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## CRN Creates Dislopen Concept Yachts

New line will marry the better features of open-deck designs with full-displacement hulls.

“Dislopen” may be an odd-sounding word, but [CRN](#) is banking on it bringing in business. A combination of “Displacement” and “Open,” Dislopen is the name of a new CRN series of megayachts. The models blend the advantages of displacement and open designs without some of the drawbacks of either.



CRN's 62-meter Dislopen design shows open-deck characteristics atop an efficient displacement hull. Cruising speeds will be about 14 knots. Note the helipad forward.

Measuring 46 meters, 52 meters, and 62 meters (151, 171, and 203 feet, respectively), the CRN Dislopen yachts look much like your typical open line. But according to designer Gianni Zuccon, head of Studio Zuccon International Project, “This open is a research of the types...a hybrid of the types.”

He's right. Some opens are simply two-deckers, while others are tri-decks, fitted with sundecks. The CRN Dislopen series offers both. The 46- and 52-meter Dislopen yachts get the sundecks, while the 62-meter remains at two levels. No worries about the 62-meter lacking space, though, as the rendering here shows. Another reason not to worry: All three models have subdecks, below the lower deck, containing the galley and technical areas.

All three designs are further hybrids of open styles due to the alfresco space they offer. Sunning and swimming take place on each yacht's aft deck, thanks to sunpads and pools. More sunning space is situated at the bow. (The 62-meter Dislopen adds a raised helipad forward, too.) Rather than just including a dining table on the aft deck, CRN created a virtual outdoor dining room.

The Dislopen line purposely avoids some of the disadvantages of open yachts. For example, opens can get noisy as speed increases—and many are pretty fast, so they get pretty noisy. Vibration also occurs on some opens as speed rises. Furthermore, the super-fast opens guzzle fuel. These are reasons why CRN selected a displacement hull. Regardless of LOA, the Dislopen yachts are anticipated to have 14-knot cruise speeds, with [Caterpillar](#) engines.

There's actually a lot more to the Dislopen line besides the blending of styling and naval architecture elements. Luca Boldrini, CRN's brand manager, says that the yard's executive staff and the studio of [Zuccon International Project](#) thoroughly researched what decks and interior spaces owners and guests use the most. In turn, they also uncovered what spaces are hardly used. Since people tend to relax in the saloon, formal dining room, and private cinema get the majority of floor space—including space that would normally be devoted to the master suite.



The full-beam owner's suite aboard the 46-meter Dislopen is truly a room with a view.

Wait a minute—no master suite on the main deck? You read that right. CRN gives the owner all of the space abaft the wheelhouse. This makes for a massive master stateroom, with large windows lining each side. This also includes an alfresco seating and sunning area fully aft. Even if the owner's best friends are aboard, they won't have access to this outdoor spot. The reason is actually pretty simple: CRN, like many megayacht yards, has noticed an increasing desire among clients for more privacy aboard their yachts.

This is not to say that guests are treated as second-class citizens. On the contrary, they get a good deal of rest and relaxation space. There's the abovementioned main-deck saloon and cinema, and a fold-down balcony lies off the main deck on each yacht. The 62-meter model actually has two balconies, flanking the formal dining room. A C-shape settee joins the sunbed on the bow aboard all three models. The transom on each Dislopen becomes a beach club/spa, able to be outfitted with furnishings and a massage area. All three models have just five guest staterooms, which should be particularly voluminous aboard the 62-meter. And for excellent one-on-one service, each Dislopen will be run by nine to 15 crewmembers, depending on length.

Even with these spins on spaces, CRN remains open to suggestion. After all, owners commissioning yachts in any of the Dislopen's size ranges want to put their own imprint on more than just colors and cushions. The cinema on the main deck, for example, can instead be set up as a gym. For those owners with large families or groups of friends, the 52-meter offers a sixth guest stateroom. A VIP arrangement, it lies forward on the main deck, with a terrace.

Interestingly enough, not everyone at CRN jumped on the design-revolution bandwagon when the Dislopen series began taking shape. "I was a little critical at first because it was a strange design," admits Boldrini. But he changed his mind the more he analyzed the advantages, especially how the Dislopen line emphasized what owners really want. "It's not a floating palace," he says. Zuccon echoes this sentiment, saying, "CRN is trying to build a cultural moment." Lamberto Tacoli, CRN's chairman, agrees: "It's a cultural shift of going to sea."

While CRN seems set on shifting yacht design, one thing it won't do is alter the sizes it's been offering for the past several years. Indeed, while other yards are building bigger and bigger megayachts, CRN remains firmly focused on the 80-meter-and-under market. "The bigger the boat, the more removed from life at sea," says Lamberto Tacoli, CRN's chairman. "I'm not a fan of a company growing beyond a certain size."

For more information, visit [CRN](#).