

The elegant dining area on the main deck of Quaranta seen from the exterior gangway. The deckhouse has many windows that allow natural light to flood the interior.

An elegant, multi-faceted yacht with an innovative design. This catamaran is the first example from Curvelle and offers all the comfort of a multi-hull combined with a top performance

# QUARANTA CURVELLE



Above, left: the master suite. There are three suites: two measuring 12 square metres and one with a beam of 9 metres. Above, right: a view of the main saloon looking to the stern. Of note are the extremely large

windows that surround the saloon, one of the particular characteristics of all the areas. Opposite: a view of the staircase that leads to the cabins. The woods used are: oak, Macassar ebony and teak, matching



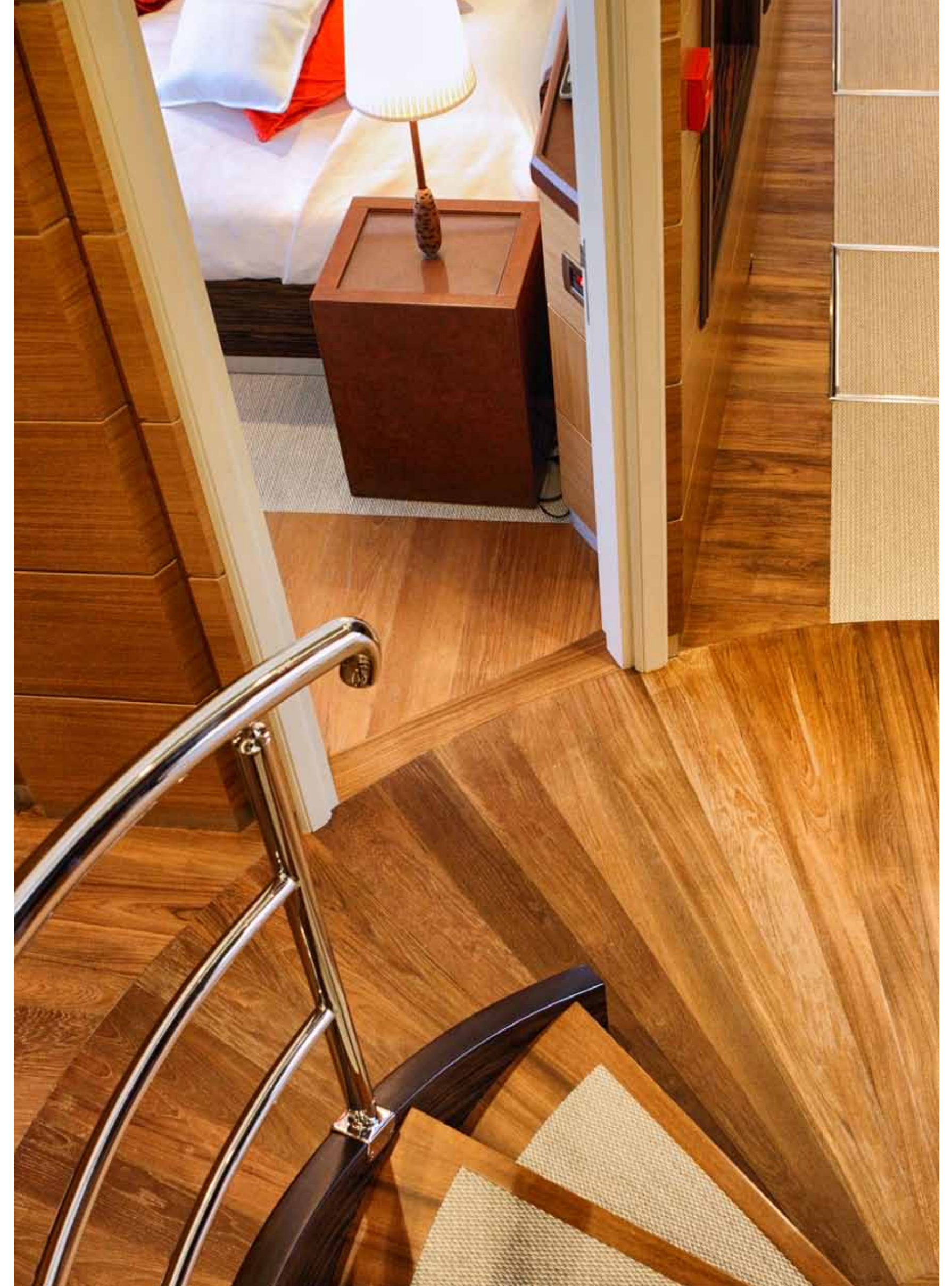
the neutral palette of the interiors, giving a light and airy feeling. The interior layout is flexible through the use of sliding doors allowing the yacht to be easily personalised or used for charter.

Boasting beautifully crafted woodwork in oak, Macassar ebony and teak, the fabrics used aboard are also luxurious and neutrally 'charter friendly'

D

esigning a power catamaran that will not end up looking like a passenger ferry, but will instead be elegant, high performance and innovative, might seem like a bit of a mission impossible. And yet Curvelle has pulled off that onerous task with aplomb to produce the lovely Quaranta, the 34-metre catamaran it splashed in July. Not that the design came easily: Quaranta is the end product of five years of research and design by a team of catamaran specialists. She was, however, well worth the wait, having emerged from the process clothed in lines of a sleekness and elegance unparalleled elsewhere. The initial idea came from Curvelle's founder and director of marketing Luuk van Zanten who was inspired by the incontrovertible truth that catamarans have several advantages over monohulls: more space, all the cabins on the main deck, greater stability and 30 percent more fuel efficient. So far so normal. However, the big surprise with the Quaranta is her extraordinarily elegant exterior lines which are so neatly crafted that it's only obvious she is a twin-hull from the stern or the bow. Mention the word "catamaran" unfortunately and it instantly conjures up images of big hulking passenger

ferries. So what did Curvelle do to make the Quaranta look so good? "The secret," explains Van Zanten, "was to put the design in the hands of the extraordinarily talented Sicilian designer Mauro Giamboi and just give him carte blanche. Mauro managed to achieve something no one else ever has: he turned a power catamaran into a beautiful yacht. But obviously he had to work hard to do so and produced something like 13 scale models as well as 350 3D renderings in the process." Nonetheless, exterior lines apart, the Quaranta also has gorgeous interiors which miraculously and magically open up, disappear, reappear, close off, thanks to sliding walls, depending on how the owner wants the layout on any given day. The idea is a little like the sliding Shoji panels used in Japanese houses. With Quaranta the cabin arrangements can be modified to suit in the space of a couple of hours. In fact, the most popular layout is the six-cabin version which can convert to three suites: two that are 12 square metres and one with a beam of nine metres. "Naturally the sliding walls were designed to minimize noise and vibration, and to be as insulating as traditional bulkheads," says Luuk van Zanten





*An image of the corridor leading to the guest cabins showing how the tremendous 9-metre beam aboard Quaranta has been used.*



Above, left: the Jacuzzi on the sundeck surrounded by a sunbathing area. Above, right: a general view of the sundeck where you can also find a bar and a dining table for 12 in the shade.



Opposite: the catamaran seen from the stern showing the beauty of the design. It is only a stern view that lets you know that the yacht is indeed a catamaran. One interesting feature is

the area between the two hulls: a platform that lowers to the water level creating a beach area or a tender docking point but can also be used as a lift, raising, for example, a car.

The result is spectacular. Quaranta confirms the designers' belief that you can build a 34m superyacht with the space and facilities to rival many a 40m or 50m traditional yacht

#### QUARANTA

LOA 22,70 m

Beam 9 m

Draught 2,3 m

Displacement 165 tons

Maximum speed 21 knots

Engines 2 CAT x 1900 hp

Guest berths 12 (in any combination)

Crew 6

Naval Arch. Incat Crowther

Exterior design Mauro Giamboi

Interior design Alex Isaac

Shipyard Curvelle

proudly. Quaranta offers owners a total of 21 different layouts of either three, four, five or six cabins, all on the main deck. Because of its generously sized windows the main deck is quite literally inundated with light. A beautiful circular staircase leads to the upper deck, where there is a large lounge amidships and a large dining area which, being located aft, is near the large sliding doors so that it can be either indoor or outdoor as the situation demands. The dining table itself is remarkable too: it's modular and can extend from a four-seater to a 12-seater or also act as a bar or be used for buffets. The 12 dining chairs also stack neatly and cleanly. The saloon area and bridge are separated by a sliding door which allows the gaze to wander forward underway. However, the same door can be tinted at the touch of a button for privacy. The fly is expansive and its freestanding furnishings can be rearranged or removed as required. Partially shaded by a fixed structure with a central opening canopy, this deck features a large dining table at its heart, chaises longues aft and a Jacuzzi forward. The fact that Quaranta is a catamaran and thus does not narrow so dramatically on her bow, makes for a very

roomy chill-out area foremost complete with telescoping tables which can tuck away underneath the sun pad cushions, turning it into a sunning-only area. The stern too offers something unusual that makes the most of its wide beam. The part of the stern between the two hulls is in fact a mobile platform that can descend to the water to be used as a beach area or tender docking point for guests, or raised and used a lift for loading and unloading, for example, a car, when you arrive in port. As befits a yacht designed for fractional ownership as well as private ownership, the interiors are extremely charter-friendly. In practice, this means that the colour palette is warm but neutral, the furnishings chic but unfussy. All in all, they will play whatever role is called of them with confidence. A yacht of this standard is, it goes without saying, aimed at a highly discerning kind of owner looking for something new but comfortable. A boat they may only use at certain times of the year under a fractional ownership agreement. The only risk they really run, of course, is that they may fall hopelessly in love and end up wanting a Quaranta that is entirely their own. ■