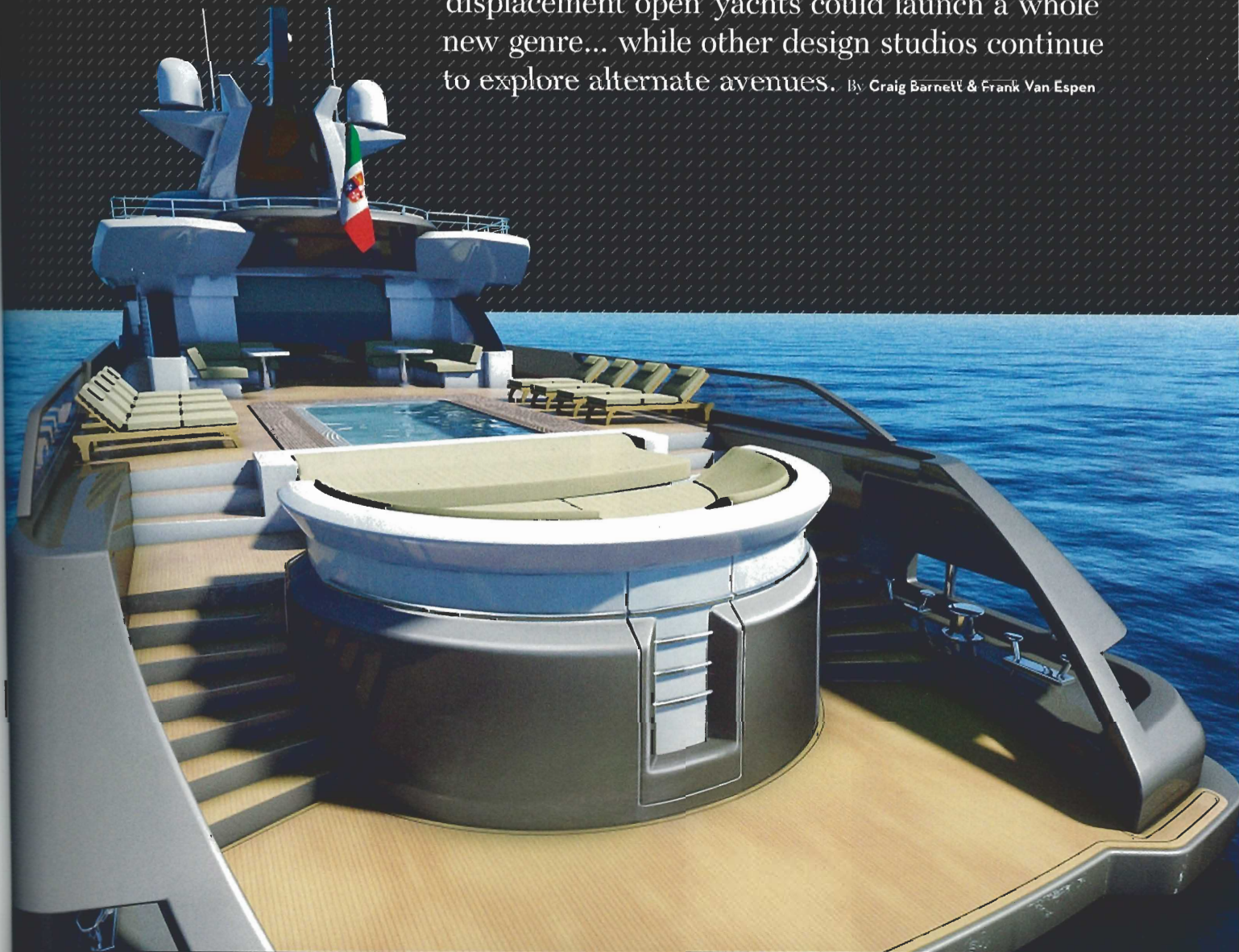


# OPEN FOR BUSINESS

DISPLACING  
OLD TRADITIONS

CRN's recent unveiling of a new range of 'displacement open' yachts could launch a whole new genre... while other design studios continue to explore alternate avenues. *By Craig Barnett & Frank Van Espen*





## Fusing functions CRN's Displacement Open

LOA: 61.7 M  
 BEAM: 10.20 M  
 DRAFT: 3.00 M  
 FULL LOAD DISPLACEMENT: 775 T  
 MAIN ENGINES: 2X CAT 3512C-C  
 MAX SPEED (HALF LOAD): 15 KNOTS  
 CRUISING SPEED: 14 KNOTS  
 RANGE @ 14 KNOTS: 3,000NM  
 WWW.SEAPROS.COM



At a recent launch of three new models in London, CRN introduced a new genre of yachts so different from anything else on the market they had to invent a new word to describe them... Dislopen! The 46m to 62m range integrates the volume and range of a steel/aluminium displacement yacht, with the style and exterior spaces more traditionally recognised in an Open yacht... hence described as a 'displacement open vessel', or Dislopen if you will.

Developed in collaboration with the Ferretti Group's long-standing collaborators, Studio Zuccon International, the 46m and 52m in the Sportline will be offered with two different stern formats, while the 62m we feature here features an attractive open transom. This feature is in keeping with the Dislopen philosophy of offering guests direct contact with the ocean. All models will feature five VIP cabins and an owner's suite, with accommodation for between nine and 15 crewmembers.

In releasing these projects, CRN have addressed two significant issues with the classes of yacht they have merged: firstly, high performance Open yachts have a severely limited range compared to their displacement counterparts, and secondly, the spatial distribution aboard dis-

placement yachts generally favours interior volumes and limits access to the ocean. As all innovative designs should, the Dislopen range addresses many questions, some of which we discuss on p.11 of this issue.

There is no doubt however, that the Dislopen series offers fantastic exterior spaces. Each model features a wide-open cockpit with plenty of sunbathing and entertainment opportunities, a shaded alfresco dining area, a swimming pool on the aft deck and more space for recreation in the bow... with a forward helipad also included on the 62m. Access is also just on the main deck! The range includes four and five models; a sun deck (only available on the 46 and 52), an owner's main deck, lower deck, sub deck, with the latter reserved for technical areas and the galley. The interior layouts are flexible too; the 62m, for example, can be customised to house a cinema hall, a sixth guest cabin with a terrace or a gym and spa area.

The 46m Sport has twin CAT C32 engines, while the 52m and 62m have twin CAT 3512 C power plants each attain a cruising speed of 14 knots and top out at 15-knots. We look forward to exploring this interesting concept further in the next issue.

