

DEPARTMENTS JUST LAUNCHED | DESIGN | MEGAYACHTS

## BOATS

TEXT BY ALAN HARPER



## CRN's Dislopen Concept

**CRN says it looked at every-**thing from the big, fast Mangustas to the dreamy Wally Island concept and came up with something roughly in between. Its Dislopen design, launched in July in London, looks like the improbable outcome of a marriage between a lightweight, aluminum express cruiser and a heavy steel superyacht. (Even the name Dislopen is a combination of the words displacement and open.) Working with the design studio of Gianni Zuccon, the shipyard claims to have created not just a new word but a new way of yachting.

An emphasis on wide-open decks is meant to heighten the onboard experience. The sleek superstructure puts guests in touch with sunlight, sea, and sky. Yet despite the performance promised by that low profile, the concept is based on a displacement-hull design. Cruising speeds are in the low teens; cruising range is not hundreds but thousands of miles.

There are three Dislopen designs—none quite finalized—of 46, 52, and 62 meters (138, 170, and 202 feet). All have in common an innovative accommodation plan that places the owner's suite on the upper deck, behind the wheelhouse, with an elevated view and a private aft deck—so you won't have to meet your guests at all if you don't want to. Down on the main deck each design has a conventional saloon and dining area leading out onto an unusually expansive cockpit, which takes up a quarter of the yacht's total length.

In all cases, superstructures are aluminum and hulls are steel, with slippery, rounded sections and an energy-saving bulbous bow. Caterpillar engines and generous fuel capacity are designed to give cruising speeds of around 14 knots (16 mph) and in the case of the 52-meter, a range of up to 4,000 miles.

The 62-meter (above) is undoubtedly the most spectacular design. There are five guest suites below and enormous main-deck spaces that include a 12-seat dining table, a raised forward entertainment lounge, a helipad on the bow, and a swimming pool.

The 52-meter features a full-beam VIP

cabin on the main deck, complete with a fold-down balcony. It also has an aft garage that launches the tender through a side hatch, which frees space in the stern for a capacious-looking beach-club area.

The 46-meter model has four guest cabins on the lower deck, each with a huge hull window, and a long, open-plan saloon and dining area with a full-beam, forward galley. Her stern garage is of conventional design, launching via a fold-down transom, and as with the 52-meter, there is also an upper sundeck with a small external helm station.

While remaining understandably cagey on prices, CRN brand manager Luca Boldrini stated that the new Dislopen yachts could be built for 15 to 20 percent less than a conventional tri-deck superyacht of comparable length, reflecting the concept's lower interior volumes. The shipyard reports serious interest in all three designs and says the first one likely to be built is the 52. PMY

### ■ CRN

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"Abeking & Rasmussen is about to launch its next new build. See webcam:

<http://www.lemwerder.info/webcams/index.html>."

—Boris\_the\_Spider

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