

# GRAMAC



From a distance, *Gramac V*, the recently launched 76ft sportfisher from Warwick Yacht Design, appears as a good-looking, sleek, contemporary yacht. It is only as you board that you realize she is something a little different. Walking across the broad aft platform, there is no threshold or step up through its double doorway that leads to the aft cockpit. From this spacious area, wide steps lead to the main saloon and on either side of the steps are parallel tracks because the owner, although in a wheelchair, wants unlimited access to all areas of his new boat.

Built at Azzura Marine on Australia's Gold Coast, *Gramac V* was a collaboration between the owner and Warwick over a number of years. The brief was for a deep-sea fishing yacht that was equally suited for entertaining. The design also ensured that all areas, with the exception of the foredeck, are accessible to the owner and included features such as internal elevators, an exterior aquatic lift and an amphibious marine tender. The details are beautifully executed, creating a sportfisher that can be thoroughly enjoyed by her owner.

Boarding the aft platform of *Gramac V* is made easy by teak ramps that fold out from the platform onto the dock. The platform leads naturally through to the large aft deck, surrounded by broad teak-topped bulwarks containing a barbecue, icemaker, sink and fish-cleaning area. At the forward bulkhead of the aft deck to starboard is a dayhead and shower; to port a bank of fridges, freezers and a rod well as a tackle storage locker. Stowed under one of the large hatches in the aft deck is the aqualift allowing the owner to easily transfer from the aft deck to the tender.

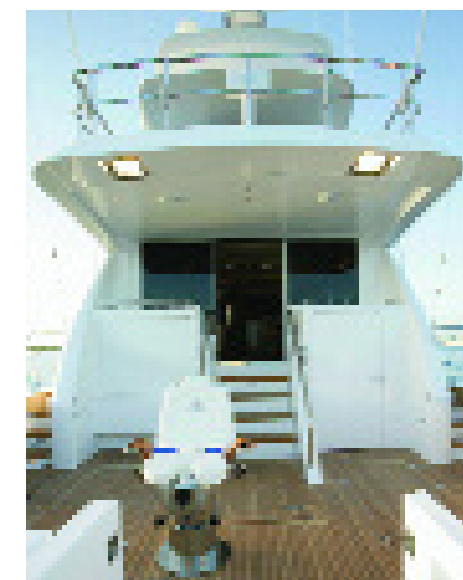
A teak platform elevator operates over the steps from the aft deck to the saloon. Flaps at the front and back edges lift when the elevator is moving to stop the wheelchair from rolling backwards or forwards. A sophisticated system of beam sensors and micro-switches is used extensively in the elevator systems so that the elevator will stop, should anything obstruct it and so that the elevator processes operate in the right sequence. At the top of the companionway, a sliding door opens into the spacious and cool saloon. The woodwork throughout is satin varnished teak with gloss varnished teak inlaid on the tabletops. A dark metallic silver paint has

been used to cover the remaining interior wall surfaces. The saloon has two cream-colored leather armchairs to port and an L-shaped settee and dining table to starboard. On the forward port side of the saloon is another elevator; this one gives access down to the owner's cabin and up to the flybridge. It also has a monitoring screen that allows the operator to see obstructions either above or below.

At the forward end of the saloon is the spacious galley with a Miele oven and cook-top, as well as a microwave and steamer for any freshly caught fish. The galley has ample fridge and freezer space as well as a vegetable cooling cabinet. Forward of the galley and down three steps are the guest accommodations. This area, as with all areas of the yacht, has a very open and spacious feel as the passageways have been made particularly wide to allow wheelchair maneuverability. To port is a double en suite cabin and at the forward end of the passage is a V-shaped cabin with four bunk beds and an adjacent bathroom. Opposite the double cabin is a dual-purpose area used for laundry as well as a workshop. Two steps lead aft to the owner's cabin; an elevator is also set up here allowing the owner access to the forward part of the yacht from his cabin.

The owner's cabin and en suite are arranged full width amidships which provides a large amount of space. On the aft bulkhead is a custom-made wide watertight door that gives wheelchair access to the engine room. The relatively spacious engine room has two Caterpillar 1,550hp C30 engines which drive Teignbridge four-blade propellers. Two Onan 22.5kW generators are situated on either side outboard in the well-planned space.

The flybridge, again accessed by the saloon elevator or via the staircase at the aft of the saloon, has a lounge area as well as a helm station. Two comfortable off-white leather helm seats provide excellent, 360-degree visibility. The starboard helm seat has the engine, bow and stern thrusters as well as navigation equipment controls within easy reach. Aft of the helm station is a settee that doubles as a day bed. Doors aft lead to the upper deck. On the aft rail of the upper deck are remote engine and thruster controls; similar controls are also located on either side of the lower deck to allow docking from any of the three remote positions



Custom-designed for her owner, Azzura Marine's *Gramac V* sports wider walkways, interior elevators and other specialized elements that make her an exceptional deep-sea sportfisher.

Words by **Guy Waddilove**;  
photography by **Francolini & Azzura Marine**.



**LEFT TO RIGHT:** The main saloon with cream colored free-standing leather chairs to rearrange as her owner sees fit; a highly-specialized feature in *Gramac V* are her wider doorways with pocket doors; remote engine and thruster controls are on either side of the lower deck to allow docking from three remote positions on the boat.

or from the main helm on the flybridge. The 35hp bow thruster and 30hp stern thruster, when used in conjunction with the two main engines, give excellent control when maneuvering and make docking the boat incredibly easy.

On the foredeck, the aluminum-hulled Sealegs amphibious tender sits on solid chocks and is powered by a conventional Evinrude outboard engine in sea mode, and three wheels – one forward and two aft – fold down and are powered by a diesel engine when the tender drives ashore.

In addition to the initial design of the yacht for wheelchair access, significant practicalities have also been carefully considered by Azzura during the build process. Corners and edges have discreet anti-scurf strips to protect them, all of the doorways are extra wide, and the doors are installed as sliding doors rather than hinged. Benchtop heights have been carefully planned as has the location of equipment and controls to give the owner the ability to operate the yacht independently.

Cruising out of the Gold Coast seaway from Southport at Nerang Head, the yacht made light work of the steep chop thrown up at the bar in the wind against tide conditions. Once clear of the bar, engine revs were increased and the yacht rode the 3ft ground swell of the Queensland coast with ease. Up on the flybridge, the ride was very smooth; the moderately flared bow staying well clear of the waves whilst cruising at 20 knots. Through tight turns at speed *Gramac V* sat flat on the water and felt like a very stable and comfortable platform from which to cruise and fish.

A huge amount of thought has gone into the design and build of *Gramac V* to ensure that all systems and facilities on board can be used by the very independently minded owner. The inclusion of these features does not detract from her good looks and performance. If anything, it enhances the quality of the yacht because of the level of attention that has had to be paid to every detail. □

### GRAMAC V

<b>LOA:</b> 76ft (23.4m)	<b>Freshwater capacity:</b> 528 gallons	<b>Paint:</b> Awlgrip
<b>LWL:</b> 70ft (21.3m)	<b>Security systems:</b> Blueray Alarm	<b>Construction:</b> Fiber reinforced plastic
<b>Beam:</b> 20ft (6.23m)	<b>Monitoring system:</b> ITIM Systems	<b>Classification:</b> Australian USL 2B
<b>Draft:</b> 6ft (1.8m)	<b>Air-conditioning:</b> Marine Air 117,000 BTU	<b>Yacht management:</b> N/A
<b>Displacement:</b> 65 tons	<b>Communication/navigation electronics:</b> Sailor Fleet	<b>Naval architecture:</b> Warwick Yacht Design
<b>Engines:</b> 2 x Caterpillar C30 1,550hp	<b>Entertainment systems:</b> Bose	<b>Exterior styling:</b> Warwick Yacht Design
<b>Propellers:</b> 2 x Teignbridge 4-blade	<b>Elevator Systems:</b> A&K Engineering	<b>Interior design:</b> Warwick Yacht Design
<b>Speed (max/cruise):</b> 29/20 knots	<b>Owner and guests:</b> 6	<b>Price guide:</b> \$AUD 8.8 million + gst
<b>Fuel capacity:</b> 2,110 gallons	<b>Crew:</b> 2	<b>Builder/Year:</b> Azzura Marine (Gold Coast)/2007
<b>Range @ 19 knots:</b> 495nm	<b>Tenders:</b> Sealegs semi-rigid inflatable	27 Waterway Drive Coomera QLD 4209 Australia
<b>Bow &amp; stern thrusters:</b> American Bow Thruster; 35hp bow and 30hp stern	<b>Tender launching system:</b> C Quip hydraulic davit	Tel: +61 7 5573 6055 info@azzurayachts.com www.azzurayachts.com
<b>Stabilizers:</b> N/A	<b>Lifts:</b> A&K Engineering Lifts	
<b>Generators:</b> 2 x Onan 22.5kW		
<b>Watermakers:</b> Sea Recovery; 850 gallons per day		

