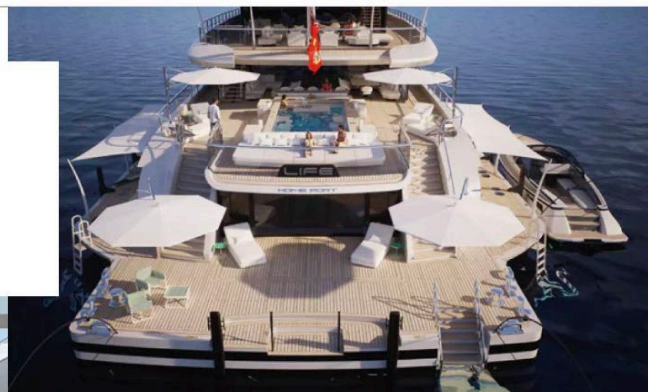
↑ Beam Displacement Gross tonnage Max speed Engines Construction Shipyard Launched Designer Guests Crew

CHANGE MAKERS

We take an early look at some new designs that push the boundaries



As seen in the beach club, Zuretti's organic interior design softens the boundaries between inside and out



Project Life

Designed to fit the way owners live on board modern superyachts, Benetti's 85-metre Project Life is the yard's largest-ever engineering-platform-based yacht. It was first teased at the 2023 Monaco Yacht Show, but now details of the Espen Øino/François Zuretti collaboration have been revealed.

"We are spending almost all of our waking time [outside] on deck," says Øino. "As boats get bigger, it becomes harder because you're getting further from the water." To this end, Project Life features a 270-square-metre beach area, with fold-out bulwarks and a broad swim platform that connects guests directly to the sea. The beach club itself is illuminated from above by sunlight streaming through a glass-bottomed pool on the main deck. Other al fresco delights include an open-air dining space with a live cooking set-up on the bridge deck aft and a sprawling foredeck with helipad, spa pool and lounges.



The sub-500GT Atlas has fold-down terraces aft and a multi-level foredeck with spa pool

Atlas

Full of interesting openings and unexpected levels, this 54-metre explorer concept was designed for Turkish yard Ares Yachts by Italian studio Hot Lab.

Revealed via new renderings, a distinctive feature on board is the mezzanine structure at the bow, which is split into multiple levels, forming a

private outdoor retreat complete with spa pool, accessible from the owner's suite.

Atlas is characterised by a suite of sharp, angular lines and extensive use of glass with a high bow capable of handling tough sea conditions, giving her a strong profile. She features naval architecture and a Fast Displacement Hull Form by Van Oossanen.







A TALE *of two* YACHTS

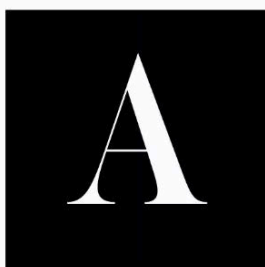
Frette and *Night Fury II*, the first two hulls launched in Columbus Yachts' new Atlantique 43 series, show the variety possible in one platform. *Risa Merl* steps on board both yachts to spot the differences

Photography

FRETTE: MATTHEW DONALDSON

NIGHT FURY II: GUERRIERI VISUAL (exteriors);

RENAUD CANIVET (interiors)

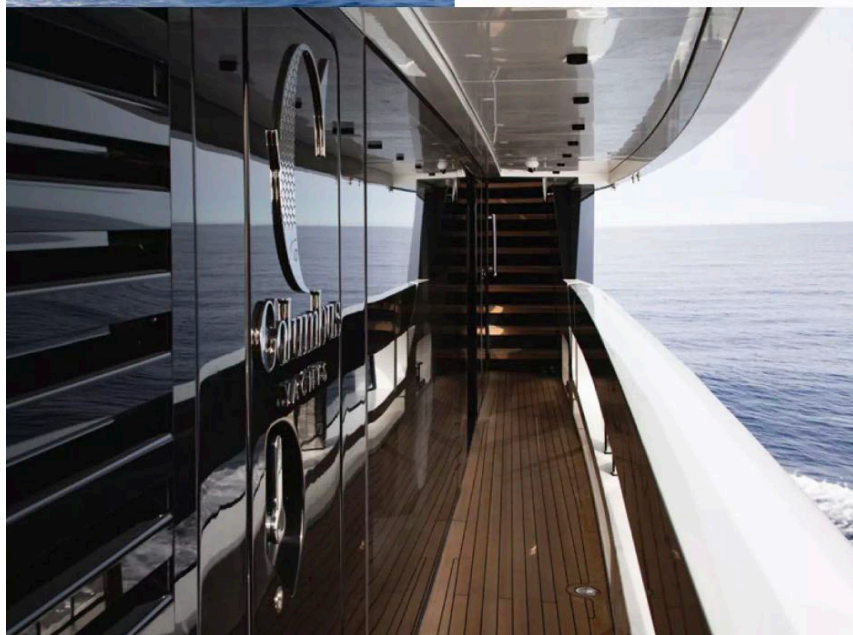


author and advocate for rest Tricia Hersey calls it “the dream space”. A lull in productivity, an opportunity to daydream, a chance for the mind to wander and sow the seeds of creativity. In 2020, most of us, including the team at Hot Lab, faced a sudden, societally imposed lull as the world locked down. It was during this pause in normal life that designers Enrico Lumini and Antonio Romano, co-founders of Hot Lab design studio in Italy, had a chance to dream up new

concepts. What emerged on the page was a holistically designed motor yacht, with an inventive sailing boat-inspired stern, that would become the Columbus Atlantique 43. The first two hulls, *Night Fury II* and *Frette*, were launched in quick succession and showcase how owner choices can take such boats in wildly contrasting directions, when a design and a yard offers enough flexibility – from the number of decks to the volume and interiors.

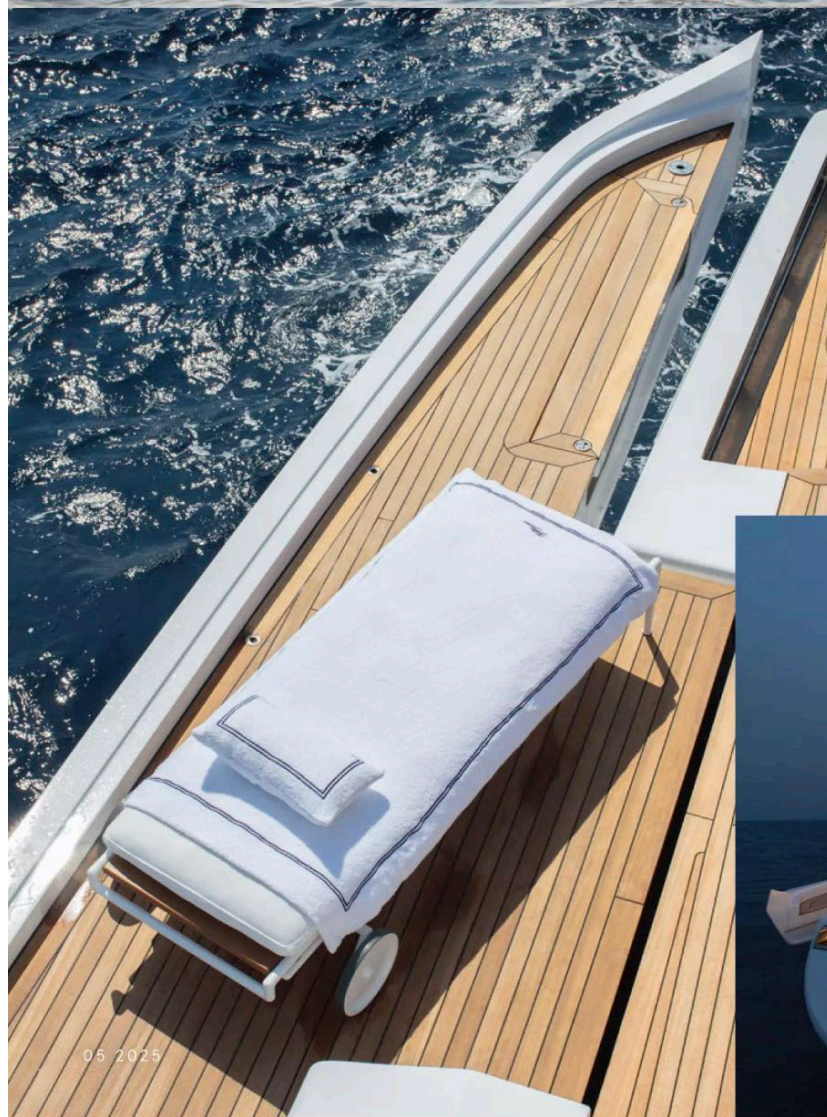


Night Fury II (above) embodies the standard arrangement of the Columbus Atlantique 43, while Frette (left) shows the possibility of adding a sundeck and extending the interior space on the main and upper decks



“One of the upsides of Covid-19 is we had a chance to play with concepts,” says Enrico Lumini of Hot Lab, part of the Viken Group since 2022. “We had more time to think, not just about deliveries, projects or the next meeting. We don’t have the chance to do that very often.” Hot Lab experimented with different sizes – from 30-plus to 70 metres – and after a few months settled on 43 metres as a starting point. By the end of 2020, they’d developed 3D renders, and by spring 2021 they presented the concept to Columbus Yachts, an arm of Italy’s Palumbo Superyachts. Hot Lab had worked with the yard on the Columbus 40m Sport Electric Hybrid nearly 15 years ago.

Custom yacht builder Columbus was looking to dip its oar into semi-custom series boats for the first time, and Atlantique 43 caught their attention. While the yard had launched two 40-metre sisterships in 2012 and 2014, these were never intended to be the start of a series. Their focus had been solely on custom builds. But about five years ago, the yard thought the time was right to explore semi-custom offerings. “Convincing buyers to wait is not the easiest thing in the world,” says Francesco Carbone, general manager of Palumbo Superyachts. And as he notes, “Not all customers are ready for a custom project – they want something proven.”



Both yachts have the sailing yacht-inspired stern, which curves upwards on either side, while presenting a low-slung swimming pool. The ample outdoor beach club is enhanced by platforms that descend on either side





“We were surprised by how quickly they sold. It was the right project at the right time”

NIGHT
FURY II

NOW MAKE IT WORK...

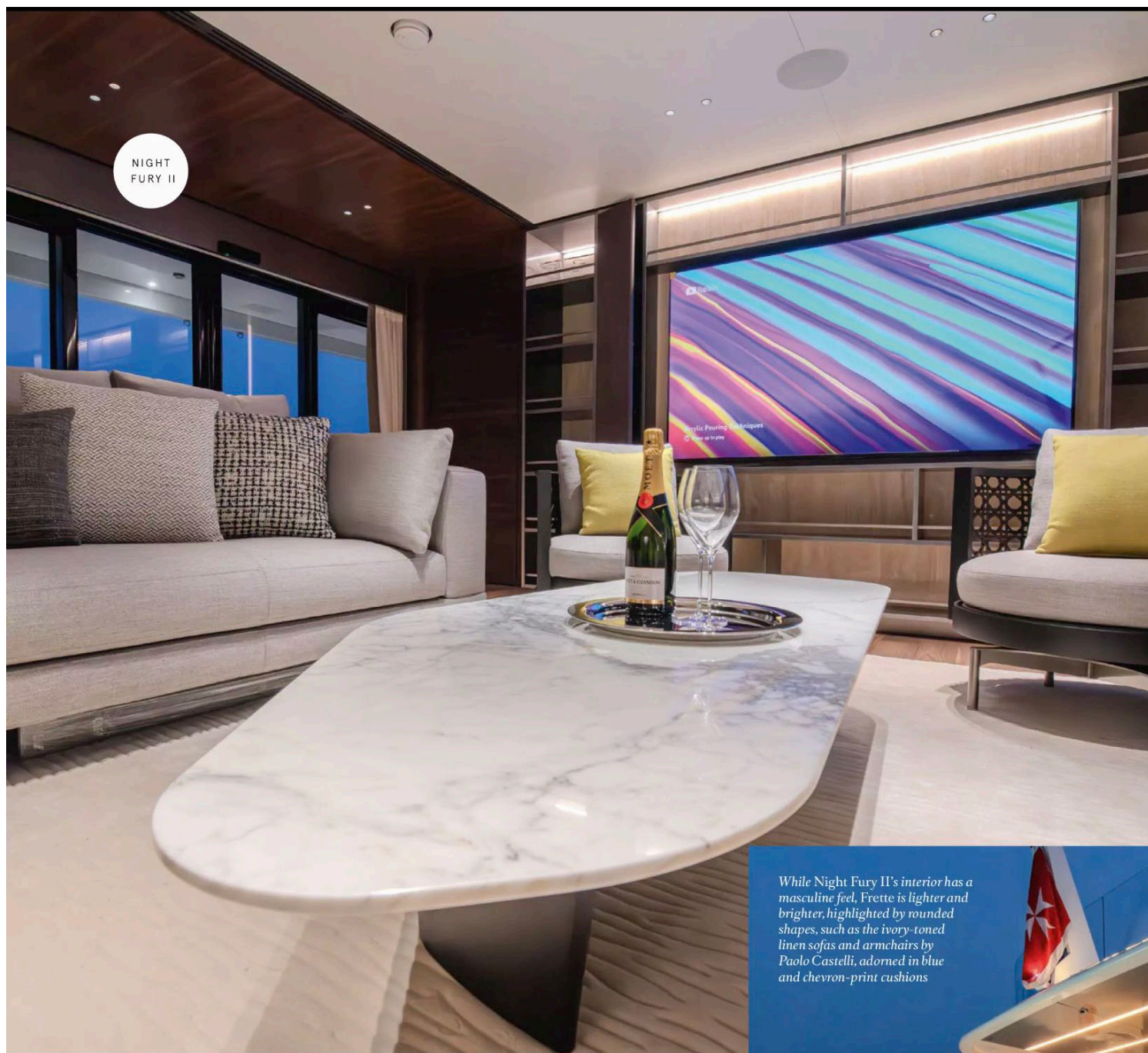
The naval architect tasked with solving the Atlantique 43 puzzle was long-time Columbus collaborator Sergio Cutolo, founder of Hydro Tec, who has worked with the yard since its start in 2008. The yacht is narrow in the bow area and becomes quite wide aft with a rounded stern that recalls a sailing yacht – though a bulbous bow makes her quite unlike most sailing yachts. The unusual stern shape would affect the boat's stiffness, hull proportions and the placement of the shafts and rudder. “The midsection is further aft than it would typically be on a motor yacht, which actually gave us a bonus because we could design our lines to be very narrow and efficient,” says Cutolo, noting that the yacht exceeded the contract speed, reaching a top speed of 16 knots.

Adding to the design challenge was how to fit two pools and two garages in a 43-metre package. One garage is set between the engine room and lower deck accommodation, which helps dampen noise for guests, but created a headache for

the naval architect. “The forward bulkhead in the engine room is two to three metres further aft than a typical configuration because of the garage,” says Cutolo. This placement forced him to get creative. The rudders are placed at the far end of the hull, and instead of a vertical shaft typical to a motor yacht, the shafts are inclined like you'd see on a sailing boat. “We also had to create a semi-tunnel for the propellers to keep the inclination under control,” he says. “It was not easy to achieve everything because we were forced to stay exactly on the concept that the owner bought, but we managed it, which for me was a great achievement.”

Cutolo also had to work out how to hinge the curved stern bulwarks so that they'd lay properly flat when open. Six metres long and one metre wide, the bulwarks unfurl to expand the aft deck by 12 square metres. The stern itself is lowered, so the pool feels at the water's edge and the deck overhang above the aft cockpit soars at 3.5 metres high, which makes it feel like stepping on board a much larger yacht.

NIGHT
FURY II



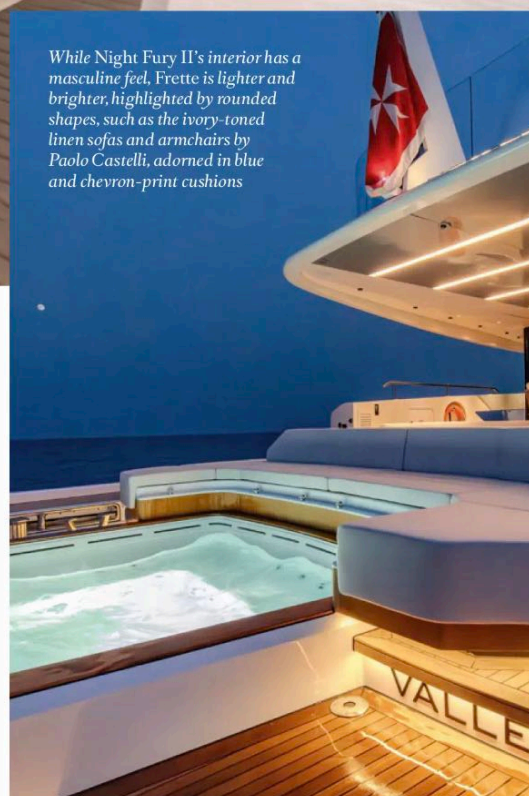
While Night Fury II's interior has a masculine feel, Frette is lighter and brighter, highlighted by rounded shapes, such as the ivory-toned linen sofas and armchairs by Paolo Castelli, adorned in blue and chevron-print cushions

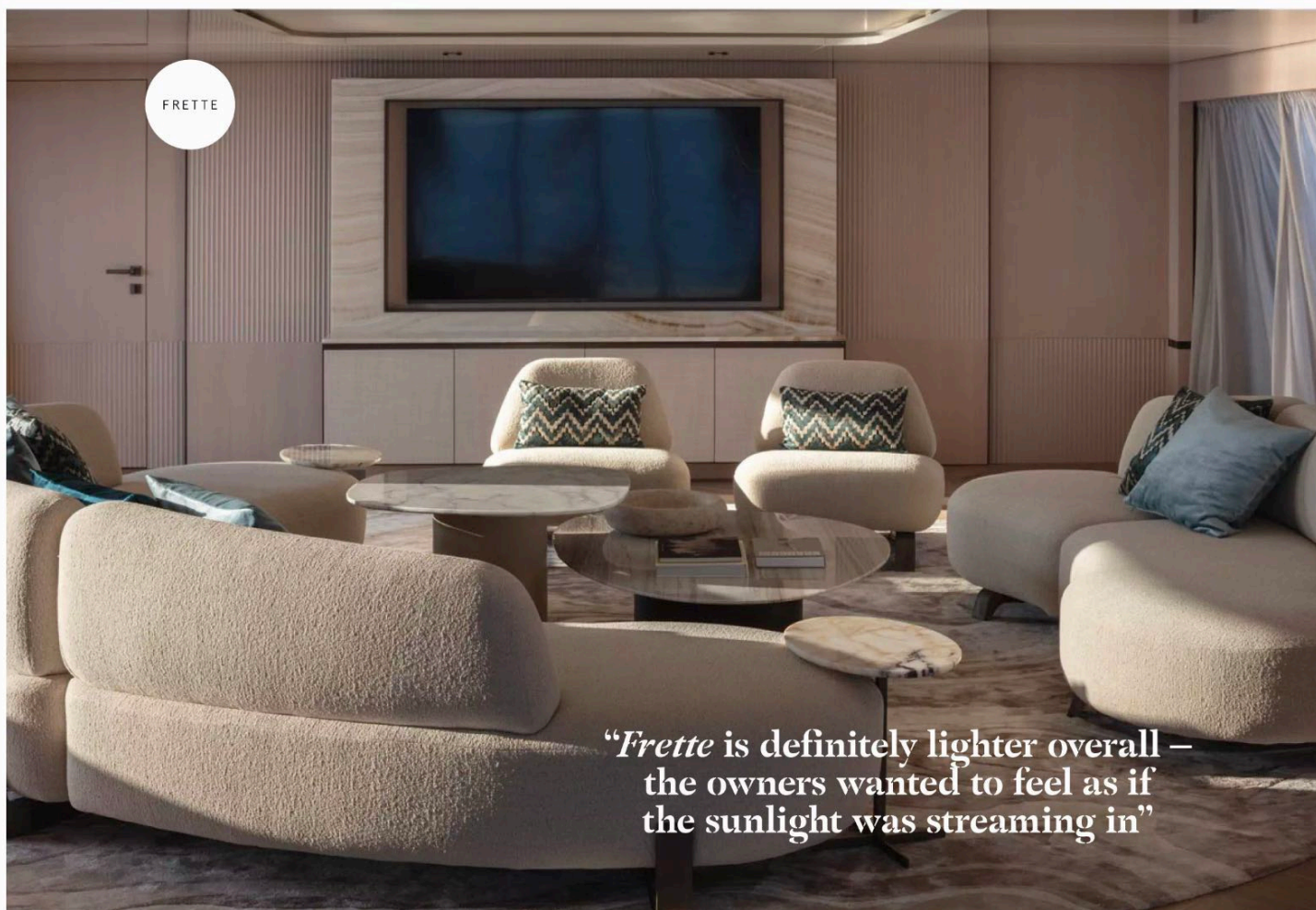
When yards make a series of boats, it's usually designed for mass appeal; something that walks the line between tried and true and new and exciting. The Columbus Atlantique 43 bucks the trend with an unusual stern that doesn't play it safe. Rounded and tapered from the waterline to the bulwarks, it is purposely designed to resemble a sailing boat. "We asked ourselves, 'Are sailing yachts or motor yachts the sexiest boats?'" says Lumini. "And 99 per cent of us answered 'Sailing boats,' because that's the obvious answer."

The Hot Lab team then pondered if there was a way to combine a seamless motor yacht

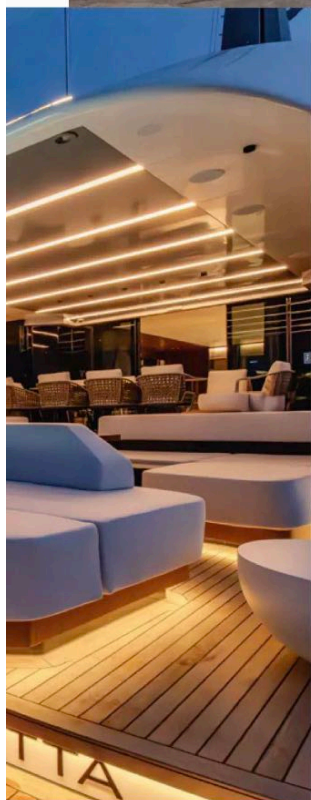
superstructure with an elegant sailing yacht stern. The Atlantique 43's organically formed superstructure is intended to look like it was carved from one piece of sandstone. "There's one single line going from starboard to port side connecting on the stern," says Lumini. "Our philosophy was to be as clean as possible, to only put on paper the lines that were really needed. In case of doubt, to erase rather than add."

While the shipyard liked the concept, they were surprised by the novel stern shape. "We didn't know how the market would react, but the more we looked, the more we liked it," says Carbone.





“Frette is definitely lighter overall – the owners wanted to feel as if the sunlight was streaming in”



It turned out the market reacted quite well. The concept was unleashed in spring of 2021, not long after Hot Lab had presented it to the yard, and by that summer the first two hulls were sold. Ocean Drive brought the owner of hull No 1, *Night Fury II*, and the owner of hull No 2, *Frette*, was brought in by Camper & Nicholson.

“We signed the first one in May and the second in July 2021. Then we sold the 47 and 37 Atlantique models – in one year, we managed to sell four contracts,” says Carbone. “We were in the golden era post-Covid, so the market was pretty hot, but even so we were surprised by how quickly they sold. It was the right project at the right time.”

The first two hulls sold so swiftly, in fact, that while the design was completely fleshed out, the yacht hadn’t been engineered yet. “A designer says, ‘Oh come on, that’s technical, we’ll solve it later’...because he doesn’t have to solve it himself,” Lumini says with a laugh (see sidebar on the previous pages for an alternative perspective). The idea was to get broker and client feedback and then make adjustments during the engineering



A photograph of the interior of the Night Fury II yacht cabin. The room features a large bed with white linens and several patterned pillows. The walls are clad in dark wood, and the floor is made of light-colored wood. A large window in the background looks out onto the sea. The lighting is warm and ambient.

Night Fury II leans heavily towards Hot Lab's original concept – masculine with dark colours

NIGHT
FURY II

process, but that chance never came. The owners liked the concept exactly as it was presented. Music to a designer's ears.

"That was a fantastic day as a designer," says Lumini. "There's always this battle between designer and engineer – the engineer might not say it's impossible, but they'll say 'It costs too much, it will take too long,' so in the end you reach a compromise. But in this case, I had my alibi to say, 'No we can't change it because this is what the owners want.'"

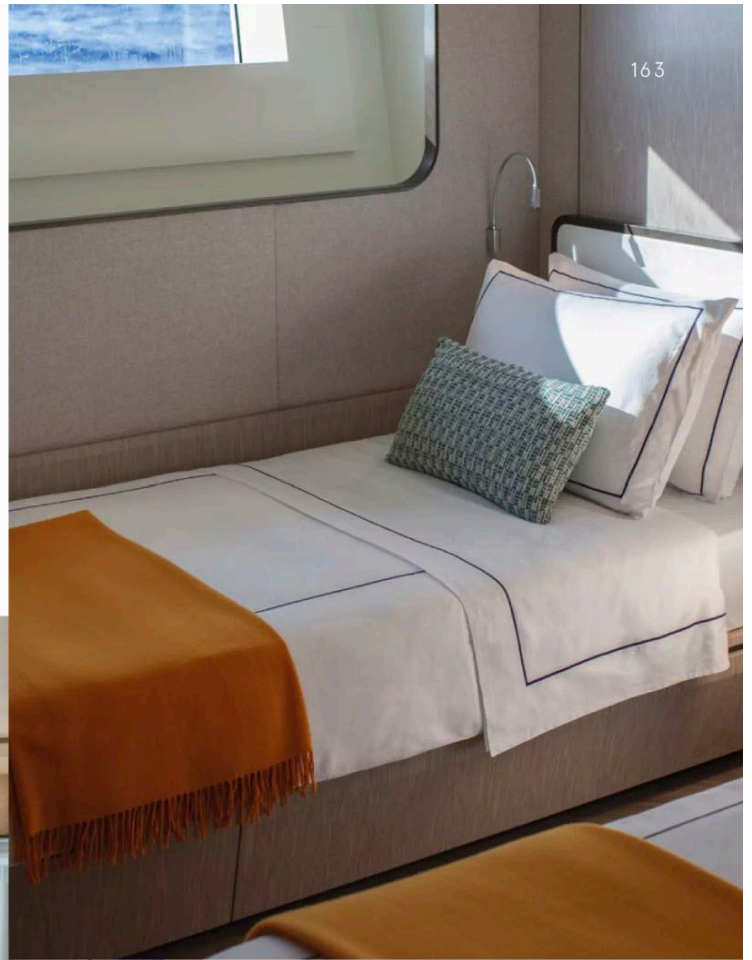
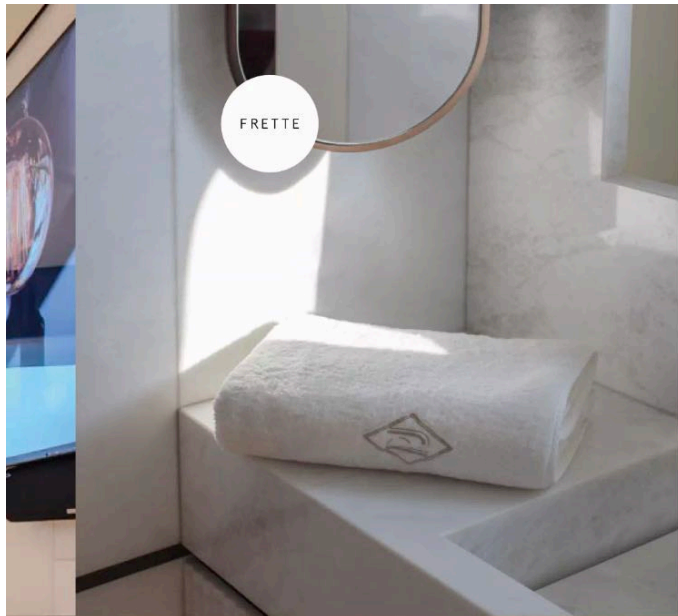
But, there were some variations between what each owner wanted, which was perfectly acceptable as the *Atlantique 43* was offered with a range of options. Owners could choose the standard configuration, which forgoes a sundeck and has five cabins, including a main-deck master. Or they could add a sundeck on top and

choose to have as few as four or as many as six cabins. There is also scope to change the size of the superstructure itself to increase the interior volume by extending the main and upper deck saloons. "Twenty per cent of interior volume can be gained on the main deck and almost 15 per cent more on the upper deck," says Lumini. "We might have owners who love to spend time outside and others who prefer to have more enclosed areas." *Night Fury II* and *Frette* exemplify the variation afforded in this series, each speaking to their owners' exacting needs.

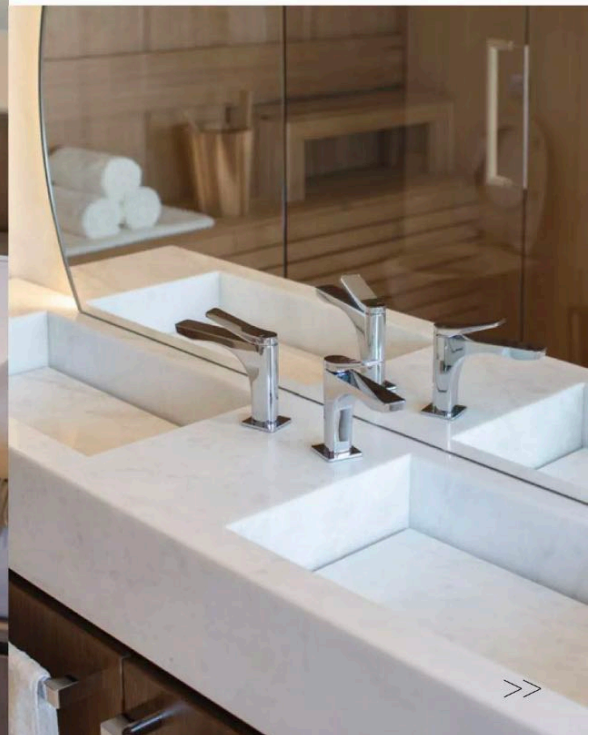
Night Fury II, which will be based in the Mediterranean in the summer and Caribbean in the winter, has the standard *Atlantique 43* configuration – no sundeck for a sportier look, larger outdoor areas and a fairly typical layout with a main-deck master and four guest cabins down

below. "They saw the concept just as we imagined it," says Lumini. "They are a family who likes to have fun and will spend a lot of time on board." The owners began promptly using the yacht after taking delivery in June and stayed on board until a week before the Monaco Yacht Show in late September 2024.

Frette, on the other hand, was destined for Asian waters. The main saloon is stretched by three metres, creating a vast foyer entryway. The upper deck superstructure is pushed to its limits as well, making way for a large dining room. *Frette's* owner also chose to add the sundeck up top, and to change the layout by transforming the main-deck master to a karaoke lounge with an en suite hosting a massive sauna. "The main deck on *Frette* is dedicated to entertainment," says Lumini. The owner won't spend as much time sleeping on

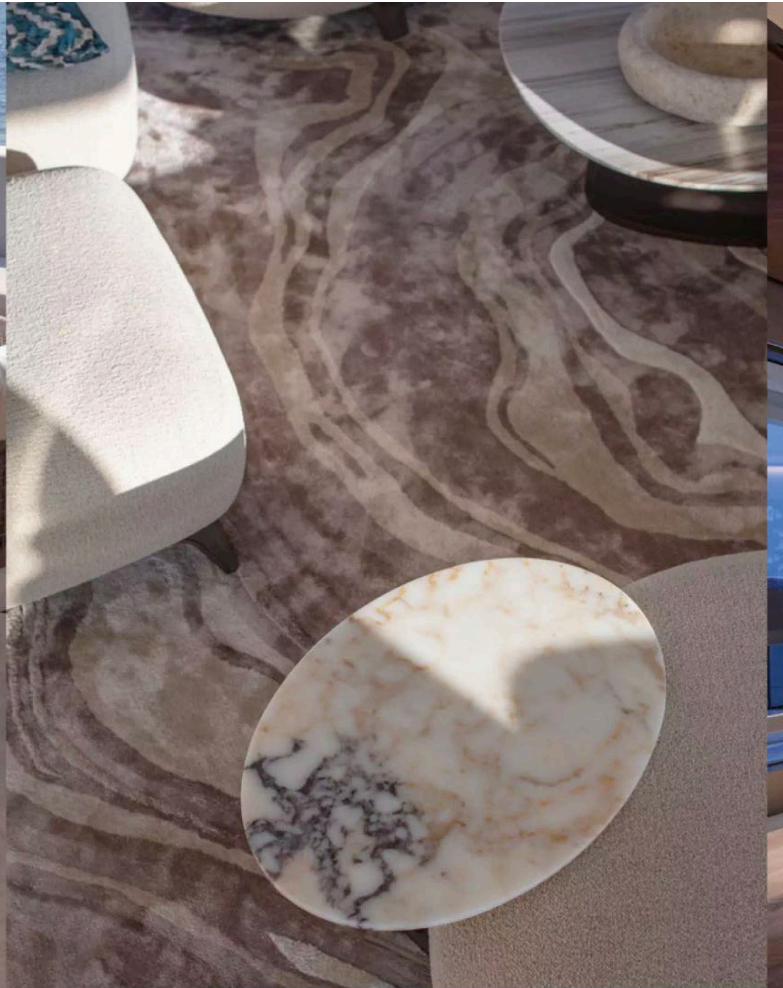
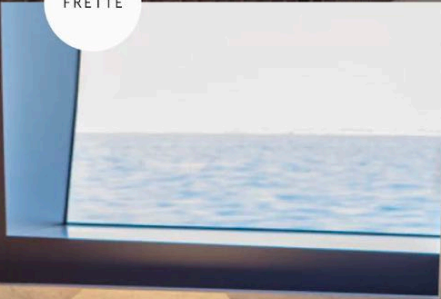


Night Fury II has a main-deck master arrangement (opposite page); Frette instead has a karaoke room and large sauna in this space. Of course, Frette's guest rooms are outfitted with luxury Frette linens

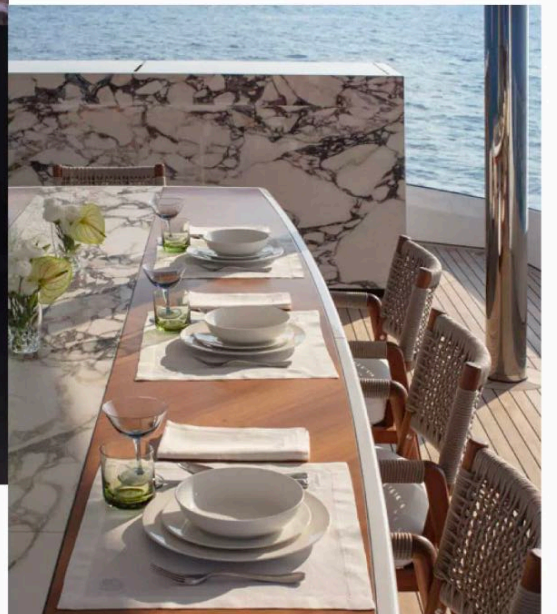




FRETTE



The sofas in the main saloon on Night Fury II (opposite page) are not only stylish but passed the owner's test for comfort. The fluidity and natural shapes that Frette's owner desired are seen in the oval-shaped marble tables and swirling carpet as seen above



“They are a family who likes to have fun and will spend a lot of time on board”

NIGHT
FURY II

board, but when they do, two lower-deck VIPs can be combined to create an ample owner's suite.

Owners don't have carte blanche on determining the length of the main saloon, but can select either six or nine metres in length. Lumini describes it as “modules”, likening it to configuring a high-end car, where there are options, but within reason. Hot Lab designed the 43 with a buffer in the volume to afford this level of choice; even with the added interior spaces, *Frette* comes in under 500GT. There is more leeway on playing with the interior layout, with the ability to shift bulkheads and add cabins. What can't be changed? “The main compartments, engine positions and balcony size... those things are frozen,” says Lumini.

Inside, *Night Fury II* and *Frette* are as different as night and day. *Night Fury II* leans heavily towards Hot Lab's original interior concept – masculine with dark colours. There's a prevalence of natural materials, with tinted oak for the main veneer and beige travertine. Interior details are layered and revealed as one looks closer. “In niches and behind shelves, you discover the stone hidden

behind the joinery,” says Lumini. In the guest cabins, 40-centimetre-deep wooden bed frames are engraved with a metallic paint, while cut outs reveal the suede-and-leather headboard beneath.

While the owners didn't fiddle with the layout, they adjusted the decor with their choices of loose furniture, decor and rugs. “They wanted something pure and modern, but comfort was also a main request,” says Lumini. The low-slung Italian sofas, for instance, are stylish but deep and comfortable.

“*Frette* is definitely lighter overall – as the owner is going to use the boat in an enclosed way, they wanted to feel as if the sunlight was streaming in.” The winter garden-style foyer, gained by elongating the main saloon, is finished with teak flooring that blurs the line between indoors and out. The owner requested fluid and organic furnishings, which are visible on the main deck where two curved Paolo Castelli sofas finished in white upholstery face inwards to create a circular, convivial space for conversation.

The owner of *Frette* wanted to strike a contrast between the bright main saloon and the areas that

would be used for entertaining at night. The karaoke room has a more masculine feel with dark grey and blue finishes, and the upper deck saloon is finished in a burgundy lacquer – it's a 100 per cent glossy lacquer that's finished with extra layers of transparent polyester to create a sense of depth. Taking pride of place on the upper deck is a custom Calacatta viola marble table, with two slabs book matched to make a four-metre long piece. In case the name didn't give it away, the guest cabins are of course outfitted with luxury *Frette* linens, one of the owner's many businesses.

Together, these two boats demonstrate both the possibilities of personalisation and broader trends in yacht design. “There's a time for everything – in the recent past, the focus was on high sterns, which afforded more space in the beach club,” Lumini says. “But now the trend in the market is to have a strong connection with the water, so we asked, ‘how can we do it in a different way?’” From the sailing boat stern to the range of layout options available, doing things differently is an apt theme for the *Atlantique 43*. It's a testament to what can be created when given the chance to dream. ■

Frette

Sundeck

Frette's sundeck includes an outdoor kitchen with teppanyaki grill

The pool area transforms into an outdoor cinema

The upper deck superstructure is maximised on Frette, allowing for a larger dining room

Upper deck

Main deck

A karaoke room sits forward on the main deck

The two VIP cabins can combine for one full-beam suite

Lower deck

Fold-down side wings increase the pool area by 12m²

10m
5m
0m

LOA 43.6m
LWL 41.1m
Beam 9.5m
Draught 2.6m

Gross tonnage
462GT
Engines 2 x 970kW
Caterpillar C32 ACERT

Generators
2 x 100kW Kohler
Stabilisers
Fins, zero-speed

Speed (max/cruise)
15.5/14.5 knots
Range at 10 knots
4,000nm

Fuel capacity
50,956 litres
Freshwater capacity
8,518 litres

Tenders (*Night Fury II*)
Williams DieselJet 565;
Zodiac 360
Tenders (*Frette*) Castoldi
Jet Tender 17; rescue boat

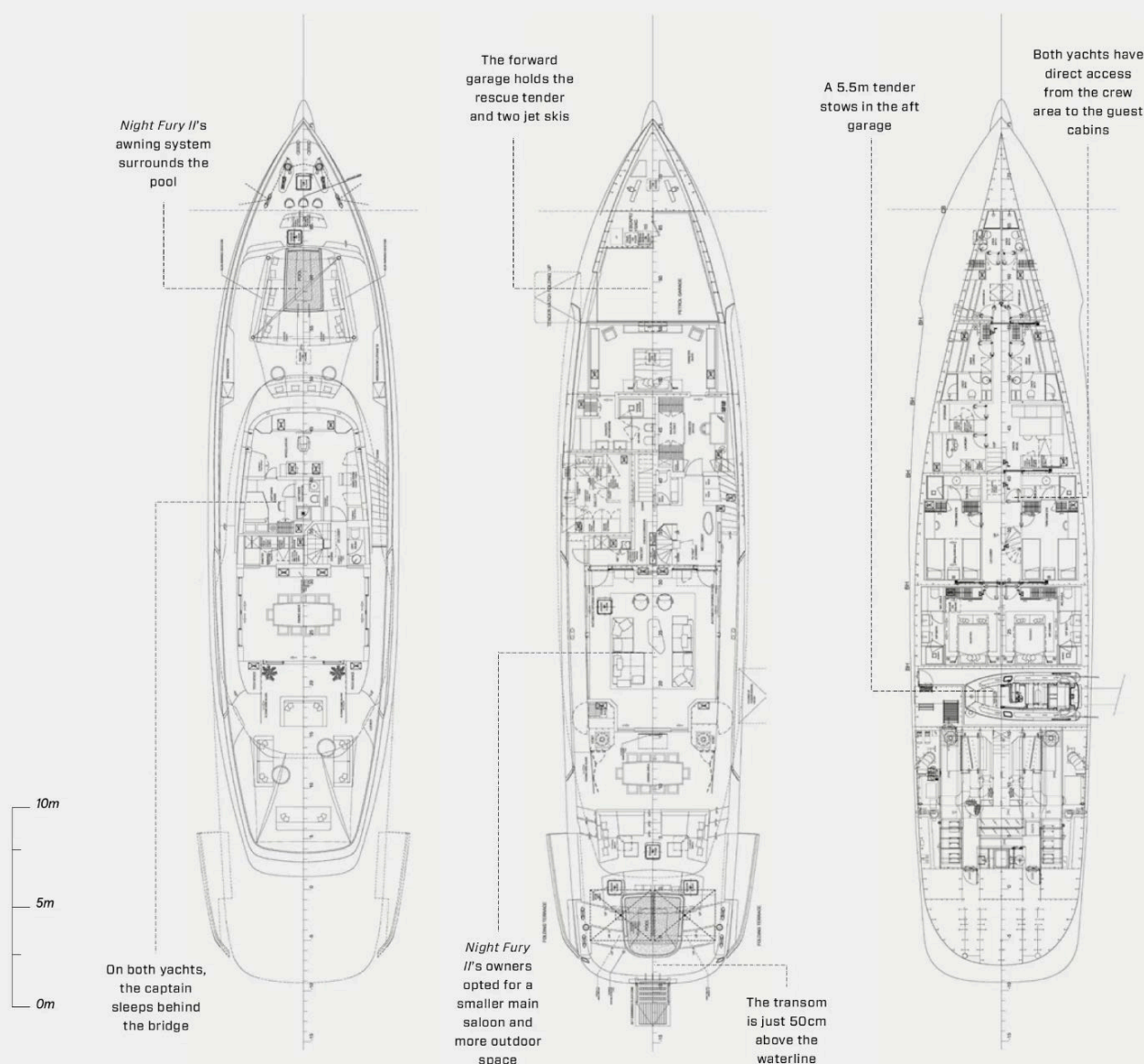
Night Fury II

Columbus Yachts

Upper deck

Main deck

Lower deck



Owners/guests
(Night Fury II) 10

Owners/guests
(Frette) 8-10

Crew (Night Fury II)
9

Crew (Frette)
7-9

Construction
Steel hull; aluminium
and superstructure

Classification RINA C
* HULL * MACH, YCH.

Unrestricted Navigation,
AUT UMS, REG YC compliant

Naval architecture
Hydro Tec,
Palumbo Superyachts

Exterior and interior
design Hot Lab

Builder/year
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