

PERINI NAVI'S

BLUE GODDESS

ITALIAN SUPERYACHT BUILDER PERINI NAVI'S LATEST BUILD, THE 56-METRE, ALUMINIUM-HULLED KETCH *SELENE*, IS AS BEAUTIFUL AS THE MOON GODDESS SHE'S NAMED AFTER

*By Guy Waddilove
Photography by Sargentini-Bianchi*

Among the acres of gleaming white, multi-deck motor yachts at the recent Monaco Yacht Show the dark blue hull and distinctive ketch rig of *Selene* certainly stood out from the crowd. Perini Navi's recently launched *Selene* is now the fourth yacht in the Italian yard's successful 56-metre sailing yacht series designed in collaboration with naval architects Ron Holland Design. The 56-metre range is designed for higher performance under sail than its predecessors, and to this end the hull and superstructure have been built from aluminium to optimise displacement.

Perini Navi yachts, because of their size, always have very spacious and impressive deck layouts with large, well-thought-out areas for guests and generous working space for the crew. *Selene's* deck configuration features a cockpit on the main deck that is sunk below the level of the aft and side decks while sheltered from the elements. The cockpit is large enough to feature C-shaped seating around a dining table for twelve at the aft end of the cockpit and rattan style armchairs around a coffee table in the middle of the area. The expansive aft deck allows ample space for three stylish steamer-style loungers to be laid out for sun-bathers. When at anchor the centre section of the transom opens to reveal a broad flight of steps leading down to the bathing platform, which in turn gives easy access to the sea. The large bathing platform, with an area of 10 square metres, is surrounded by polished tubular stainless rails from which heavy duty dinghy fenders are hung. In addition to this bathing platform, a lateral shell door opens on the port quarter to act as a tender-boarding station and a place to launch and retrieve the yacht's toys. Inboard of the shell door is a crew technical area housing the two jet skis, dive gear and two sea kayaks. The jet skis are launched via a gantry crane which runs full-beam of the area and extends out over the water.

The large footprint of the superstructure and the cantilevered deck above the cockpit have given the designers space to include a large upper deck and flybridge. At the aft end of the upper deck is a sunning area with sun-mattresses extending across the width of the aft section, and in front of this is the jacuzzi. The forward section of the upper deck is a shaded multi-purpose seating area which gives way to the fly-bridge at the forward end of the deck. In keeping with the natural, understated style of the deck furnishing, the teak capping rail on the bulwark and other teak trim around the deck have been left unvarnished for a more natural look. Instead of varnish, a light oil has been used to preserve the teak.

When under sail the yacht is commanded from the fly-bridge as from the interior helming station it is not possible to see the masts and sails. Perini Navi was one of the first shipyards to develop fully automated sailing



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systems utilising captive reel winches and furlers to handle the raising, reefing and lowering of the sails. The system uses programmable logic controllers (PLCs) to translate movements of a joystick or push-button control into actions from the winches and furlers. Over the years Perini has developed the system to include rig load sensing, automatic sheet easing at designated loads and automatic tacking amongst its features. With Perini's fully automated sailing system, sailing the 56-metre, 548-tonne yacht can be undertaken by one person and is as simple as pushing a button or pulling a lever. In practice, an experienced crew member is generally positioned close to the sail being hoisted to ensure that the luff tapes feed into their tracks correctly or the sails are wrapping around the mandrel properly. The complexity of the system and the huge loads involved mean that the person in command needs to be very familiar with the system

THE PASSAGEWAY ALLOWS THE CREW TO PASS FROM THE AFT DECK TO THE CREW QUARTERS, GALLEY, PANTRY OR WHEELHOUSE WITHOUT DISTURBING GUESTS IN THE SALOON



“ROSEY-FINGERED SELENE AFTER SUNSET, SURPASSING ALL THE STARS, AND HER LIGHT SPREADS OVER THE SALT SEA.”
- SAPPHO

ABOVE: Higher performance under sail from the aluminium hull

LEFT: *Selene's* shaded seating area and jacuzzi are seamlessly incorporated into the overall design

BELOW: There's seating for 12 in the cockpit dining area

and sympathetic to potential breakages. Snapping a sheet or exploding a block on a vessel this size would be potentially fatal to a guest or crew member caught in its path. Because of this requirement for accumulated knowledge, skill and experience, Perini always endeavours to retain its captains and crew and pass them from one Perini build to another. The captains, when they take command of a new build from Perini Navi, are given extensive training in the sail handling system by the build captain from the shipyard after handover.

Contrary to the design of furling systems used on most other large sailing yachts, Perini powers its winches and furlers with electric motors instead of hydraulic motors. Perini believes that electric motors integrate more smoothly with its PLC systems than electro-controlled hydraulic motors, and with 45 large sailing yacht builds under its belt successfully using this style of system, it would be hard to persuade them otherwise.

Selene's ketch rig provides for a sail area of 1,483 square metres. The main and mizzen booms are carbon fibre and provide in-boom furling for the fully battened sails while the masts are aluminium. Unlike most shipyards, Perini builds the mast, booms and captive winches in-house. On the front side of the main mast are poles which are used in conjunction with halyards to launch and recover the yacht's tenders. The two tenders, a Castoldi 15 and a Castoldi 21, are stored under cargo-hatch-style panels beneath the foredeck, leaving the foredeck area clean and uncluttered.

Underwater, *Selene* sports a deep-ballasted swing keel housed within a shoal-ballasted fixed keel. The keel is swung hydraulically and takes the draft from 3.95 metres to a massive 9.73 metres.

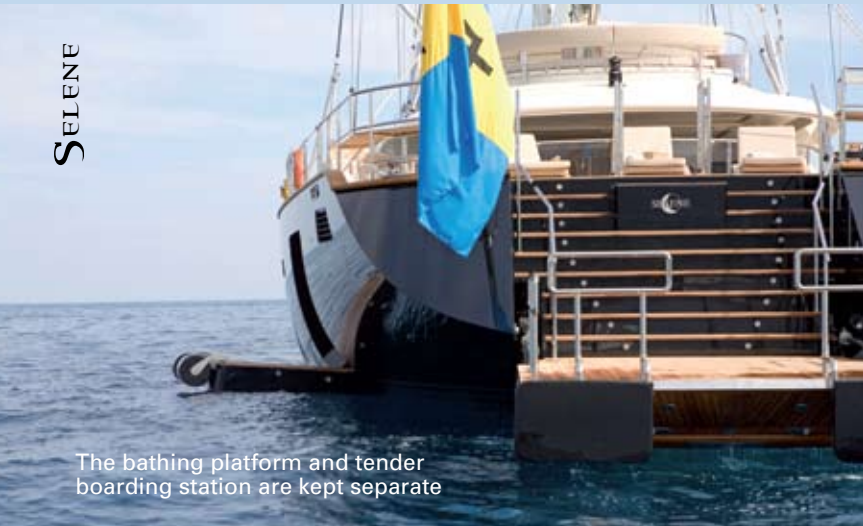
The owners of *Selene* previously owned a 40-metre Perini build so they were fully conversant with the high standard and potential design possibilities that the yard could offer for the interior. The Perini Navi Interior Design Department worked closely with the owners to design an interior which is described as a modern interpretation of art deco styling.

Selene's interior is a modern interpretation of art deco



The art deco theme is very evident in the master cabin





The bathing platform and tender boarding station are kept separate

Selene's interior utilises a variety of materials including ebony, frisé, maple, wengé, briar roots, stainless steel, leather, parchment and marble to create the modern art deco effect. Many of the fittings, including door handles and light fittings, are fabricated in-house by Perini.

With respect to layout, the inclusion of a full-width master cabin is a departure from *Selene's* sister ships, and another major difference is the addition of a fore-aft passageway alongside the main saloon. The saloon's width is decreased because of this, but the passageway allows the crew to pass from the aft deck to the crew quarters, galley, pantry or wheelhouse without disturbing guests in the saloon. Between the passageway and saloon is a glass partition screen that can be made opaque at the flick of a switch. The saloon is furnished with crocodile-patterned black leather sofas around a large wooden coffee table. Forward of the saloon the bar leads through to a formal dining area for 10. The dining area is also accessed from the service passageway; the passageway at this point is fitted out as a serving pantry for discreet dining service.

At the forward end of the superstructure is the bridge. The yacht can be commanded from the comfortable leather helm seats while the multiple, interchangeable monitoring screens give clear radar, plotter, CCTV and monitoring information.

Descending the staircase at the forward end of the saloon brings you to the central lobby of the guest accommodation area. The full-width

master cabin dominates the aft section of the accommodation and two symmetrical VIP doubles and two twins are located either side of the passage forward of the lobby.


The master cabin, being full-width, is a voluminous space that incorporates an office area and a seating area as well as a king size bed. The art deco theme with its stepped forms and sweeping curves is very evident in the master cabin, and the black and white photographs of movie stars from the 1940's and '50's that adorn the walls serve to further emphasise the style. At the aft end of the cabin are two bathrooms, one with a bath and the other with a shower. The extremely high standard of finish of the interior is clearly demonstrated in the master cabin, with faultless inlays of French walnut surrounded by thin stainless steel borders and lacquered goatskin panels.

Selene runs with a crew of nine who are comfortably accommodated in four cabins towards the bow.

The yacht's engine room is situated quite well aft in the hull and a separate machinery monitoring and control room is located aft of this. The engine room is, not surprisingly, very spacious allowing the engineers easy access to all machinery for servicing. *Selene* is propelled by two Caterpillar C32 main engines giving a maximum speed of 15.6 knots, and with a 59,000 litre fuel capacity the yacht is capable of a range of approximately 3,600 nautical miles at 13 knots. Electrical power is supplied from four generators: two Northern Lights 125kw sets, one Northern Lights 80kw set and an emergency 20kw generator.

In my opinion the outstanding features of *Selene*, leaving aside size and space that is taken for granted with any of Perini's yachts, are the quality of the interior finish and the way in which the designers have created and executed the modern art deco style. The interior looked like neither the retro museum piece nor the kitsch show of wealth that less experienced designers could have ended up with.

Perini Navi is the only shipyard that designs, develops and builds large custom sailing yachts. It is the industry's most prolific producer of sailing superyachts with a 56 per cent share of the market for yachts over 45 metres. Since the yard was established in the early '80's, it has produced 41 sailing yachts, 27 of which are over 45 metres and Perini will deliver eight new yachts in the next 36 months.

For further information visit www.perininavi.it 

TECHNICAL SPECIFICATIONS

Flydeck



Main deck



Lower deck



184 ft / 56 m	LENGTH OVERALL
150 ft / 45.82 m	WATERLINE LENGTH
38 ft / 11.52 m	BEAM
13 ft / 3.95 m	DRAUGHT (KEEL UP)
32 ft / 9.73 m	DRAUGHT (KEEL DOWN)
Aluminium	HULL & SUPERSTRUCTURE
548 t	MAXIMUM DISPLACEMENT
499 t	GROSS REGISTERED
2 CAT C32	ENGINES
2 x 938 kW	MAXIMUM POWER
15.6 kt	SPEED AT MAXIMUM POWER
59,000 lt	FUEL CAPACITY
17,000 lt	FRESH WATER
193 ft / 58.8 m	MAIN MAST HEIGHT ABOVE DWL
1,492m ²	TOTAL SAIL AREA
436m ²	TOTAL DECK AREA
Perini Navi	INTERIOR DESIGN
Ron Holland / Perini Navi	NAVAL ARCHITECTURE
Perini Navi - Viareggio, Italy	BUILDER