

BOAT

International

**FOCUS
ON DESIGN**

**CONCEPTS THAT
MOVE THE
NEEDLE**

**WHEN
THE YACHT
IS HOME**

**TINTIN:
A HOUSEBOAT
LIKE NO OTHER**

ShowBoats



ON BOARD

ASIA

**THE 200-FOOT ROYAL HAKVOORT WITH
GLAM AND 5,000 MILES OF RANGE**

MORE THAN HAGGIS AND WHISKY: THE MANY CHARMS OF SCOTLAND BY YACHT



Photography

FRETTE: MATTHEW DONALDSON

NIGHT FURY II: GUERRIERI VISUAL (exterior);
RENAUD CANIVET (interior)



ATALE *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



A

uthor and advocate for rest Tricia Hersey calls a lull in productivity “the dream space,” 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 interior configuration.

“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. “We had more time to think, not just about deliveries, projects or the next meeting.



NIGHT
FURY II



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



We don't have the chance to do that very often." Hot Lab experimented with different sizes – from 100 to 230 feet – and after a few months settled on 141 feet, or 43 meters, as a starting point. By the end of 2020, they had developed 3D renders, and by spring 2021 they presented the concept to Columbus Yachts, an arm of Italy's Palumbo Superyachts.

Columbus was looking to dip its oar into semi-custom series boats for the first time, and the Atlantique 43 caught its attention. While the yard had launched two 131-foot 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, as Francesco Carbone, general manager of Palumbo Superyachts, says, "Convincing buyers to wait is not the easiest thing in the world." And, as he notes, "Not all customers are ready for a custom project – they want something proven."

Series of boats are 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's transom. "We asked ourselves, 'Are sailing yachts or motor yachts the sexiest boats?'" Lumini says. "And 99 percent 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

FRETTE



Both yachts have the sailing yacht-inspired stern, which curves up 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”

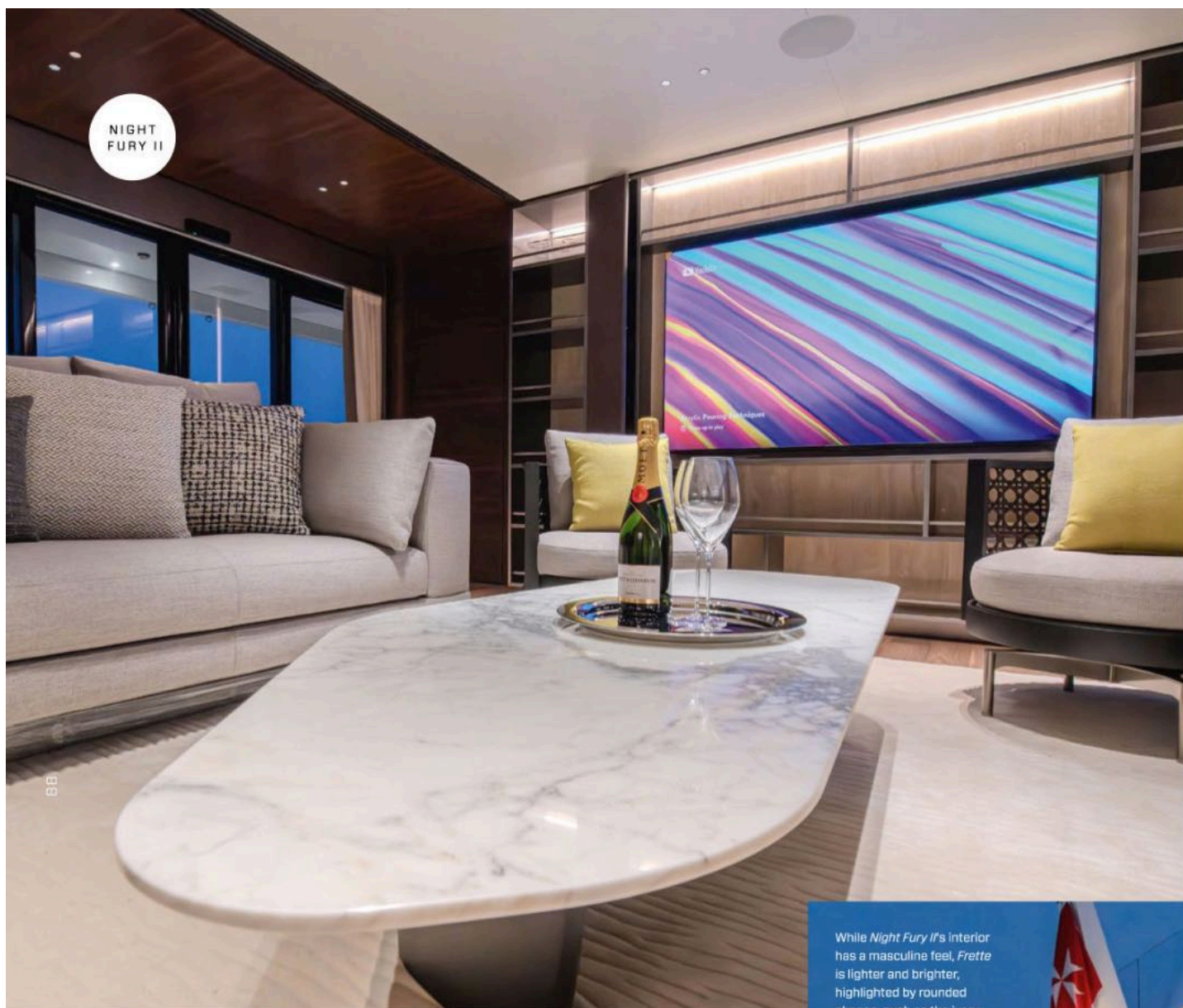
NIGHT
FURY II

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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 at the bow and becomes quite wide aft with a rounded stern. The unusual stern shape would affect the boat's stiffness, hull proportions and the placement of the shafts and rudder. “The midsection is farther 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 141 feet. One garage is set between the engine room and guest cabins, which dampens noise for guests, but created a headache for

the naval architect. “The forward bulkhead in the engine room is two to three meters (6.5 to 10 feet) farther aft than a typical configuration because of the garage,” Cutolo says. This forced him to get creative. The rudders are placed at the far end of the hull, and the shafts are inclined like 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. The stern itself is lowered, so the pool feels at the water's edge and the deck overhang above the cockpit soars at 11.5 feet high, giving the feeling of stepping on board a much larger yacht.



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," Lumini says. "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."

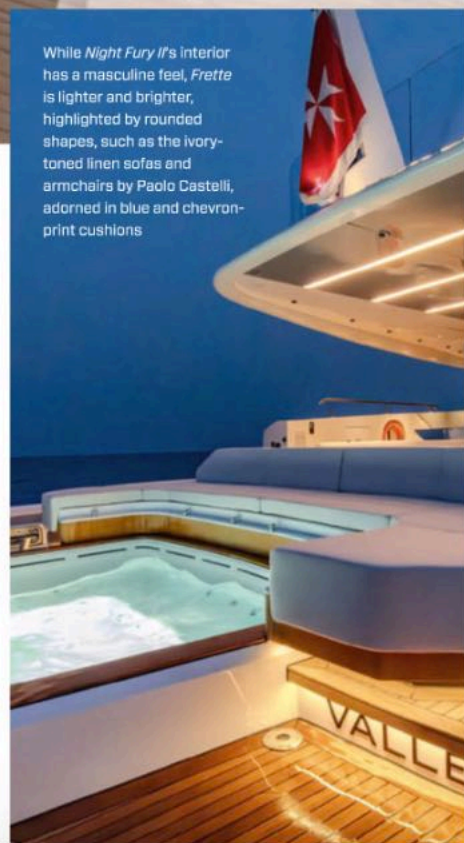
While the shipyard liked the concept, they were surprised by the novel stern shape. "We didn't know how the market would react, but the more we looked, the more we liked it," Carbone says. It turned out the market reacted quite well. The concept was unleashed in the spring of 2021, not long after Hot Lab had presented it to the yard, and by that summer

the first two hulls were sold. Brokers 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," Carbone says. "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

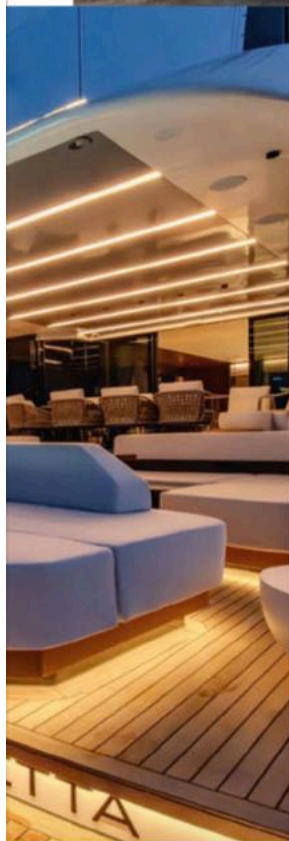
While *Night Fury II*'s interior has a masculine feel, *Frette* is lighter and brighter, highlighted by rounded shapes, such as the ivory-toned linen sofas and armchairs by Paolo Castelli, adorned in blue and chevron-print cushions





FRETTE

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



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 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," Lumini says. "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 was able 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 has a range of options. Owners could choose the standard configuration, which forgoes a sundeck and has five cabins, including a main-deck owner's



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 paneling, and the floor is made of light-colored wood. A large window or porthole is visible in the background. A small circular logo in the top left corner reads "NIGHT FURY II".

NIGHT
FURY II

Night Fury II leans heavily toward Hot Lab's original concept: masculine with dark colors

cabin. Or they could add a sundeck on top and have as few as four or as many as six cabins. There is also scope to change the interior volume by extending the main and upper salons. "Twenty percent of interior volume can be gained on the main deck and almost 15 percent more on the upper deck," Lumini says. "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 allowed, each speaking to their owners' needs.

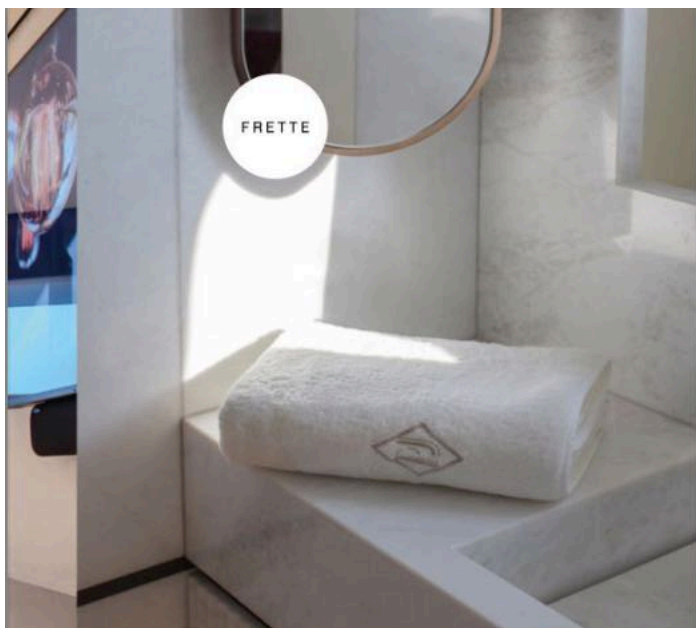
Night Fury II, which will be based in the Mediterranean in the summer and Caribbean in the winter, has the standard Atlantique 43 configuration: no sundeck for a sportier look, larger outdoor areas and a fairly typical layout with a main-deck owner's cabin and four guest cabins below.

"They saw the concept just as we imagined it," Lumini says. "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 salon is stretched by 10 feet, 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 owner's cabin to a karaoke lounge with the en suite hosting a massive sauna. "The main deck on *Frette* is dedicated to entertainment," Lumini says.

The owner won't spend as much time sleeping on board, but when they do, two lower-deck VIP cabins can be combined to create an ample owner's suite.

Owners don't have carte blanche on determining the length of the main salon, but can select either six or nine meters (about 20 or 30 feet) in length. Lumini describes it as "modules," like 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," Lumini says.



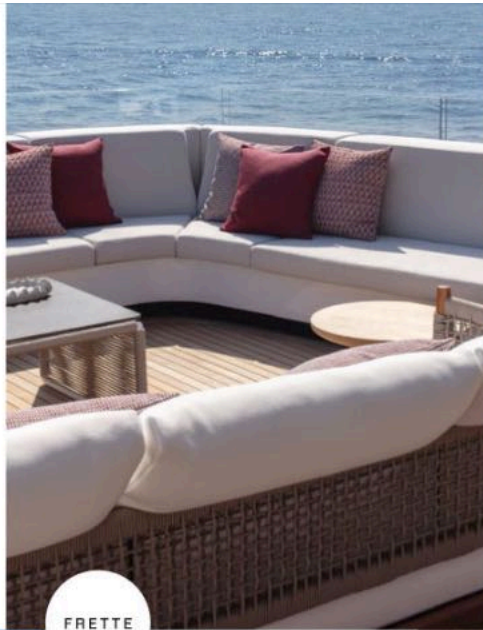
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Night Fury II has a main-deck owner's cabin arrangement (opposite page); *Frette* instead has a karaoke room and large sauna in this space. Of course, *Frette's* guest rooms are outfitted with luxury Frette linens



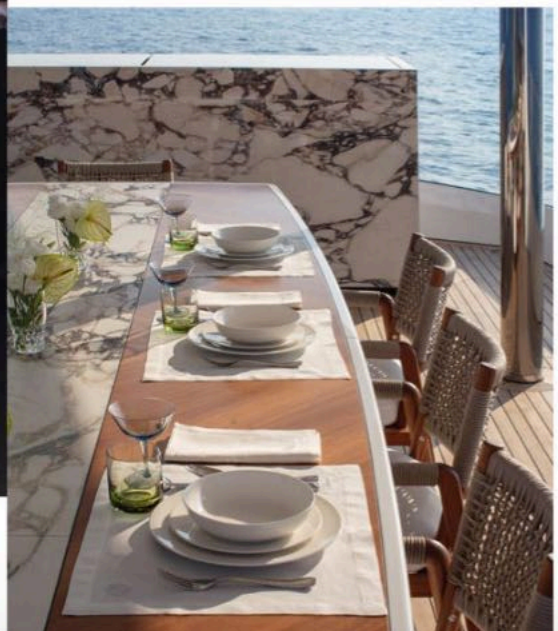
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FRETTE



The sofas in the main salon 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

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Inside, *Night Fury II* and *Frette* are as different as night and day. *Night Fury II* leans heavily toward Hot Lab's original interior concept – masculine with dark colors. There's a prevalence of natural materials, with tinted oak for the main veneer and beige travertine. Details are layered and revealed as one looks closer.

“In niches and behind shelves, you discover the stone hidden behind the joinery,” Lumini says. In the cabins, 16-inch-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. “They wanted something pure and modern, but comfort was also a main request,” Lumini says. The low-slung Italian sofas, for instance, are stylish but deep and comfortable.

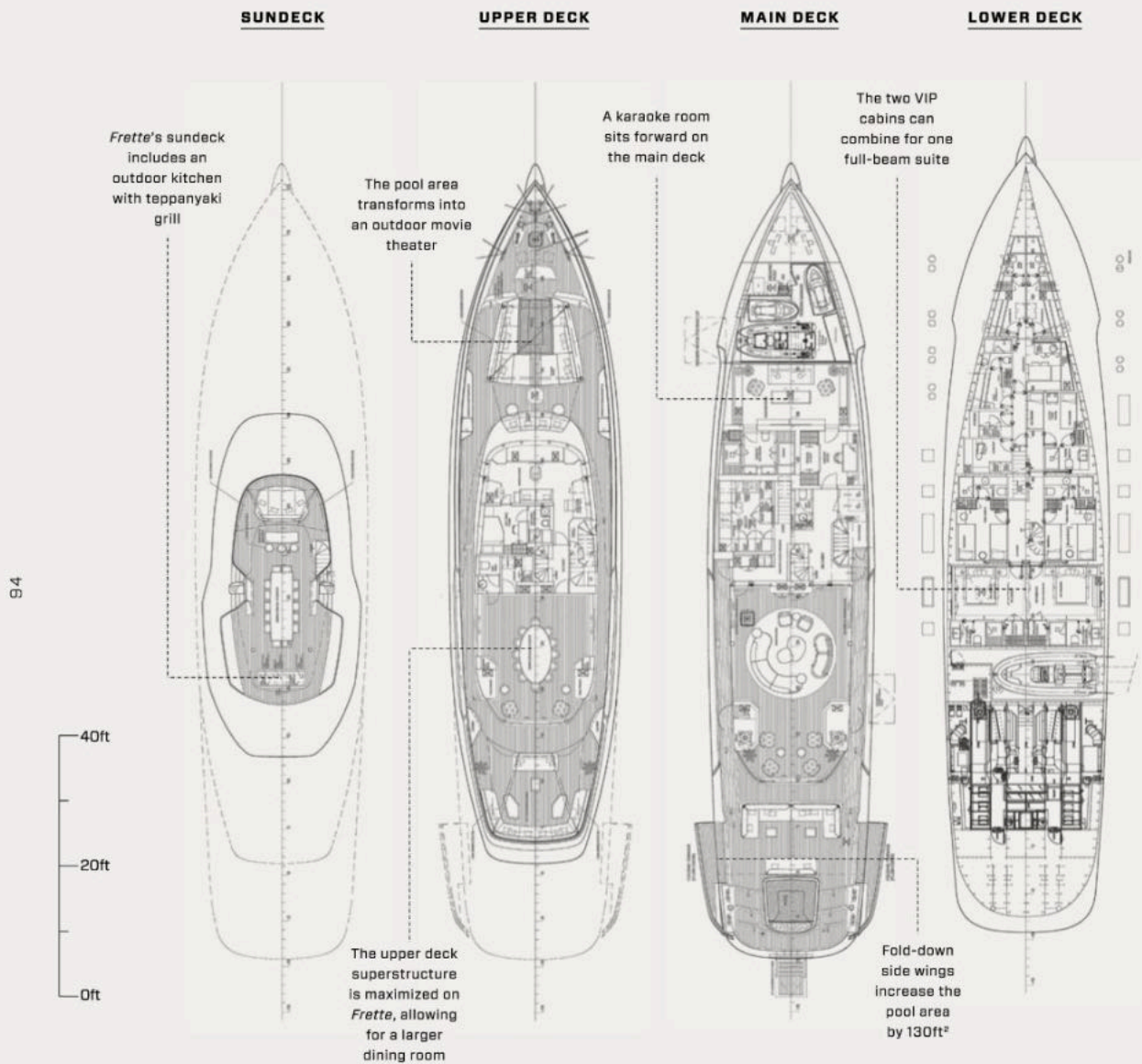
“*Frette* is definitely lighter overall, as the owner is going to use the boat in an enclosed way, they wanted to feel as if the sunlight was streaming in.” The winter garden-style foyer, gained by elongating the main salon, is finished with teak flooring that blurs the line between indoors and out.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

The owner of *Frette* wanted to strike a contrast between the bright main salon and the areas that would be used for entertaining at night. The karaoke room has a more masculine feel with dark gray and blue finishes, and the sky lounge is finished in a burgundy lacquer – it's a 100 percent 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 13-foot-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 personalization and the 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



LOA 143' 1"
LWL 134' 10"
Beam 31' 2"
Draft 8' 6"

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

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

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

Fuel capacity
 13,461 gallons
Freshwater capacity
 2,250 gallons

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