SMERALDA

GUIDO KRASS'S QUEST FOR A FAST, YET NOT FUEL-HUNGRY, GO-ANYWHERE SUPERYACHT LED HIM TO CREATE HANSEATIC MARINE. THE YARD'S LATEST LAUNCH IS SET TO SURPASS THE HIGHLY EFFICIENT PERFORMANCE OF HER TWO LITTLE SISTERS.

TEXT BY **IVOR WILKINS** PHOTOGRAPHY BY **KLAUS JORDAN**

A threatening storm stacked the sky with dramatic cloudscapes as *Smeralda* streaked across the dark ocean like a long, slender dart. Settling into a 25-knot sprint, her wake flared briefly white against the sea and then disappeared, leaving very little disturbance.

On board, the acceleration from 15 knots to 25 knots was a smooth surge, quickly achieved without drama. No great roar from the engines, no vibration through the structure, no massive rooster tail behind—just the steady flick of numbers rising on the GPS displays. Tracking parallel with the shoreline, the view through the wheelhouse windows changed rapidly as the 253-foot yacht reeled off the miles.

High-speed efficiency is what this yacht is about and in sea trials off the West Australian coast she was demonstrating her capabilities. Because the approaching storm was building seas from 15 to 20 feet offshore, this particular trial was in sheltered waters. But, as *Smeralda* is the third in a line of yachts from Hanseatic Marine, her concept has been proven in all conditions. Earlier 240-foot twin sisterships *Silver* and *Silver Zwei* completed transoceanic passages at average speeds of 20 knots with a fuel burn of less than 100 gallons per hour. On one of these passages, 50-knot winds and big seas had to be negotiated.

Based on long, narrow, lightweight hulls with relatively low horsepower, *Smeralda* shares the same 33-foot beam as the earlier two yachts but stretches the overall length to 253 feet. Her twin MTU diesel engines are slightly more powerful but still deliver less than 8,000 horsepower.

At the beginning of the new millennium, when German industrialist Guido Krass began his quest for highly efficient superyacht performance, the general solution for clients wanting more speed was simple: add more horsepower. Krass admires the English economist E.F. Schumacher, famous for his "small is beautiful" doctrine, who proclaimed: "Any intelligent fool can make things bigger, more complex and more violent. It takes a touch of genius—and a lot of courage—to move in the opposite direction."

Having made his fortune in eco-technologies and with an eye to environmental impact, Krass sought to move in the opposite direction and find a less fuel-hungry answer.

He recruited his close friend Norwegian superyacht designer Espen Øino to the cause and set about creating his own boatyard based in Western Australia but with skills drawn from all over the world and Northern European quality as the benchmark.

The first yacht out of Hanseatic Marine was *Silver* in 2007, when the good times still rolled and Krass' fuel-efficient vision might have been considered unwarranted. Two years later, when *Silver Zwei* launched, the world was a very different place; the global financial crisis was in full cry and energy efficiency was very much a mainstream concern.

But Krass is very careful not to take too much credit for his foresight or his "green" credentials. "There is a lot of phony talk around this issue," he says. "The real green vessel was invented three thousand years ago and it was a sailing boat. If you want to be green, have a sailboat with no engine, no air conditioning and cold showers."

What he wanted was a fast go-anywhere motor yacht with all the features and comforts of home. To achieve transoceanic range at speed would require efficiency, and a comprehensive examination of various propulsion systems and hull forms—including multihulls—led to the long, lean, light-displacement formula.

"I wanted a classic, good-looking yacht—something along the lines of J.P Morgan's famous New York commuter yacht—with a conventional propulsion system," he says. "I did not want to go in all kinds of weird directions."

The demand for light displacement might suggest composite

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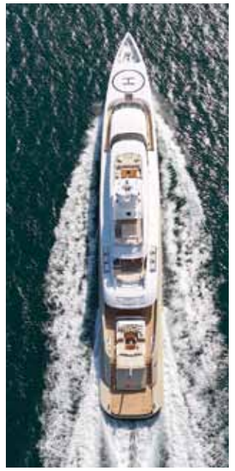
At the touch of a button, *Smeralda*'s transom lifts to reveal the beach club (right). With the tenders stowed up in the forepeak, this area is home to a beauty salon, massage room, sauna and gym. The main aft deck (bottom left) can be shaded by custom awnings.



construction, and Krass has expertise in this field with one of his companies producing carbon-fiber components for aircraft construction. In the end, though, he opted for aluminum. Acknowledging that composites would yield some weight saving, he says, "From a practical point of view, aluminum is pretty much unbeatable. You can easily form it and bend it into shapes, it has enormous structural integrity and it is light."

Western Australia has a highly developed expertise in lightweight aluminum construction, primarily in fast ferries and commercial vessels, which could be redirected to yacht standards. Indeed, *Smeralda* displays an extraordinary quality of aluminum work. Øino's long, clean panels with complex curves have given the yard no place to hide on its yachts, the world's largest all-aluminum superyachts. Any fairing or paintwork flaw is instantly revealed, and the Hanseatic team has met the challenge.

To further test their skills, the demand for light displacement meant fairing compound had to be used sparingly, putting even greater premium on the plating accuracy. Testament to their success in this regard is revealed below the waterline, where no fairing was applied, yet the finish is remarkably smooth.

The four-layer mast that towers above the lean hull would be an obvious candidate for carbon-fiber construction both to save weight aloft and to achieve the smooth wing shapes. But, even here, the yard has stuck to its credo of keeping all aspects of the build in-house and playing to its aluminum strengths. The masts are fabricated from 1.6mm plates, so wafer thin that special welding equipment was required. "The welders practiced on Coca-Cola cans,"

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The whole of the upper deck aft of the bridge belongs to the owners and offers an expansive stateroom with his and hers en suites and a sitting and lounging area forward (opposite page, main). A study with sitting room (below) and a private aft deck round out the owners' apartment.

Weight control was absolutely critical, requiring extensive structural analysis and an obsessive America's Cup campaign mentality. Yet *Smeralda*'s interior has a sense of opulence and substance, thanks to the use of veneers over aluminum cores.

says naval architect Nick Stark. "They got pretty good at it."

The structural optimization of the hull relies on complete three-dimensional design data for every single element in a boat that comprises more than 100,000 parts," says Stark. "When you put it all together in a design model, even the most powerful computers struggle to cope with it. For instance, when we built the first structural analysis of *Smeralda*, it took eight to ten weeks."

The process then involves looping back round and round, refining and honing the design until the optimum is achieved. "You never design anything just once. You do it forty-seven times," says Stark, choosing a random number to illustrate the point. "We have developed a lot of intellectual property within the company, including writing our own software, to make this happen and to automate the process."

Where the first structural analysis took weeks, the second was reduced to less than an hour and continued to compress in a process repeated hundreds of times. The result is a 253-foot performance motor yacht, finished to a high level of luxury for up to 22 guests and 16 crew with all the attendant systems and full air conditioning, displacing just 560 tonnes.

"Weight control is absolutely critical," says Stark with some

feeling. "It takes the kind of obsessive approach normally applied to America's Cup campaigns to achieve it."

That also pertains to the interior. Walking through the boat as it sped through its sea trials, Krass spread his arms wide and turned slowly to indicate the entire internal structure, including all the panels and joinery. "Everything you see is aluminum honeycomb."

A central element in the equation is reducing drag through the narrow hull shape. With a 33-foot beam, internal volume is constrained, but space planning across all four decks utilizes the fore and aft axis to good effect and leaves no sense of compromise.

Starting from the top, the sun deck includes a Jacuzzi and sunlounging areas fore and aft, while the middle section, with bar and dining for 10, is shaded from the sun by the mast stack. Down a level, the forward part of the upper deck is occupied by the wheelhouse, all business with electronic monitors and controls against a backdrop of charcoal leather trim. Aft of the wheelhouse is an extensive owners' apartment that contains a huge bedroom, his and hers baths, a study and a sitting room, which opens out to a private aft deck with dining table and lounging area. For an owner who anticipates spending long periods on board and needs both space and privacy to attend to business, this is a true sanctuary.

Guests find their sanctuary on the main and lower decks. The main deck accommodations are situated beneath the wheelhouse and comprise three VIP suites, sharing a common entrance lobby.

Moving aft on the main deck leads guests along a starboard companionway, past two dayheads and the stairwell and on to the main salon. Across on the port side amidships and unseen to guests is the very large commercial-style galley and service center providing quick access to the primary entertainment areas of the yacht.

The main salon is where the fore-aft dimension is most accentuated, stretching more than 65 feet from its forward bulkhead all the way back to an indoor-outdoor zone called the wintergarden.

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The main dining area is located in the "wintergarden" on the main deck aft (bottom right). Glass panels encircle the entire area, protecting guests from the elements, or they can retract, opening the space to the aft deck.

This features a flexible dining arrangement that can be split into three round tables or combined into one long table seating 14. Glass panels slide out to encompass this entire area and protect diners from the elements, or guests can enjoy al fresco dining open to the ocean breeze with the panels hidden from view.

Flexibility is also the watchword in the main salon. The furniture arrangement has one settee athwartships at the head, with two enormous settees facing each other down each side. In a formal setting, one can envisage a head of state seated at the top with courtiers ranked down each side.

However, coffee tables arranged down the centerline break the area into more informal zones, while small drinks stands stationed along each settee create even more intimate spaces. The area is capable of many moods from regal formality to cozy chats. Whether guests are seated or standing, the views from the large side windows are spectacular.

Aft of the wintergarden is an expansive outdoor area with seating, sunpads and a well-equipped bar. This can be shaded with custom overhead sails, and when the occasion calls for a party, there is 38,000 watts of sound on tap, complete with pulsating lighting effects—enough high-decibel bedlam, perhaps, to even stop pirates in their tracks.

Down a further level on the lower deck, additional guest accommodations are provided in six twin cabins, two of them with extra Pullman bunks. There is provision to section off the aft two cabins for security staff, helicopter pilots, nannies or personnel.

The forward section of the lower deck is taken up with crew accommodations and a separate galley and mess, while the aft section accommodates the engine room and, right at the back, a beach club, complete with beauty salon, massage room, sauna and gym.

Andreas Holnburger of Cologne, Germany-based Vain Interiors did the interior design for the first two *Silver* yachts and was entrusted with *Smeralda* as well. He describes the look as "more masculine" than the previous yachts, using many earth tones such as light tan leather, sand wool carpets and cream woven leather details, interspersed with bright scatter cushions. Leather-wrapped handrails, occasional glass details and high-gloss walnut paneling feature throughout. A distinct change of mood is struck in the lower-deck companionway, which features off-white lacquered

below
Smeralda's long and lean profile isn't just for looks. The narrow beam, coupled with lightweight build materials and 3,600-hp engines, produces an enviable range of 4,500 nautical miles at 18 knots.

panels with playful slabs of purple, adding a contemporary look.

"The overall effect is quite subtle and understated," says Holnburger, "but there are special qualities when you look closer, different surfaces and textures."

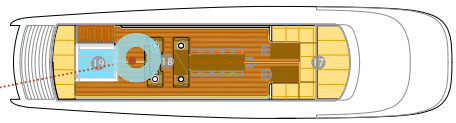
Despite the emphasis on reducing weight, the use of aluminum cores and veneers has allowed the designers to give all the furnishings and joinery a sense of opulence and substance—there is nothing thin or flimsy about the tactile surfaces. Similarly, no effort has been spared in sound and vibration insulation, so that the sensation underway is exceptionally smooth and silent. It is so effective that when a helicopter landed and took off from the foredeck, people seated indoors on the deck below the helipad were unaware anything had happened.

Without going to extremes, Krass has pursued a pragmatic but rigorous approach to achieving high-performance, long-range ocean voyaging with relative fuel economy. His quest for efficiency is a personal thing, he insists. He does not wish to prescribe how others should go about their boating choices. Equally, he does not wish to have the market determine what he produces. He created Hanseatic Marine to develop the kind of yachts he wants. "I don't ask people how I should do this," he says. "I just do it. I don't want to be nervous about what other people think."

At the same time, he has found ready buyers for *Silver* and *Silver Zwei*, both of which have gone on to take their new owners voyaging more than 30,000 miles. With a *Smeralda* sistership under construction, a 269-foot design already well advanced and a 328-foot yacht in the design phase, he clearly has faith in the concept and is enjoying keeping Hanseatic fully occupied.

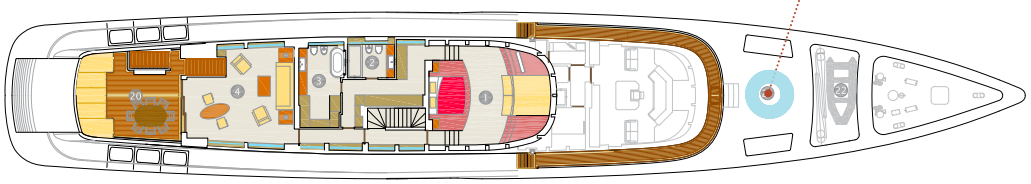
"It is a matter of feeling better when you are on board if fuel consumption is kept to an acceptable level," he says. "Even wealthy people care about these things. And politically this is becoming more important. Children are a big influence on our generation. They won't accept us just wasting energy any more."

SB ENHANCED DIGITAL CONTENT ON THE IPAD APP



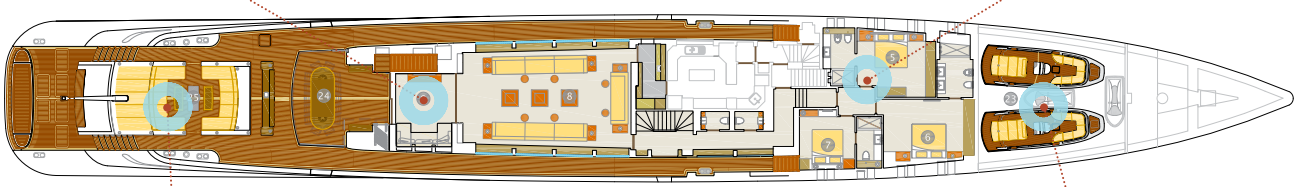
SUN DECK: Dining for 10 and a well-equipped bar are shaded by the overhead mast. Sunpads flank the area forward and aft.

HELIPAD: A touch-and-go helipad is located on the foredeck; insulation is so sound that guests inside won't hear the helicopter land.



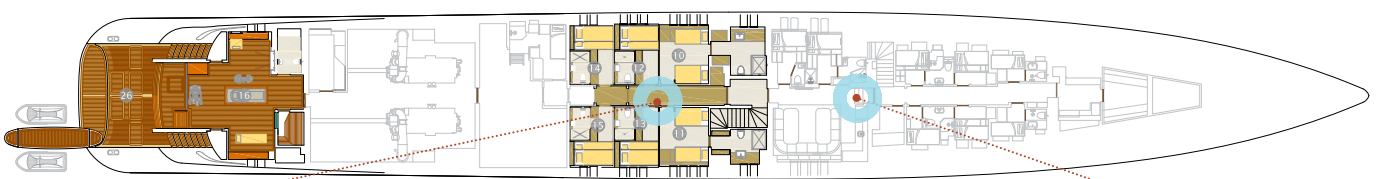
ALCOVE: Breaking up the space between the wintergarden and main salon is a charming alcove that provides a quiet refuge for reading.

VIPS: With the master moved up, the main deck forward hosts three spacious guest suites, each decorated with bold colors and murals.



OUTDOOR ENTERTAINMENT: The main deck aft sitting area includes a bar, sunpads and a 38,000-watt sound system.

TENDER STORAGE: Two 24-foot custom tenders are stowed in a garage under the foredeck, launched via doors on either side.



GUESTS: Six en suite guest cabins are located belowdecks; the two farthest aft can be separated for supernumeraries.

CREW: A crew galley, mess and large laundry room, plus en suites for 14 crew, are located on the lower deck forward.

Specifications:

BUILDER:
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Henderson, Western Australia 6166
Australia
Tel: +61 (0) 8 9437 0570
Email: info@hanseaticmarine.com
www.hanseaticmarine.eu

LOA: 252' 7" (77m)

BEAM: 32' 10" (10m)

DRAFT: 8' 6" (2.6m)

GROSS TONNAGE: 952 tonnes

DISPLACEMENT: 560 tonnes

POWER: 2 x 3,648-hp MTU 16V 4000 M90

SPEED (MAX/CRUISE): 27/25 knots

RANGE: 4,500 nm @ 18 knots

FUEL CAPACITY: 29,587 U.S. gallons

BOWTHRUSTER: 150kW American TRAC Series

STABILIZERS: Quantum Zero Speed Ride control fins

GENERATORS: 3 x 155kW Northern Lights 1066H

FRESHWATER CAPACITY: 8,189 U.S. gallons

OWNERS AND GUESTS/CREW: 22/16

TENDERS: 2 x 24-foot custom

CONSTRUCTION: Aluminum

CLASSIFICATION: Lloyd's ✠100 A1, SSC, YACHT, MONO, G6, ✠LMC, UMS, MCA LY2 compliant

NAVAL ARCHITECTURE/STYLING: Espen Øino International, Hanseatic Marine Engineering

INTERIOR DESIGN: Vain Interiors

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