

# The Esense of cutting edge Design

## ONCE AGAIN YACHT DESIGNER WALLY HAS DELIVERED A BOAT WITH THAT 'WOW' FACTOR

By Guy Waddilove  
Photography Wally Yachts

**W**ally, the brand launched in the early nineties, is not shy when it comes to innovation and can never be accused of being dull. It continues to produce yachts that break new ground in design, technology and aesthetics.

*Esense*, Wally's latest yacht – with 'carbon-shell' style hull and raised knuckle bow form – looks like an America's Cup race boat on steroids.

The designers have ripped up the superyacht style guide and rewritten it, paying homage to both the age of classic schooners and the latest generation of America's Cup boats. Gone is the traditional deck that sits on top of the topsides surrounded by guardrails and the pilothouse and indeed any hint of superstructure. All we are given in profile is a sleek dark hull and a tall, skinny rig. From astern a 'beach' style aft deck sits just above the surface of the water, and aft facing waist high glass windows give a glimpse of the interior. Forward of this aft deck, the teak deck steps up and remains almost flush through the entire length of the boat except for a bulge just aft of the mast, which provides some protection for the cockpit. Like the classic schooners, the bulwarks are raised to around waist height for the length of the yacht, doing away with the need for guardrails. However, unlike a classic, the tops of the bulwarks are very broad in section. The bulwarks are designed in this way because, as well

as being integral to the structural rigidity of the hull, they contain the sheet management cylinders, the air-conditioning units and a multitude of other vital pieces of equipment.

The unobstructed design of the deck gives a feeling of vast openness and space, so the steering pedestals and sail control console towards the rear of the deck appear to be quite exposed to the elements and to gallons of rogue green water washing down the decks.

The high freeboard of the topsides, however, and ample freeing ports along the length of the bulwarks, apparently keep large volumes of water off the deck, and three dodgers – that fold into the deck – can be used for protection. However, I fear it would possibly be quite a wet ride in heavy offshore weather.

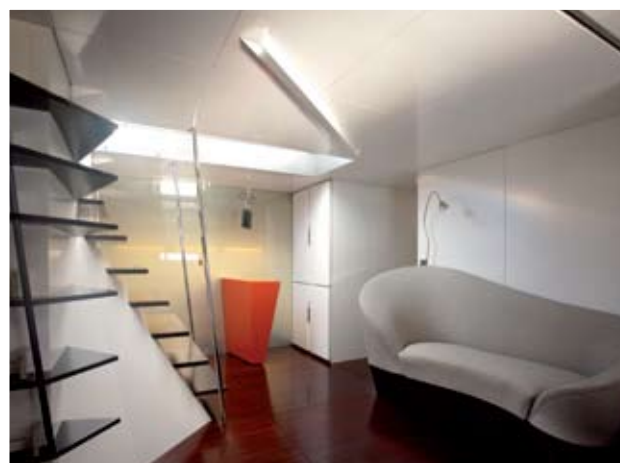
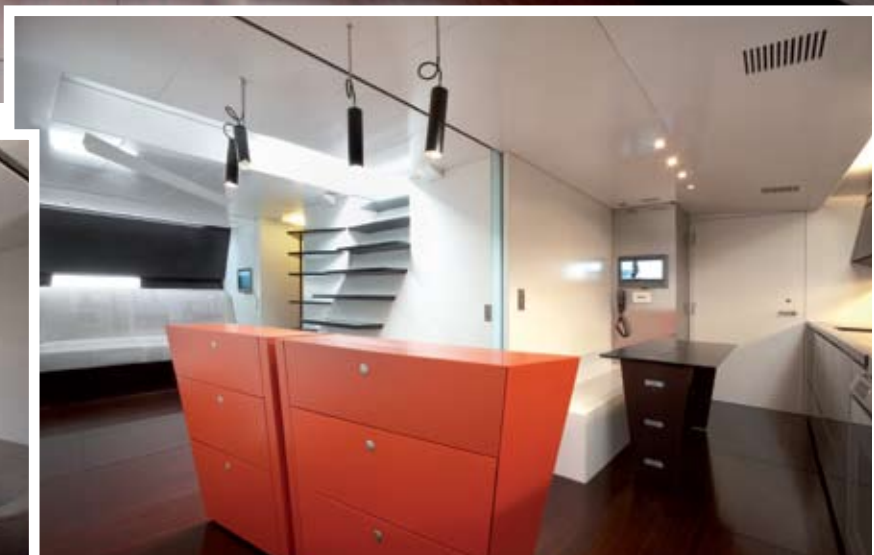
As with many Wally yachts, when *Esense* sits at anchor the anchor ball is the only visible sign that the yacht is attached to the seabed. The anchor is launched from an underwater hatch in the bow section, leaving the foredeck and bow clear of anchor arms and chains. When the custom-adapted anchor is stowed back on board, the bottom of the stock fits neatly in the hole in the bottom of the hull to produce a watertight closure.

Wally has used its considerable experience with lifting keel systems to develop the keel. The keel weighs in at around 50 tonnes, including ballast, and gives the yacht a draft of 4 metres with the keel up, and 6 metres when down. The top of the housing for the lifting keel cleverly doubles as the plinth for the cockpit table.

The 57 metre mast is made from high modulus carbon fibre by Hall Spars and the main sail is furled into a Marten Spars Leisurefurl boom. The main and furling jib are both North 3DL carbon sails. One thing that surprised me was the project team's decision to stick with Nitronic rod rigging rather than PBO or carbon rigging, which would have dramatically reduced weight. The reason for this decision was one of



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practicality: as the boat will not be competitively raced in the near future the owner preferred the security of solid rod. It will be quite straightforward to replace the rod with composite rigging if required in the future.

The sails are all trimmed with Cariboni Magic Trim systems, which use hydraulic cylinders and pulleys to control the sheets. The mainsheet configuration on *Esense* uses a total of six Magic Trim cylinders to take care of both very fast sheeting-in and dumping, as well as fine tune trimming. The cylinders are controlled by a proportional joystick through the yacht's plc system, hence slow or fast sheeting can be activated depending on how the joystick is pushed. The Code Zero has its tack attached to a Cariboni furler sunk into the bow, and the integral PBO stay that supports it allows the sail to be left furled in place when not in use. Although Captain Sergio Lottini said *Esense* was not designed to race, naval architect Bill Tripp has designed a hull that accelerates quickly - in light to moderate winds the

yacht will achieve a speed generally two knots faster than the true wind. To date, a top speed of 19 knots has apparently been reached, without really pushing the boat too hard.

Wally likes to deliver the unexpected and the yacht's non-traditional interior will not disappoint fans.

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The saloon is accessed through glass doors from the aft deck. When seated in the saloon and looking aft through the doors and the many windows, you have a clear view across the water, which is just a little below the deck. This feature is an element of Wally's 'terrace by the sea' styling, which has been developed over the years. The forward end of the saloon to port and to starboard can be partitioned off to form either two guest cabins or a quiet reading area.



The interior design is minimalist with much use of angular forms and flat panels. The colour scheme has been restricted to natural dark wood, white for wall coverings and furnishings, the occasional flash of orange and carbon fibre black for various fittings. Skylights that run along the sides of the deck light the interior. Forward of the machinery space is the full-width master cabin, which is the only permanently dedicated guest cabin on board. The other side of the master cabin's forward bulkhead is a full-width bathroom.

Most of the interior fixtures and fittings have been custom-built. For example, the basin in the master cabin bathroom does not appear to have a plughole, and it's not until you view it from a certain angle that you realise the water disappears down polished folds in this highly stylised basin. But the funkiness doesn't stop there, the matching carbon fibre toilet and bidet is something you rarely see on a yacht.

Forward of the saloon the interior divides. On the centreline there's an open atrium area with a bar, and to starboard, an open-plan galley and mess that can be screened off by an opaque divider.

Stairs lead up to a large skylight, which gives access to the deck.

To port there is another guest cabin, an electronics control room and an office, which sit opposite the off-centre machinery space.

accommodation for six crew. Interestingly the captain's cabin, which sits forward of the master, can be accessed by a partition door between the two and would be used when it's not practical to use the forward crew access hatch. The crew cabins are finished to the same standard as the rest of the yacht, but are not as spacious.

The engine room with its generous size and layout is the engine room

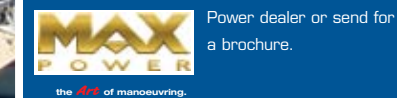
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of every sailing yacht engineer's dreams. As there is no pilothouse or other superstructure, the machinery space extends from the bilges to the deck providing ample headroom. The machinery area is divided providing the engine with a dedicated room, the two 45kW Westerbeke generators with their own room, and the pumps, compressors and other equipment also have their own space. All pieces of machinery appear to be very easily accessible from all sides.

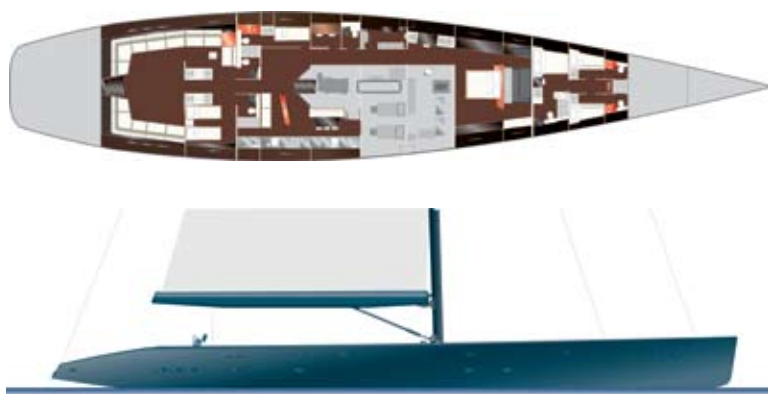
*Esense* has a highly stylised design. A vast amount of time has gone into the planning and execution of the project, and the result is a yacht with a unique look and feel.

It must be noted that the radical styling both inside and out is far more than cosmetic – major structural engineering studies were involved to achieve such a distinctive look.

With their passion for innovation and ultra modern styling, Wally Yachts continually set the highest standards. If imitation, as they say, is the sincerest form of flattery, then many other yacht designers and builders are very impressed with the Wally boats.

For further information visit [www.wally.com](http://www.wally.com) 

## TECHNICAL SPECIFICATIONS



Fast Cruising Sloop	TYPE
43.70 m	LENGTH D.A
38.10 m	LENGTH W.L
8.57 m	BEAM
4.00-6.00 m	DRAUGHT
4 0 tons	BALLAST
900 sqm	SAIL AREA
8 guests + 6 crew	ACCOMMODATION
Tripo Design Naval Architecture	NAVAL ARCHITECT
Wally	DESIGN
Odile Decq	INTERIOR DESIGN
14 knots	SPEED (ENGINE)
Caterpillar	ENGINE
Sea Tel	SATCOM