

international
news

Italian builder merges sleek styling with a displacement hull in the D0 superyacht range



62m

▶ Italian superyacht builder CRN has unveiled its latest superyacht concept DisOpen (D0). The design, by Studio Zuccon International Project, aims to convey the feeling of an open-style sports boat, while offering the volume of a conventional displacement yacht. This has been achieved by using a displacement hull form – which also promises more comfortable cruising and lower running costs – styled as an open yacht.

'In architecture in general the concept of types is a founding principle,' explains Giovanni Zuccon, co-founder of the Italian design company. 'DisOpen is a hybrid of types, achieved through a process of integration and fusion of the dimensions of functionality and space.'



52m



46m

The design principle also inspired a re-evaluation of the use of space in exterior and interior guest areas. The provisional concepts allow for an owner's suite and private deck up top, a main deck with saloon and dining areas and potential for a large aft deck with pool aft. Guest cabins would be on the lower deck. The range spans three potential models of around 45m, 50m and 60m.

'DisOpen means displacement open vessel,' explains Luca Boldrini, CRN's brand manager. 'Clients like open vessels – they are sleek, fast but have low volume. They also suffer from more noise and vibration so they can be quite uncomfortable. We wanted the lines of an open boat, the interior volume and exterior space of a displacement yacht, the transatlantic range of a full displacement yacht and the lines of a semi-displacement yacht. We decided to redevelop the layout, subtract and add elements to keep the boat as a vessel, not a floating palace. We showed the concept to a few clients and we then understood that it could be something quite special – they all led to negotiations.'

'I am most fond of the 45m version,' adds Lamberto Tacoli, CRN chairman. 'We have managed to include everything from the 62m version with a quality/price ratio that is very interesting.'

CRN claims that the displacement hull makes the volume of each model close to that of the equivalent trideck – 450 to 470 GT for the 46m, 680 to 690 GT for the 52m. Moreover, the yard believes it can build them for between 15 and 20 per cent less than the cost of an equivalent trideck.

The yard holds a letter of intent for a 50m version and negotiations are ongoing for other models.

