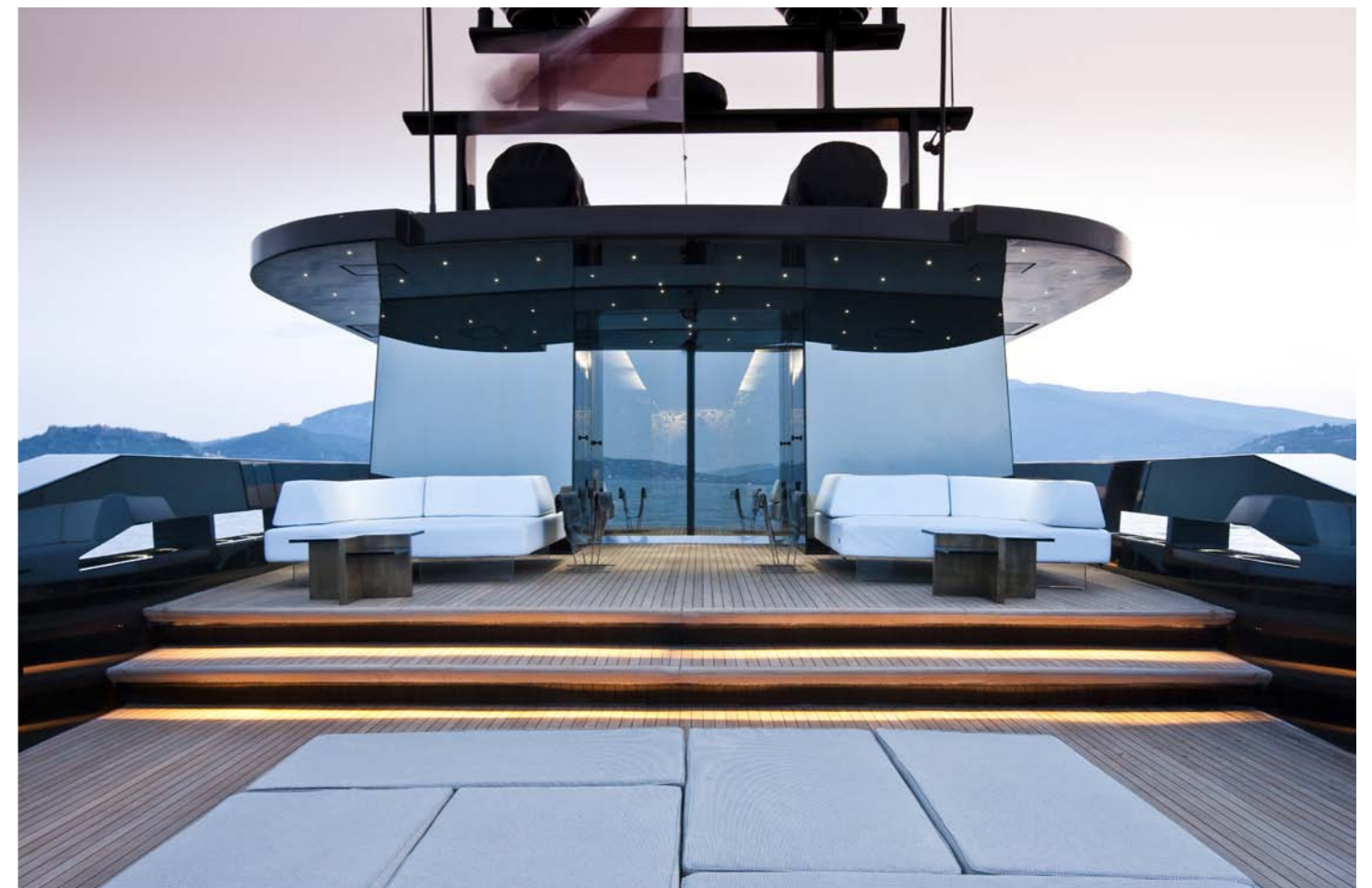




# H<sub>2</sub>OME

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THE OWNERS OF THIS EXTRAORDINARY 45 METRE YACHT DEFIED CONVENTION BY COMBINING HIGH PERFORMANCE AND COOL INTERIORS WITH TRULY ENVY-INSPIRING RESULTS

Analyse the name and you start to see what this remarkable motor yacht is all about. H<sub>2</sub>O is water, 2 is second, HOME is house or apartment, so you end up with 'second home on the water'. That same description could be applied to many motor yachts but *H<sub>2</sub>OME* takes the concept much further than most. The challenge has been to combine the modern requirements for clean, uncluttered lines with the demands for a safe, seaworthy, fast motor yacht and to create an apartment or, better still, a 'penthouse' on the water.

The exterior styling is breathtaking in its simplicity: a sleek black hull matched to a mirrored square superstructure. The stark lines are softened by the round edges to the flybridge and the teak decking adds a touch of warmth. There is no impression of trying to create vast areas



Fire up the turbine and the speed nearly doubles while the fuel consumption nearly triples. You can sense a tautness but at both high and low speeds the ride is comfortable



of internal volume, just trying to create a concept that is in harmony with the sea.

This was the ambition of the husband and wife owners who had compared the way in which sailboats and powerboats operated at sea. While a fast powerboat lifts above the waves and can have a rough ride contouring the waves, a sailboat glides through the waves. Could the sailboat concept be translated into a powerboat design that would offer a cleaner and more harmonious ride in Mediterranean seas? The length of 44 metres was chosen so the hull would span the wave crests and not dip into the trough to give a more level ride. The sailboat heritage can be seen in the vertical bow, which adds to the waterline length and this unique hull design operates in both long, thin hull displacement mode as well as the more conventional planing hull mode.

Designed by Mario Grasso of Navirex and built at Cantieri MMGI di Montfalcone in Italy, the clean lines of the hull are broken only by a full-length mirrored strip just below deck level with a matching open strip just above deck level. The open strip makes a virtue out of necessity by creating drainage for any water on the deck.

The deckhouse is virtually all mirrored glass and the harsh vertical sides are softened by the rounded front end and by the shallow black top that conceals an extensive flybridge behind its curving edges. Its strong horizontal lines combined with the vertical bow serve to emphasise the powerful contours of the hull, giving *H<sub>2</sub>OME* a determined, capable look.

It is the sheer scale of this yacht that grabs attention. At 44 metres,

*H<sub>2</sub>OME* will dominate most marinas and create a huge impact but it is out at sea, away from admiring eyes, that she really shines. The ability to power along at over 40 knots makes this one of the fastest 'penthouses' on the water today. On board for her sea trial, covering the 140 mile run from Livorno to Rome, there was a low swell and a fresh breeze from the north west. These are the sort of Mediterranean conditions often found when cruising and I found *H<sub>2</sub>OME* coped with them with hardly a movement out of the hull except for the impressive way she powered forwards.

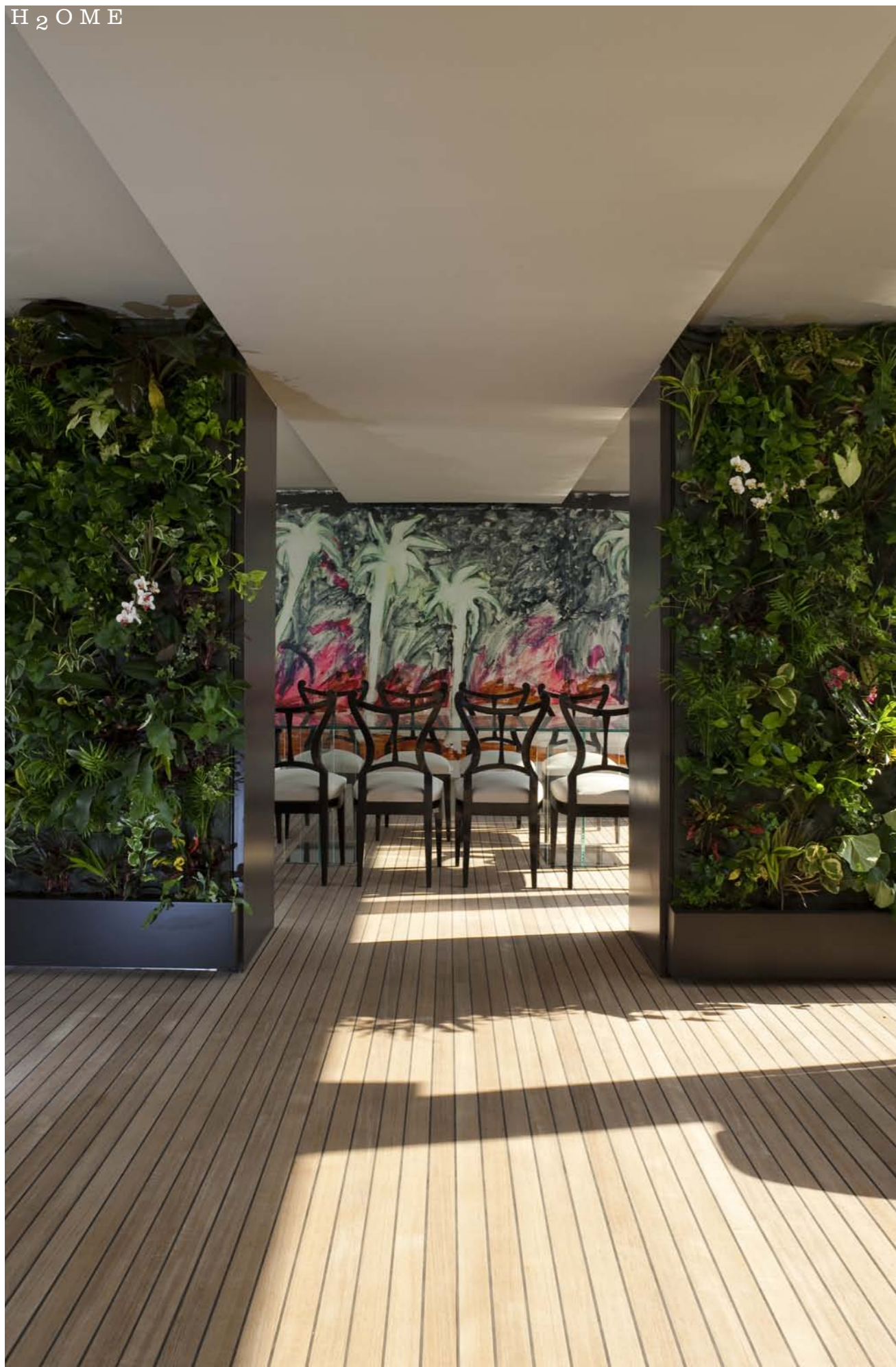
However, this was only the third time that the yacht had been out and it was evident that there is still some learning to be done. *H<sub>2</sub>OME* is sensitive to trim and at speed the forefoot needs to lift out of the water to gain steering stability. Lower the flaps and the directional stability deteriorates; keep them up and the steering is fine but there is a loss of speed of about one knot. It should not be too difficult to find a solution and then it will be a case of adjusting the trim to maximise the performance. *H<sub>2</sub>OME* has a bow ballast tank so with this and the flaps there is plenty of trim control to play with.

The stability in the beam swell was impressive even at low speeds; there are no stabilisers to help and, it seems, none are needed. It was possible to move around the yacht without holding on, which was just as well because there are no handholds fitted.

*H<sub>2</sub>OME* has an interesting propulsion package comprising two Caterpillar diesels plus a centreline gas turbine. Each of the 1,900hp diesels is coupled to a Doen waterjet fitted with steering and reverse

The hull is slim by modern standards with a beam of just eight metres. Even at full speed the fine forefoot stays in the water with the moderate V hull towards the stern creating the planing surfaces that allow higher speeds





The eye is arrested, first by the vertical 'gardens' on the pillars that separate the lounge and dining areas and then by colourful wall mural at the forward end

Quirky touches such as the 'living wall' in the light-flooded saloon create focal points and inspire the feeling of being at one with nature. The mirrored glass keeps out a large percentage of UV, helping to maintain temperature inside, while offering privacy



controls while the Vericor 5,000hp turbine is coupled to a booster waterjet with forward thrust. This combination of power units offers enormous versatility. The two diesels give a good cruising speed of 18 knots and the hull feels comfortable and able to cope with most sea conditions as well as allowing good low-speed control for harbour manoeuvring. Fire up the turbine and the speed nearly doubles while the fuel consumption nearly triples. You can sense a tautness but at both high and low speeds the ride is comfortable and predictable, the signs of a good hull. There is no doubt that there is a need to tune the hull and machinery in order to optimise the performance, but it is early days yet.

While there has been a particular focus on the performance there has been even more on the styling of this remarkable yacht. The owners have had a huge amount of input into the design. The first impression when you step on board at the stern is one of large, open spaces. You are faced with a terrace of teak decking rising up from the bathing platform to the mirrored doors of the deckhouse. This is the open air living area of the yacht, or the balcony, in penthouse terms. The top terrace has seating and tables and on each side of the saloon doors there are lockers – the starboard one housing the engine room fire-extinguishing system and the port one a Turkish or steam bath. This is just one of the many surprises and everywhere you look there is innovation and fresh ideas.

Enter the saloon and the style takes your breath away. The full-height windows flood the room with light, giving the feeling of open air living,

The teak decking of the cockpit continues through the saloon but the eye is arrested, first by the vertical 'gardens' on the pillars that separate the lounge and dining areas and then by the colourful mural by Italian artist Mario Schifano at the forward end.

At the sides, four settees provide for comfortable lounging and there are low tables, bookshelves and artefacts based on traditional Italian designs. The dining room forward has a crystal table surrounded by classical Italian chairs and the whole saloon in a comfortable mix of classic and modern Italian styling.

A stairway curves down to the bedrooms. Here there are beds for 10 comprising the master suite, a twin cabin and three doubles. All are fitted out in a restful style using largely natural materials including leather and snakeskin with wooden panelling creating a variable surface. In the master suite the windows reach down almost to the waterline and provide an intriguing view of the outside world. In the en suites, black marble is used in the flooring and some panelling combined with glass and ivory-coloured furniture. The master en suite has a large monsoon shower and a washbasin where water comes out of the taps into a sloping glass trough. The guest bathrooms are more restrained in style.

In the passageway, the walls are finished in a mosaic mother-of-pearl and the same finish is used in the shower cubicles. A shallow alcove at the foot of the stairs features a mini-waterfall and it is features like this that constantly surprise.

One thing you notice walking around H<sub>2</sub>OME is that there are no light switches or door handles. Instead, the lights are controlled by



## H<sub>2</sub>OME

LOA  
44.7m

BEAM  
8m

LWL  
40.8m

DRAUGHT  
1.5m

DISPLACEMENT  
289 tonnes

ENGINES  
2 x 1,900hp C32 Caterpillar  
diesels; 1 x 5,000hp Vericor  
TF50 gas turbine

SPEED (MAX/CRUISE)  
40 knots/ 20 knots

RANGE AT 18 KNOTS  
1,000nm

THRUSTERS  
Side Power 60 hp

GENERATORS  
1 x 65kW and 1 x 90kW  
Caterpillar

FUEL CAPACITY  
30,000 litres

FRESHWATER CAPACITY  
6,000 litres

OWNER AND GUESTS  
10

CREW  
7

CONSTRUCTION  
aluminium

CLASSIFICATION  
RINA and MCA

NAVAL ARCHITECT  
Mario Grasso, Navirex, H2O  
and owners

INTERIOR DESIGNER  
H2O, A-Lab and owners

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web: [www.primoyacht.com](http://www.primoyacht.com)

CHARTER RATES  
high season: €175,000 /week  
low season: €150,000/week

BUILDER/YEAR  
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and [www.mmgi.it](http://www.mmgi.it)

FURTHER INFORMATION  
[www.h2omeyacht.it](http://www.h2omeyacht.it)



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The lower deck is a sea of tranquillity, with dark teak contrasting with pale furnishings, drawing guests' attention to the views outside. The owners chose mostly natural materials, including unvarnished woods, leathers and skins. Mother-of-pearl by Italian group Zanin adds richness to the cool, deep tones



putting your hand over a pinpoint of light coming through a tiny hole in the panelling. The doors are all on magnetic catches so they open by a simple push or in the case of lockers, by pulling on a recess. Door handles are found on the insides of the cabin doors so there is an easy way of getting out.

The crew accommodation is forward and there are double bunk cabins for six plus the captain's cabin. At the foot of the stairs down to this accommodation there is the full-width galley and crew mess with the galley equipped to professional standards. However, serving food may not be the easiest operation because it has to be carried up one deck and then back to the dining table. There is a dumb waiter from the wheelhouse up to the flybridge to allow for serving at the open air table up there.

A surprise on the flybridge is that there is no barbecue but there is an impressive bar counter and a large dining table, settees and a sun bed, so this will be the place to be in fine weather. There is also a helm station located on this level, from where the captain says he has a better view than on most other yachts of a similar size. There is single joy-stick control of the main engines and thruster, meaning walking the yacht sideways can be done with one finger.

That lower helm looks to be almost an afterthought, tucked away in the corner of the superstructure. It has two navigation displays and all the necessary controls for the waterjets and engines but the layout is rather arbitrary and seems unplanned. A camera will give a view aft when berthing and the view forward is over the extensive teak decking

on the coachroof that seems to extend to the end of the bow, although at speed the raised bow does obstruct the view.

Below this coachroof decking there is the tender stowage with space for a custom-built 4.6 metre RIB plus jet skis and other toys. The anchors are hidden behind hull panels that rise under hydraulic power and the capstans are also hidden below deck hatches.

At the stern, even the mooring capstans lower away into the deck when not in use to create a wide, clear bathing platform. The passerelle is one of the latest designs from Besenconi with wide teak steps that can be angled up for getting ashore and down for use as an easy-access swim ladder.

H<sub>2</sub>OME's charter package can include a Bentley Continental GT car and a private Lear Jet 60 Bombardier, should guests require it. For €120,000 the jet can be at the complete disposal of the client for the week, with 20 hours fuel included in the price, or hired for single use at €5,000 per hour. Further details of the package can be found on H<sub>2</sub>OME's website or through the charter brokers, Primo Yacht in Antibes.

H<sub>2</sub>OME breaks a lot of new ground in its styling, its hull design and in its detailing. In terms of technology, it is one of the most advanced motor yachts around but it is going to take some time to harness this technology and convert it into a user-friendly form. The performance at speed on the water was very impressive in lively conditions and the styling is exciting. The interior is relaxing with stunning views adding to a package that makes H<sub>2</sub>OME one of the most exciting superyachts on the water today.



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