Training

In this number we present a particularly interesting project developed by a former Polytechnic Master in Yacht Design student, designer Paolo Virgolini.

The Tenderlimo and Tenderopen project stemmed from the need to supply two custom tenders to go on board Stella Maris, the new 72m megayacht launched this year by the Viareggio Super Yacht yard. The two boats were designed taking into account strict limitations of dimensions, techniques and functions demanded by the customer.

The asymmetry of the boat is immediately obvious: the console is over to starboard and highlighted by a small fibreglass windscreen. We did not use the classic full beam windscreen, providing instead protection and a handhold for the driver. All the instrumentation is contained in the dashboard which was carefully designed so that each instrument has a single focal point. The interior layout has two sofas that comfortably seat four people on each side.

Tenderlimo

This was certainly the more complex of the two projects, because it needed to provide cover for the guests on board and still guarantee the requirements for compactness imposed by the opening of the Stella Maris garage. The asymmetry of the boat is immediately obvious.

Tenderopen

In the case of the open, the requirements were more extensive. In fact, while the limousine was designed basically as a boat for transporting guests, in this case there were other functions, it needed to serve for day outings, for sunbathing and water skiing. The need to have a small head was the essential point that made the design of the console particularly tough, also because for reasons of maximum height it had to contain the instrumentation, a door and sufficient headroom to guarantee normal use of the head below decks.

An essential factor in this case, as with the limousine, was three-dimensional design that could exploit every last centimetre and the absence of errors in the production of components created by the milling machine that produced the moulds.

Construction

One of the most interesting aspects of the entire design phase was the strong bond created between the designer, the builder and the customer. Everything was focussed on every tiny detail, which was discussed at length until the best solution was found. The use of three-dimensional modelling made it possible to analyse and share every single phase of the project quickly and effectively.

The authors

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Instead of the the classic full beam windscreen, protection and a handhold was provided for the driver.