

TARANSAY

Upper deck with marquee:
if "Taransay's" owners
want some privacy, they
simply draw the curtains.





1930s make a comeback

Anti-mainstream: a German family commissioned "Taransay", a 39-metre yacht sporting a 1930s-style look. Viareggio-based Rossinavi is the builder that put this unusual project together.

Text Marcus Krall Photos Wioletta Kowalska





Main saloon: whilst owners of modern yachts can't get enough of large windows, the replica, "Taransay", features window sizes dating back to the 1930s. The colourful furniture was supplied by UK firms.



Cruising: "Taransay's" twin 599 kW Caterpillar diesels give her a top speed of 14 knots. Her range is around 3500 nautical miles.

"Taransay" is the first such yacht to be built after a gap of many years.

This 39-metre belle was modelled on a 1929 G.L. Watson design, which was named after the same Scottish island and saw service as a Royal Navy vessel. "The client", says one of the world's most important firms of naval architects, "had already chartered several vintage yachts in the past and was really experienced. We quickly found out that the early 'Taransay' design suited him really well. Our original design was modified and grew to 39 metres to accommodate his requested layout or rather space requirement."

Trophies on the aft deck

Of the total of thirteen builders that received RFQs from the client, Rossinavi ultimately got the job – perhaps also because it had already gained relevant experience during the partial refit of the illustrious "Lulworth" and had specialised for several years in purely custom projects. Construction took around two years, and in July 2015 "Taransay" then set sail from Viareggio on her maiden Mediterranean voyage and finally docked where Fabrizio Passaglia is just explaining the work that this so-called "specialist" does – i.e. at the Monaco Yacht Show. During the Show's opening evening "Taransay" already won the Monaco Award, one out of a total of five awards for which some pretty illustrious competitors from Germany and the Netherlands were vying. The trophy has an appropriately prominent

This may sound crazy, however Fabrizio Passaglia emphasises the validity of his subsequent statement several times. When this particular visitor mentions the many scratches in the woodwork, Rossinavi's technical director explains the barely believable background to all of this. "The owner is a huge fan of the vintage look. Once the interior was completed, he commissioned a specialist, who spent two weeks very specifically adding cuts, holes and scratches

to the panels and floors, in order to achieve a so-called used look." Is that exceptional? Certainly. Yet "Taransay's" story is an exceptional one anyhow. Whilst yachtsmen occasionally order a retro-look classic ("Germania Nova" or "Elena"), this topic is not exactly en vogue amongst owners of motor yachts.

A specialist spent two weeks scratching and cutting a well-used look into the wood



On deck: the winches and bitts are made of nïbral; a large compass and classic davits highlight the vintage look. A large number of sofas and chairs are located aft. The builder innovatively incorporated the tender crane in the semi-redundant funnel.





Dining room: the extendable dining table is in the forward section of the main deck, completely separate from the main saloon.

place on the aft deck, where, in addition to the silver plate, the large amount of bronze-coloured hardware and bits that highlight "Taransay's" 1930s image catch the eye. "We used nibral for all the hardware", says Passaglia, "an alloy of nickel, bronze and aluminium. It is not quite as high-maintenance as bronze, but

nevertheless develops a delightful patina as time passes." Nibral should definitely be used more frequently on decks. Being used just for propellers is a waste. The classic look is also retained in the comfortable and pretty uncluttered saloon, which contrary to modern trends and based on the historical model, features

relatively small windows. To starboard a stairway leads to the sleeping quarters of the German owner family, which occupies three cabins in the yacht's stern. Passaglia: "The engine room is located forward of the owners' suite, i.e. virtually amidships." Therefore since a portion of the propulsion train runs virtually beneath their beds, Rossinavi worked closely with the gearbox and couplings experts at Vulkan, to minimize the noise levels produced by the rotating shafts.

The family sleeps in the stern

And that seems to have worked. The owner has not yet complained, according to Passaglia. The master suite extends across the hull's entire beam and features a dressing room as well as his and her bathrooms. As decor Studio Tassin's interior designers chose a leather floor covering, mahogany for the sideboards and bedside tables as well as very light ash in particular, to make this room not appear too dark. All of the other four



The engine room sits amidships, totally separating the family and VIP suite zones

cabins on the lower deck are also designed in the same style, although the two other cabins in the stern are reserved for the owner couple's children. "The girls sleep in the middle cabin, whilst the boys are accommodated in the aft cabin", says Passaglia, who now guides us back to the saloon.

A private dining room

Back on the main deck we walk past a model of "Taransay", past colourful English furniture and a trunk serving as a coffee table. Mahogany clearly sets the tone on this deck. Incidentally the wood was lacquered not only using the spray method but also the brush method as a finishing touch, in order, once again, to preserve the historical character.

You've no hope of finding a dining table here. Usually six of the owner's family take their meals in a separate room forward on the main deck, where owners of modern superyachts usually have their suites installed. However plenty of things on board "Taransay" are a little different, and so it is no surprise that the owners were closely involved in the design of the galley. It is located between the saloon and the dining room, and in terms of layout and equipment corresponds exactly to what the owners had in mind, and they occasionally enjoy doing some cooking themselves.

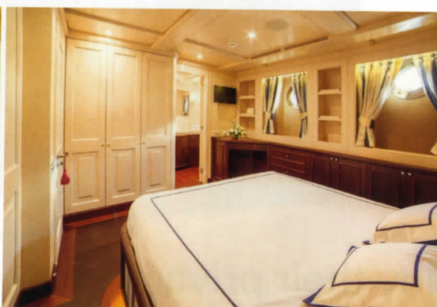
Next to the galley a stairway leads down to both the VIP or guest suites and to the crew's quarters, whilst the wheelhouse, including captain's cabin, sits atop the galley. Of course the wheel-

house features a huge wheel, and a large Sperry Marine compass mounted on a classic column completes the supremely maritime ambience. However the captain can also rely on modern navigation and

communications electronics – although installation of an integrated command console, including joystick, would have been a style clash on board "Taransay". Forward of the wheelhouse owners and



Master suite: the owners are treated to a very light ash finish and leather floor. With a dressing room and two bathrooms it extends across "Taransay's" beam.



Accommodation: the owners' sons sleep in the stern, VIPs forward of the engine room. "Taransay" has a total of five guest cabins.



Bridge: the captain has great visibility when steering "Taransay". Modern on-board electronics flash in front of the compass and wheel, high above the hull.

guests can see where she's headed on a kind of Portuguese bridge, while aft this 39-metre yacht features several other highlights. Four classic davits hold a kind of Moroccan marquee roof in place and the sides can be closed if required – for a degree of privacy, at rest, curtains on taut wires are drawn to shield the sofa and seating arrangements from overly inquisitive eyes or simply from the sun.

Tender crane in the funnel

"Actually the purpose of the davits was to launch the tender", says Fabrizio Passaglia. "The tender however kept on increasing in size during the course of the project, meaning the 600kg lift capacity was no longer sufficient." An

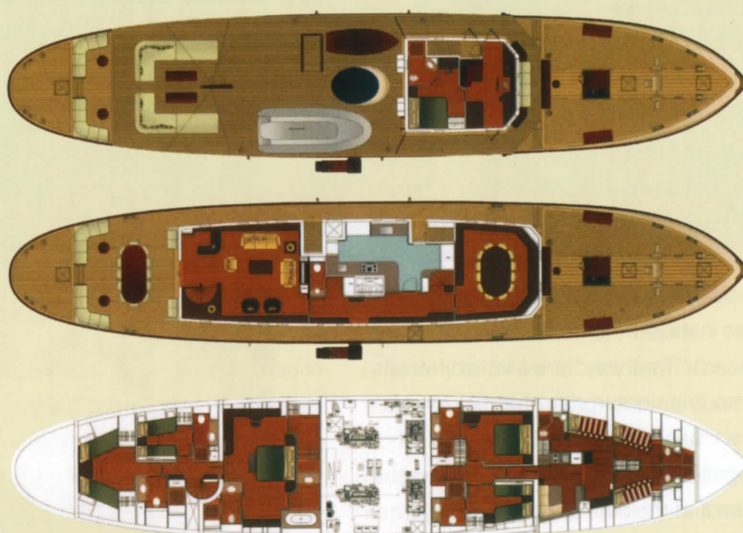
'off-the-peg' fixed-installation crane was not an option for the owner on aesthetic grounds, so the builder's engineers eventually came up with a solution, which is likely to be a superyacht first: they integrated the crane into the funnel. It conducts exhaust gases off as normal, but by no means requires all of its volume for that purpose. Rossinavi utilised the rear half and developed an extendable

custom crane, which can be uprighted if required and has a pivot radius of almost 180 degrees. There was even room for a small pantry in the funnel – one of the features that the experts at G.L. Watson would never have dreamed of at the beginning of the last century.

The question is whether the builder would action a project of this kind again? "Of course", says Fabrizio Passaglia. "There is definitely a profitable niche market for yachts of this kind." That would do diversity in marinas around the world the power of good...

SPECIFICATION

LOA:	39.30 m	Stabilisers:	CMC
Beam:	7.60 m	Fresh water capacity:	6000 l
Draught:	2.50 m	Thruster:	CMC, 65 kW
Displacement:	302 t	Navigation:	Furuno
Materials:	steel, aluminium	Compass:	Sperry Marine
Engines:	Caterpillar C18	Naval architect:	STB, Rossinavi
Engine performance:	2 x 599 kW	Styling:	G. L. Watson, Eigner, Tassin
Speed (max.):	14 kn	Interior design:	Studio Tassin
Range:	3500 nm @ 12 kn	Classification:	RINA C+, AUT UMS
Fuel tank:	45,000 l	Green Plus Compl. MCA LY3	
Generators:	2 x 86 kW Caterpillar	Builder:	Rossinavi, 2015



An unusual layout: the engine room is located amidships, and the owners' family sleeps aft of it. Forward of it is space for more guests and the crew.

Owners and guests enjoy their privacy in a marquee positioned on the bridge deck