

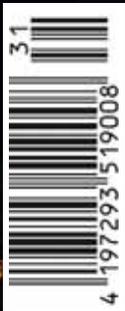


Yacht première

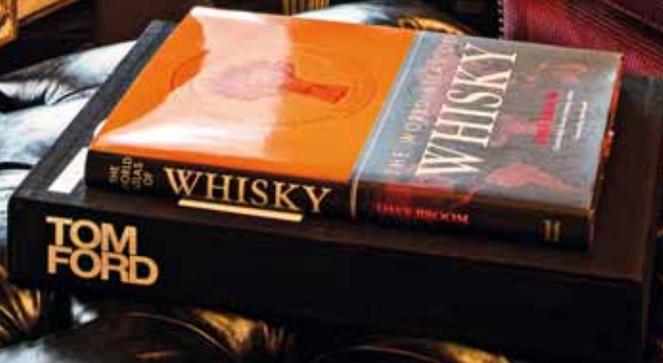
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CRN Conero and Super Conero

by CRN Shipyard with Zuccon International Project

For its 50th anniversary last year, Italian shipyard CRN gave itself an unusual birthday present, one that refers directly to its historical roots and augurs well for the brand's future. More precisely, this was a double gift: two new designs for two mega yachts with external lines inspired by two hugely successful yachts built by the shipyard in the past. A preview of the two new designs was presented to the public at the 23rd Monaco Yacht Show. The yachts' names hark back to two past glories in CRN's production history and the Ancona-based shipyard's great construction tradition: Conero and Super Conero.

In short, the names of these two new designs refer directly to the "Conero line" and the "Super Conero line" of the 1970s.

As Lamberto Tacoli, CRN's President and CEO, explained, these two new leisure vessels *"are intended as the new entry-level options in CRN's offering and are aimed at an enthusiastic, knowledgeable international clientele who will appreciate their careful design and many features that are often available only on larger mega yachts."* Both yachts have modern, sophisticated exterior design by Zuccon International Project, with the main aesthetic variants being the straight bow and the classic bow.





They share naval architecture and engineering, developed entirely in-house by the CRN Engineering team. The technical team created the two designs specifically with a view to keeping the vessels' gross tonnage below the limit value of 500 GT.

The build is all-metal, with steel for the hull and light aluminium alloy for the superstructure. In terms of size, Conero has a length of 40 metres (more than 130 feet) and a beam of 8.4 metres (27 feet 6 inches), while Super Conero has a length of 44.5 metres (more than 145 feet) and a beam of 8.4 metres (27 feet 6 inches).

They both have a displacement hull with a bulbous bow and aft skeg, alongside a transatlantic range of 3,800 nautical miles at 11 knots, made possible by fuel tanks with a total capacity of 60,000 litres, equivalent to 15,850 US gallons.

Both vessels have a top speed of 15 knots, driven by a pair of D2862 LE 466 engines by German manufacturer MAN, each with maximum power of 1,029 kW / 1,380 BHP supplied at 2,100 rpm.

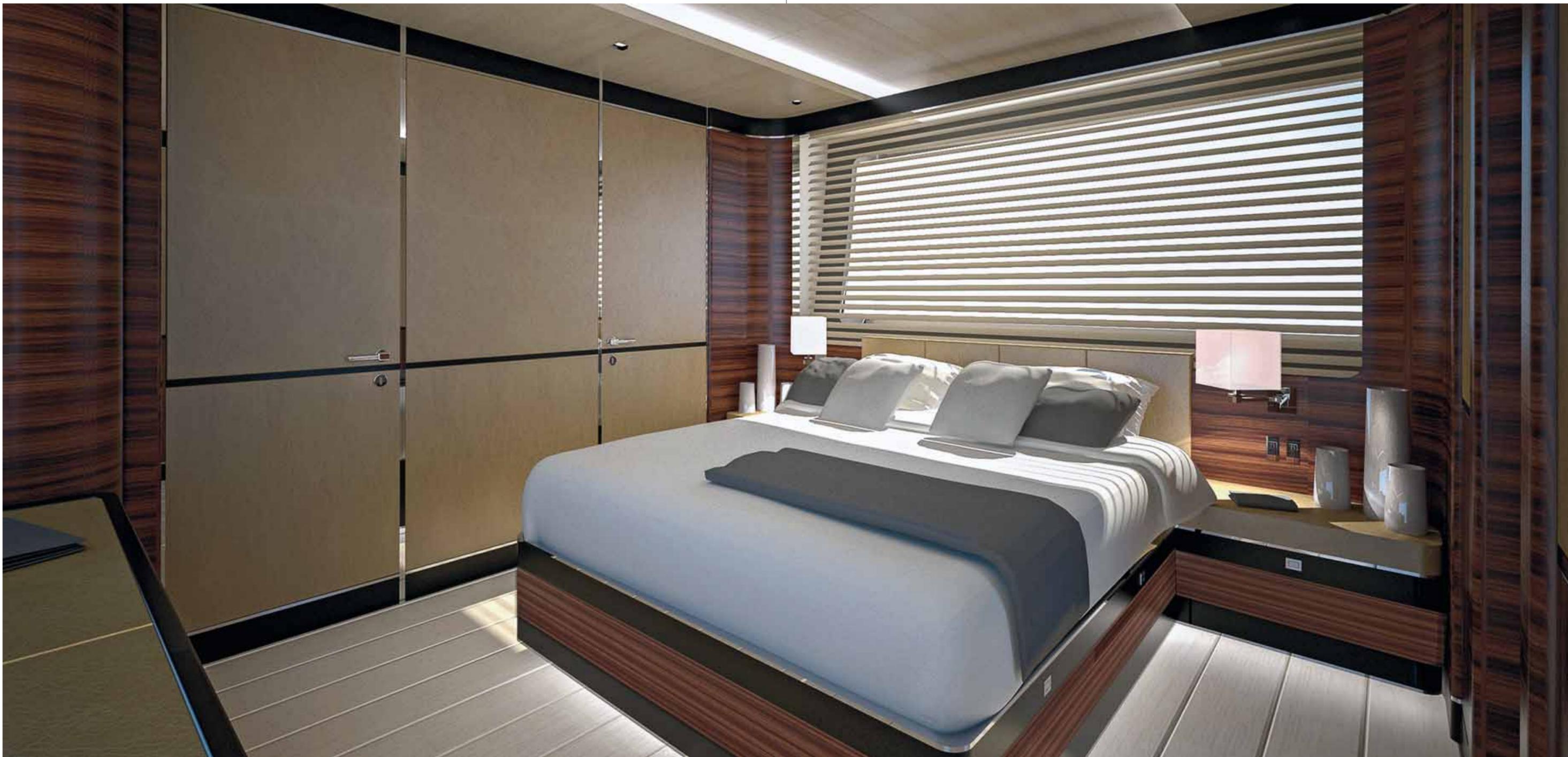
Alternatively, a pair of CAT C32 engines by US firm Caterpillar can be installed, each with maximum power of 1,081 kW / 1,450 BHP supplied at 2,100 rpm. The technical equipment also includes two generators, each supplying 125 kW, together with a zero speed stabilisation system with two fins. The yachts are designed to accommodate up to 10 passengers and seven crew.

In addition to design and construction that meet the highest international nautical industry standards including those of the RINA and the MCA, both these new projects have some of the major innovative characteristics that make all of CRN's mega yachts recognisable all over the world. One of these is the private balcony in the Owner's suite that can be enjoyed even while the yacht is moving, or the terrace suspended over the water that can be used when anchored in a bay, and of course the unmissable beach club that has become a real must. Alongside these features, even more requested, Super Conero also includes the latest jewel in CRN's crown: the float-in garage, created for the very first time on the shipyard's 60-metre yacht Jade.

This is designed to form a huge open living space that is a natural pool, which can be used in absence of the tender to create a space of great atmosphere to share with family and friends. Both the Conero 40 and the Super Conero 44 will offer huge external areas and generous interior spaces, in a design with a strong propensity for the use of glass elements such as the huge floor-to-ceiling windows devised to offer constant visual contact with the sea and the view. As always, the interiors are fully custom, made to measure for each individual owner.

Flaviano Perelli





The historic Super Conero line: a dive into the past

CRN is the shipyard and Ferretti Group brand specialising in the construction of fully custom displacement mega yachts in steel and aluminium in lengths from 40 to 90 metres.

Today, on the presentation of the two new designs, the shipyard looks back in brief at a page in its history that led to the Super Conero line: "CRN's story began in 1963, when Sanzio Nicolini began to build his yachts in Ancona, in an old dock shed.

The hulls produced were in steel, a material that was not frequently used at a time when wood was preferred.

The choice of steel, something that was so unusual at the time, was utterly conclusive: all the boats produced by CRN until 2004 were actually built solely with this metal.

The shipyard immediately gained a place in a high-level market segment with high-level owners, with whom it built a solid reputation very quickly:

By the end of the 1960s, CRN's yachts already ranged from 15 to 20 metres, and it was in this period that the Ancona-based shipyard began to build its first projects of 23-metre steel hulls known as Super Conero, with a very recognisable design: a unique vessel that is highly desirable to owners, including in the long term on the preowned market."

concept



CRN Conero and Super Conero



Conero 40MT

TECHNICAL SPECIFICATIONS	
Model	CRN Conero
Superstructure	Aluminium
Hull	Steel
Type	Displacement Hull, bulbous bow
L.O.A.	40.0 m / 131'2" ft
Beam moulded	8.40 m / 27'6" ft
Depth to Main Deck	4.60 m / 15'1" ft
Draft full load	2.45 m / 7'8" ft
Draft full load under propeller	2.55 m / 8'4" ft
Displacement full load	365 ton / 804 lbs
Gross tonnage	Under 500 GT
Guest	N° 10 (n. 1 owner suite + n. 4 VIP cabins)
Crew	N° 7
Fuel tank	60'000 litres / 15'850 US gallons
Water tank	10'000 litres / 2'640 US gallons
Engines	2 x CAT C32 1081 kW @ 2100 rpm OR 2 x MAN D2862 LE 466 1029 kW @ 2100 rpm
Main generators	2 x 125 ekW @ 50 Hz
Max speed (half load)	15.0 knots
Cruising speed	13 knots
Range at 11 knots	3'800 nautical miles
Classification	RINA C * HULL • MACH, Y, Unrestricted Navigation MCA compliance
Stabilization at anchor	2 x Zero speed fins stabilizers
Naval architecture	CRN Engineering
Exterior design	Zucco International Project
Shipyard	CRN S.p.A. www.crn-yacht.com info@crn-yacht.com



Super Conero 44MT Vertical



Super Conero 44M Classic

TECHNICAL SPECIFICATIONS	
Model	CRN Super Conero
Superstructure	Aluminium
Hull	Steel
Type	Displacement Hull, bulbous bow
L.O.A.	44.5 m / 145'11" ft
Beam moulded	8.40 m / 27'6" ft
Depth to Main Deck	4.60 m / 15'1" ft
Draft full load	2.45 m / 7'8" ft
Draft full load under propeller	2.55 m / 8'4" ft
Displacement full load	415 ton / 915 lbs
Gross tonnage	Under 500 GT
Guest	N° 10 (n. 1 owner suite + n. 4 VIP cabins)
Crew	N° 7
Fuel tank	60'000 litres / 15'850 US gallons
Water tank	12'000 litres / 3'170 US gallons
Black and grey water	2 x 4'000 litres / 2 x 1'060 US gallons
Engines	2 x CAT C32 1081 kW @ 2100 rpm OR 2 x MAN D2862 LE 466 1029 kW @ 2100 rpm
Main generators	2 x 125 ekW @ 50 Hz
Max speed (half load)	15.0 knots
Cruising speed	13 knots
Range at 11 knots	3'800 nautical miles
Flodable tender dock	Suitable for WJ tender up to (L x B) 6 m x 2 m
Classification	RINA C * HULL • MACH, Y, Unrestricted Navigation MCA compliance
Stabilization at anchor	2 x Zero speed fins stabilizers
Naval architecture	CRN Engineering
Exterior design	Zucco International Project
Shipyard	CRN S.p.A. www.crn-yacht.com info@crn-yacht.com