

# Classe INNATA

## **INNATE** class

Custom Line naviga in acque sicure con questo bel modello che proietta la gamma delle Navette verso nuovi orizzonti

Custom Line is in safe waters with this beautiful model that projects the Navetta line towards new horizons

*by Maria Roberta Morso - photo by Alberto Cocchi and Maurizio Paradisi*







Il design degli interni e lo stile scelto per gli arredi dà vita ad ambienti sofisticati nella loro estrema linearità.

The design of the interiors and the style of the furnishings create a refined atmosphere due to their particular linearity.

che si apre totalmente sul terrazzo poppiero accogliendo la zona pranzo esterna dove un bel tavolo rettangolare custom per dieci, in teak e acciaio, è circondato da sedie *Dean* di *Dedon*. All'upper deck si accede sia dall'interno che dal pozzetto del ponte principale. Il terrazzo poppiero è arredato con divani a L di *Paola Lenti*. All'interno, sulla dritta, davanti al comodo divano della serie di *B&B* spicca un sofisticato baule vintage di *Louis Vuitton* utilizzato come tavolino. Le ampie finestrate laterali si aprono scorrendo lateralmente lasciando entrare la brezza marina. Come su un grande yacht, accanto alla timoneria c'è la cabina del Comandante. La plancia integrata, dotata di cinque monitor, di cui due touch screen, è stata sviluppata da *Team Italia*. Tra la timoneria e l'area di manovra prodiera, è stata creata una piacevole area per gli ospiti attrezzata con sedute e prendisole, all'occorrenza ombreggiata da un tendalino su pali in carbonio.







**Il garage ospita un tender di oltre 5 metri di lunghezza e, come optional, una moto d'acqua.**

*The garage hosts a tender of more than 5 meters in length and, as optional, a watercraft.*

The description, which follows refers to the vessel which we visited during the Cannes Yachting Festival. Many of the fittings and materials reflect the owner's individual choices, because the yard offers a significant margin of customisation.

**Layout, furnishing**

The design project for the interiors was developed by the Product Strategy Committee and by the architects and designers of the engineering department of the Ferretti Group. The design of the interiors and the style chosen for the furnishings, with their extreme linearity, give life to the sophisticated areas. Natural light is used as a primary element, so as to produce fresh, welcoming environments. Huge glass surfaces, both on the main deck and on the upper one, also give the sea and the sun a role in the décor.

A saloon area which is filled with light from the full-height windows is reached from the cockpit furnished with a large sofa and four *Portofino* armchairs designed by **Paola Lenti**. To starboard, going through the sliding doors, you reach a hinged balcony which increases the space and very skilfully joins the saloon to the sea. In the dining area the *Eileen* table by **B&B** in dove grey lacquer is surrounded by *Ipanema* chairs by **Poliform**. The wood used in the saloon, and in practically all the onboard areas, is natural Canaletto walnut, combined with bleached wood parquet. As we said earlier, the main bridge has a partially widebody configuration and so the central service area, galley, pantry and guest bathroom benefit from the larger width, as does the owner's apartment. The study is the first room one comes across once you enter the private owner's area. Here too, the relationship with the external area is direct, thanks to the window which

completely opens. The owner cabin is large and very luminous, and is fitted out with the same materials as the communal areas. A *Marlon* armchair by Poliform in red velvet adds a touch of colour to the sobriety of the dominant nuances which range from brown to the cream of wood, leather and materials. Guests have four large and very luminous suites below deck, including three double rooms and a twin room with a third fold-out bed. In all three double rooms, the bed is full beam.

Going up two levels from the guest night area, you get to the small lounge area on the upper deck, which opens up completely to the stern terrace, and houses the outside dining area, where a beautiful custom-made, rectangular teak and steel table seats ten in *Dean* chairs by Dedon. You can reach the upper deck both from the interior and from the cockpit on the main deck. The stern terrace is furnished with L-shaped sofas by **Paola Lenti**. Inside, to starboard in front of the comfortable sofa from B&B's series your eye is drawn to a sophisticated vintage chest by **Louis Vuitton**, which is used as a table. The large side windows slide open to let the sea breeze in. The captain's cabin is next to the steering area, as in a large yacht. The integrated display panel, which is fitted with five monitors – two of them touch screen – was developed by **Team Italia**. Between the helm and the forward rigging area, a pleasant guest area fitted with seats and sun loungers has been created, which is shaded when needed by an awning held by carbon fibre poles.

Going further up, the sun deck gives more space for outside use. Refined sofas and sun loungers, as well as a Teuco hydro-massage tub, invite you to relax here. There is a mobile bar fitted with grill, washbasin, ice maker and fridge that make it easy to organise an outside meal without relying on the main galley.

**Engines and performance**

The Custom Line provides a wide choice of engines. The boat that we tried in Spanish island of Ibiza was fitted with two V12 Man 1400hp engines, but there are also "livelier" versions available, with two Man V12 1650s developing an outlet mechanical power of 1213 kW or Caterpillar Cat C32s. The *Navetta 33* is a very well balanced yacht, with good performance and high levels of efficiency and comfort. The data taken from the number 1 show excellent consumption levels/range at a cruising speed of around 12 knots. At that speed (11.6 knots at 1600 rpm) the yacht has a range of 1220 nautical miles, using 186 litres per hour overall. At around ten knots the range goes up to nearly 2000 nautical miles, while consumption figures fall off drastically to 88 litres per hour, with the engines working at a revolution speed of 1200/min. Top speed comes in between 15.5 and 16.4 knots. The hull behaves well in the waves and the boat turns very easily. We did a 360-degree turn in just 54 seconds with a diameter of around 60 metres, with the engines running at 2000 rpm. The stabilisation system cuts out the roll exceptionally, and – even at top speed – the boat cuts through the waves in a decisive way without much pitching. ■

