

# QUARANTA



*Flexibility. It takes just that one word to summarize the philosophy behind Curvelle and its premiere offering, Quaranta.*

The project began in 2005 with a team of naval architects and specialist catamaran designers, including Incat Crowther of Australia as naval architect. Curvelle founder Luuk V. van Zanten, who led the international group, shared their conviction that catamarans present several advantages over monohulls.

Curvelle's first goal, then, was to design a beautiful performance power catamaran that would challenge traditional builds and offer increased versatility to maximize operation time.

The design's main objectives were to achieve about 50 percent more interior space than a monohull of similar length; develop a cabin arrangement that gives new meaning to the word flexible; create a hull capable of reaching 20-knot-plus speed with at least one-third less fuel consumption than a monohull and deliver all of this for about half the price of a similar volume and quality performance monohull.

The outcome is a 111-footer, launched at Logos Marine in Tuzla, Turkey, in spring 2013 and named *Quaranta*. Why the name? (which means forty in Italian). "My family lives in the Balearics," says the Dutch-born van Zanten, "and I am very much fond of the central Med's culture. The name *Quaranta* was chosen because we drew this 33.7-meter catamaran with the aim of obtaining the volume of a forty-meter single-hull yacht. We thoroughly compared our square

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CHALLENGE THE  
STATUS QUO,  
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SUPERYACHT.

TEXT BY BRUNO CIANCI







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 With all accommodations on the main deck, the social areas are concentrated on the two upper-most decks. The sun deck offers plenty of sun worshipping space and an al fresco dining option (left), while the bridge deck boasts a comfortable salon and an indoor/outdoor dining area that can seat 12 guests (below and right).

meters for guest use to those of ten mainstream builders' forty-meter models and the result is more than satisfactory." Indeed, we verified that only the Princess 40M has more interior space, but *Quaranta* is unrivaled in terms of exterior deck space at this length.

"During the summer of 2013, *Quaranta* had ten to twelve guests on board for three consecutive months," says van Zanten. "It was a success, the very first reward to our approach and long-lasting efforts." The successful, busy season was due in part to the yacht's extremely flexible layout that can accommodate all sorts of groups. All guest staterooms are located on the main deck. A long corridor decorated with marine-themed photographs divides four staterooms (two on the port side and two on the starboard side) located aft of a large spiral staircase that leads to the upper salon deck. Two more cabins are located forward of the stairs. Due to the absence of structural bulkheads, they can be configured as three huge suites or six en suite staterooms, or any combination of those. When two staterooms are joined to create a suite by sliding a movable bulkhead, the beds in the second stateroom can be made into settees to create a private salon, and the two bathrooms become a his and a hers. In addition, each stateroom's bed can be configured as a double (oversized queen bed) or as two singles.

"The configuration can be changed in a matter of hours—a few minutes if the required changes are small," says van Zanten.





“On board *Quaranta* nothing is permanently set,” he continues. “Let me give you [another] example: the dining tables are all made up by massive wood modules that allow quick reduction or enlargement according to the precise number of people that need to be accommodated.”

This flexibility ethos also applies to ownership. Curvelle has developed a syndicate ownership that enables clients to buy one or more of seven shares of the yacht. “*Quaranta* has been specifically designed for such a formula,” van Zanten says.

In addition to the inherent space afforded by a catamaran design, the construction material of carbon hybrid

composite further added volume. “Since the material is so strong and light, we were able to reduce the structural engineering requirements together with our structural consultants High Modulus [now Gurit], which resulted in more headroom (6’ 11” in cabins; 7’ 1” in the salon) and more floor space overall,” van Zanten says. “We took inspiration from the offshore windblade construction industry and from the modern airline construction business.”

In late 2010, van Zanten turned to Logos Marine to develop and build provisional male molds and build the hull and superstructure in carbon/e-glass and epoxy composite.

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– LUUK V. VAN ZANTEN



The inherent space afforded by a catamaran design plus an extra deck gives guests about 50 percent more space than the same length monohull.

With four decks and a 29-and-a-half-foot beam, *Quaranta* is six-and-a-half feet wider and has one more deck than what would be found on a single-hull yacht of a similar size, yielding approximately 50 percent more space for guests. Sicilian naval architect Mauro Giamboi was challenged to take all this volume and wrap it in an elegant package that would have the lines of a regular monohull when seen from the side. He met the challenge brilliantly.

Expanding the space further, at least visually, are nine-foot-wide by three-foot-tall windows in each of the guest rooms. In conjunction with the great views, the interior design creates a clean, airy and warm atmosphere. London-based designer Alex Isaac, who recently became luxury furniture maker Linley's creative director, made extensive use of white leather, American oak and Bolon woven flooring for an attractive and easy-to-maintain interior.

The same criteria of flexibility and ease of use are evident on the upper deck, dubbed the salon deck, where the main salon and dining area are located. Here, a port-

side wall of windows opens completely to merge the dining area, situated aft of the salon, with the outdoors—only the starboard side has fixed windows.

There is yet another dining space on the remarkably spacious and open top deck. It is located under the shade of the radar arch and hard top. On the opposite end is the Jacuzzi, surrounded by sun cushions and sheltered by a glass screen forward. A wet bar is located to port and there is plenty of space left to set up additional sun beds.

One of the first things that one notices when stepping on board via the starboard hull is a 20-foot-wide central platform. Not only does it make a great swim platform, it is used to easily lower the tender from its housing on the main deck into the water. Tested for up to three tons, this hydraulically operated platform is more than enough to lift the yacht's 15-foot custom fiberglass catamaran tender (powered by a 50-hp outboard engine and seating seven), a submarine or even a large car. Furthermore, with the help of a track in the main aft deck's overhead, a personal watercraft can be lifted and stowed on the aft deck. Finally,

a portable, manual aluminum crane able to handle 1,100 pounds is available for an additional crew tender.

Both hulls of the lower deck are dedicated to crew operations and accommodations. The crew of six, including a captain, an engineer, two stewardesses, a chef and a deckhand, are accommodated in three en suite double cabins. The rest of the hulls house the galley, laundry, crew mess and twin engine rooms and lazarettes. Crew can access this area from both the foredeck (forward of the bridge on the upper deck) and from the main deck. One of the noteworthy features of *Quaranta's* crew quarters is its adherence to MCA LY3 requirements, which came into effect in August 2013 partly in response to the Maritime Labour Convention. The new regulations specify generous standards for crew accommodations, including minimum floor space that is larger than what was previously typical.

Powered by twin 1,900-hp Caterpillar C32s, *Quaranta* performs well at all speeds. Economical cruising speed is between eight to 12 knots, average cruising speed is 13 to 15 knots and fast cruising is between 16 to 21 knots. The hull configuration allows for this wide spectrum and the catamaran's inherent efficiency gives it extended range. The 110-foot catamaran, which is in compliance with MCA rules for unrestricted navigation, has sufficient range to cross the Atlantic Ocean at eight knots.

While van Zanten chose a one-off methodology for the construction of Hull No. 1, this first catamaran is not to be the last. Another Curvelle is already on the drawing table and while van Zanten is not ready to disclose too much yet, he gives us a clue. The name of his new concept is Cinquanta, which in Dante's language means 50. All of a sudden things appear clear; Curvelle has set its next target. **SB** ENHANCED DIGITAL CONTENT ON THE IPAD APP



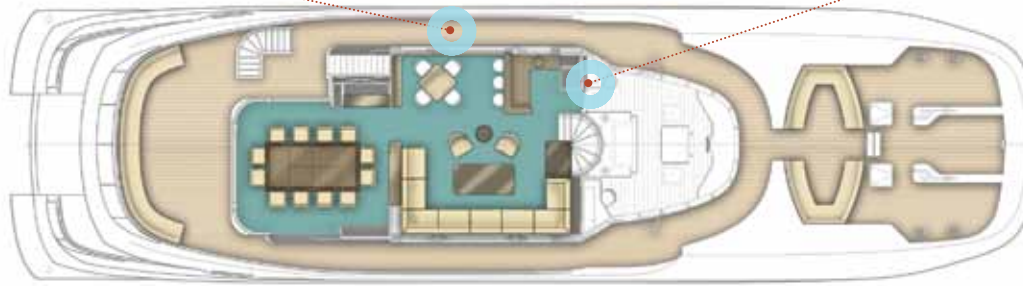
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 The accommodations offer multiple sleeping configurations. Each set of two state-rooms can be combined into a suite with one cabin transforming into a sitting room (below). *Quaranta's* versatility even extends to the tender storage; the platform can hold a tender, a submarine or even a car (right). It submerges for easy tender launch.





**WALKAROUND:** The side decks are about three feet wide but, thanks to an almost 30-foot beam, do not encumber interior spaces.

**SHARED SPACE:** Priva-Lite privacy glass divides the salon from the wheelhouse and can be darkened to separate the spaces.



**SPACE GALORE:** Joining an aft guest stateroom with an amidships stateroom makes a suite that is almost 40 feet wide.

**VERSATILITY:** More than 20 different possible cabin configurations make *Quaranta's* fractional ownership scheme viable.



**VIEWS:** Making use of their location on the main deck, the staterooms have nine-foot-wide by three-foot-high windows.

**CREW:** Both hulls are given over to crew, giving them plenty of privacy and an abundance of working areas, including the galley.



**Specifications:**

**Builder:** Curvelle  
 London office: +44 (0)20 7917 2976  
 Fort Lauderdale office: (954) 648-0855  
 www.curvelle.com  
**Shipyard:** Logos Marine  
 Tuzla, Turkey  
 Tel: +90 216 446 69 50  
 www.logosmarine.com

**LOA:** 110' 6" (33.7m)  
**LWL:** 95' (28.95m)  
**BEAM:** 29' 6" (9m)  
**DRAFT (MAX):** 7' 10" (2.4m)  
**DISPLACEMENT:** 165 tons  
**POWER:** 2 x 1,900-hp  
 Caterpillar C32 ACERT  
**SPEED (MAX/CRUISE):** 21/18 knots

**RANGE:** 3,000 nm @ 8 knots  
**FUEL CAPACITY:** 6,076 U.S. gallons  
**GENERATORS:** 2 x 50kW Onan  
**FRESHWATER CAPACITY:**  
 1,004 U.S. gallons  
**GRAY & BLACK WATER CAPACITY:**  
 1,004 U.S. gallons each  
**OWNERS/CREW:** 12/6

**TENDER:** Custom 15' catamaran  
**CONSTRUCTION:** Carbon/  
 E-glass hybrid epoxy composite  
**CLASSIFICATION:** RINA C, Hull,  
 • MACH, Ych; MCA compliant  
**NAVAL ARCHITECTURE:**  
 Incat Crowther  
**EXTERIOR STYLING:** Mauro Giamboi  
**INTERIOR DESIGN:** Alex Isaac