



# Playing in Space

AN OWNER'S VERY SPECIFIC NEEDS CHALLENGES BOTH DESIGNER AND BUILDER. THE RESULT IS A PERFECT BLEND OF FORM AND FUNCTION.

*By Guy Waddilove  
Andrea Francolini / Azzura Marine*

**G**ramac V is a sportsfishing yacht with a distinct difference. Not only have Warwick Yacht Design and Azzura Yachts produced a beautifully finished yacht, they have included full wheelchair accessibility into the design. The owner's brief was for a yacht purpose-designed for deep sea fishing and equally suited for entertaining. Additionally, with the exception of the foredeck, all areas of the yacht had to be accessible to him and his wheelchair.



GRAMAC V



On any yacht, optimum usage of space is always a high priority. The design and planning of space utilisation is an important factor from the initial design concept to build completion. With *Gramac V*, it was particularly important as consideration had to be given to both wheelchair access and the operation of systems.

To enable access throughout the yacht, some interesting and innovative technological features are incorporated including a series of elevators to enable transfer from one deck to another. From the aft deck an elevator platform travels on top of the five stairs to the main saloon. In the saloon another elevator descends to the owner's cabin on the deck below and also ascends to the flybridge above and from the owner's cabin another

elevator gives access to the laundry, workshop and other guest cabins. The first two of these elevators operate on a worm drive principle and the third operates on a scissor jack principle. Each elevator platform features flaps at the forward and aft ends that lift up when the elevator is in use to retain the wheelchair in position. A sophisticated set-up of beam sensors and microswitches is used in the systems to ensure that the elevator stops if anything is obstructing its movement. The elevator in the main saloon has cameras and a monitor screen so the operator can check for obstructions either above or below the elevator.

Azzura paid careful attention to detail throughout the yacht beyond the technological features to ensure ease and freedom of use of all areas.

All of the doorways aboard *Gramac V* are wider than are normally fitted and the doors are built to slide rather than open on hinges. There are no sills in the doorways. Passageways, including the main passage in the middle of the engine room, are also wider to allow manoeuvring space. Inconspicuous anti-bump and anti-scurf strips are strategically placed low down to protect the woodwork.

Boarding the yacht is via a purpose-built ramp that folds out from the side of the aft platform. The wide platform leads through to the spacious aft deck where broad bulwarks contain a barbeque, fish cleaning station and ice maker. The under sides of the bulwarks are recessed to allow wheelchair access to this equipment. A day head



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with fishing rod storage area is located on the forward starboard side of the aft deck and a bank of fridges, freezers and a tackle storage locker is located to port. Concealed beneath one of the large hatches on the aft deck is an aqualift for transfers from the deck to the New Zealand-built amphibious dinghy. Engine and thruster control stations are located on either side of the aft deck to enable the yacht to be docked from port or starboard or from a similar control station on the aft rail of the flybridge.

The foredeck and side decks are protected by a solid stainless steel guard rail fabricated in one piece. The curved rail, which mimics the gentle sheer of the topsides, extends from the bow to three-quarters of the length of the yacht. On the foredeck the dinghy sits on solid chocks next to a dedicated crane for launching and retrieval. The aluminium hulled amphibious rib is powered by an Evinrude outboard engine when used on the water and a diesel engine on land. Three wheels with fat all-terrain tyres are folded down as the tender goes ashore to allow guests to explore the beach or foreshore.

The wraparound windows blend smoothly into the lines of the superstructure which appear as a modern take on the traditional sportsfisher style. The hull's flared bow and hard chine are classic, well-proven features that ensure as smooth and as dry a ride as possible in open sea conditions.

Entering the saloon through the sliding door from the aft deck brings you into a comfortable and uncluttered space. The air-conditioning is silent and works very efficiently to keep the saloon and all areas evenly cool. Satin varnished teak panels contrast with dark silver metallic painted

surfaces. Soft cream-coloured leather upholstery on the two armchairs and settee give a friendly warmth to the saloon. Forward of the saloon and to starboard is the fully-equipped galley with Miele oven and stove, microwave, fish steamer, dishwasher, fridges and freezers. To port is the main elevator giving access to the flybridge and owners cabin.

Forward from the galley, steps lead down to the guest accommodation area comprising a double cabin with ensuite to port and a V-shaped cabin with four bunk beds forward. On the starboard side is the laundry and workshop. Steps then lead down to the owner's cabin and an elevator disguised within the floor panels can be used to transit the steps. The owner's cabin is situated midships and extends full width of the hull giving a large amount of space for the cabin and ensuite bathroom. Engine room access is via a custom built watertight door in the aft bulkhead of the owner's cabin.

In the engine room, two Caterpillar C30 1550hp engines drive two Teignbridge four blade propellers, and two Onan 22.5kW generators are situated outboard of the engines. The engine room has been very carefully planned to accommodate all of the equipment while still providing wheelchair access to the main area. Azzura used 3D computer modelling extensively during the build to identify and resolve conflicts in system location before each was installed into the hull.

The flybridge affords excellent all round visibility and is set up as a lounge area as well as a navigation and control station. All engine and navigation controls are within easy reach of the large helm seats and a daybed style settee is located behind the helm station. Aft doors open onto the upper deck, which is partially shaded by the

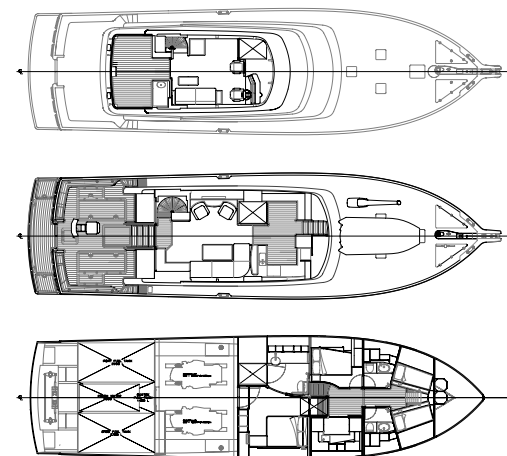


overhang of the deck head above.  
At sea *Gramac V* provided a smooth ride in the moderate swell. Crossing the bar at the entrance to the Gold Coast Waterway, a short

steep chop was being thrown up with the receding tide. *Gramac V*'s epoxy hull powered through this as engine speed was increased to 2000 rpm. Once clear of the entrance *Gramac V* cruised along comfortably at 22 knots, a top speed of 30 knots has been recorded at 2300 rpm.  
With *Gramac V*, Warwick Yacht Design and Azzura Yachts have demonstrated that with proper planning and the utilisation of modern technology, a vessel with full wheelchair access can be produced without compromising either the aesthetics or the operation of the vessel.

For further information Tel: +61 (0)2 9552 1133 or visit [www.azzurayachts.com](http://www.azzurayachts.com)

## TECHNICAL SPECIFICATIONS



23.4 m	LOA
21.3 m	LWL
6.23 m	BEAM
1.8 mtr	DRAFT
65 tonnes (fully loaded)	DISPLACEMENT
2 x Caterpillar C30 1550 hp each	ENGINES
29kts	SPEED MAX
19kts	SPEED CRUISING
8500 lts	FUEL CAPACITY
495 Nm @ 19kts	MAXIMUM RANGE
2000 ltr	FRESHWATER CAPACITY
400 ltr each	GREY/BLACK WATER CAPACITY
Blueray Alarm	SECURITY SYSTEMS
Simrad	NAVIGATION
Gineico	LIGHTING
Australian USL 2B	CLASSIFICATION
Azzura Marine	BUILDER
A\$8.8 Million + gst	PRICE GUIDE