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Superyacht

internatio

LÜRSEN - MEDSUMMER
ROYAL HUISMAN - ETHEREAL
DELTA - SLOJO
CANADOS - CANADOS 86'
MONDOMARINE - VILLA REIS
TECNOMAR - NADARA 43
CANTIERI DI PISA - AKHIR 118
EUROYACHT - PLANET 120

TECHNICAL: WATER JET OR SURFACE PROPELLER
INQUIRY: GENOA THE SHIPPING AND SUPERYACHTING



Euroyacht Planet 120

An expression of the best Viareggio boat building tradition, this superyacht, over and above quality construction and fitting out, offers a technical singularity that transforms the classic planing motoryacht into a long range one.

by Fabio Petrone

When we come across a boat with three engines installed it's normal to imagine that she has been designed to achieve high performances. And in fact this is almost always the case, one exception being the Planet 120 presented here, the current flagship of the Euroyacht yard (formerly Versilcraft) which is powered by three 1,825 HP Caterpillar C32s. The central one has no steering function: it gives additional thrust at high speeds to the traditionally mounted lateral engines (declared top speed 28 knots) but can be used alone for cruising at relatively low speeds. In this way the Planet 120, under way day or night, becomes a motoryacht with decidedly lower consumption



than the usual planing boat. At a maximum cruising speed of 12 knots, with only the central CAT C32 running, the yacht's range is no less than 1,400 nautical miles. On a par with a long range vessel, as we said at the beginning. When all three engines are used to their full potential the range drops by about one third to approximately 900 nautical miles.

We'll leave this technical gem – in our opinion the outstanding feature of the vessel – and pass on to a description of Planet 120's interiors, keeping in mind however that she's a customisable boat and can therefore be modified. Actually, for a better understanding of what kind of work can be done aboard a Planet 120 we talked to someone who often works on these Euroyacht boats: architect Angelo Neri from the Studio of the same name. Having done the interiors for his fifth Planet – which illustrate this article (the boat is being delivered) – we asked him to underscore the salient aspects of his work. "Every Planet, this one included, has her own personality, distinct and unmissable. General instructions for the interiors were supplied by the owner through his consultants with whom we defined the guidelines for the vessel."

What's the major feature from an architectural point of view?

"This boat, unlike the others, has a glass-enclosed spiral staircase in the saloon. This provides exclusive separation of the area on the upper deck, protected by the hardtop, which the owner uses as his private study."

And the chosen style?

"We revisited in a contemporary key the traditional style of end-of-century yachts. The

strong contrast between cherry wood and leather was used throughout: we created inserts in the surfaces, columns and cornices as characterising ornamental elements.

All the furniture was designed and built in our yard. The beds, sofas and armchairs, each one is a unique piece, in accordance with the owner's wishes."

In our view one of the major functional-aesthetic features of this motoryacht is precisely the adoption of a hardtop to protect a fair part of the flying bridge. Closed towards the stern by a sliding door, this solution creates an enclosed bridge which can be air conditioned. On the boat we visited there was, over and above the one helmsman's station aboard, a charming living area with panoramic view, sofas and a low table.

The distribution of space below deck is as follows: the owner's full-beam cabin amidships has a large double bed set athwartship, an office corner, a sofa, a spacious walk-in wardrobe and of course a large en suite bathroom, also featuring a Jacuzzi.

Continuing forward there's a guest cabin with twin beds and private bathroom and two facing cabins whose size and décor make them both



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VIPS. Farther forward on the same deck, the crew's quarters with three berths have separate access to maintain a high level of privacy aboard. This area is in direct communication with the extremely technical galley on the main deck, fitted throughout with professional appliances and accessories of indubitable quality. The rest of the deck follows a well established layout for this type of motoryacht: proceeding from bow to stern, first there's the dining area, then a bar then the main saloon. Here too the designers have appropriately exploited the generous volume available, furnishing it with a C-shaped sofa, armchairs, tables and a unit with the TV and multimedia controls.

In spite of the partially covered flybridge, the outdoor spaces have been designed with the care necessary for a typically Mediterranean yacht, where you can appreciate every moment





of life on board in the open air, including sunbathing and sea bathing. In the cockpit, for example, there are tables and sofas which make it welcoming and suitable for meals "al fresco", while there is a spacious sundeck forward on the coachroof. There's a second sundeck on the upper deck, plus a Jacuzzi.

For brief trips while aboard there are two jet-skis forward on the main deck and an inflatable tender in the hangar aft.

Our comment, certainly positive, was elicited by the great attention to detail we found during our visit aboard. Both the

matching and the nuances of colours, and the refined materials employed, contribute to the perception of an appreciable style, highly classic in some aspects but capable of highlighting comfort and personalised elegance throughout the yacht.

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TECHNICAL DATA ■

LOA: 36.25 m - Beam: 7.20 m - Draught: 2.25 m - Light displacement: 110,000 Kg - Fully laden displacement: 145,000 Kg - Fuel tanks: 30,000 litres - Water tanks: 3,500 litres - Engines: 3 x 1,825 HP Caterpillar C32 ACERT - Declared top speed: 28 knots - Declared cruising speed: 24 knots - Maximum range: 1,400 nm - Classification: RINA A1 Maltese Cross.