



CANTIERE
DELLE
MARCHE

beyond yachting experience

M/Y HYHMÄ - NAUTA AIR 111

On this project Cantiere delle Marche proved once more its flexibility and uncompromisingly commitment to fulfil client's wishes. An 'all-star' team has been purposely created by **Cantiere delle Marche** to develop Hyhmä's project: naval architecture has been entrusted to Dutch company **Vripack** while both her bold yet gracious lines and softly elegant interiors bring the unmistakable signature of Mario Pedol and Massimo Gino of **Nauta Yachts** who sign the entire Nauta Air range for Cantiere delle Marche. This means that the best of Dutch expertise and Italian creativity worked together to build a top-class yacht that perfectly embodies CdM's philosophy.

*"With M/Y Hyhmä we have reached a perfect formula, merging northern European engineering with Italian style and flexibility in managing a multicultural team of highly skilled professionals," says **Vasco Buonpensiere**, Co-founder and Sales and Marketing Director at CdM. "With a common target represented by the will of allowing this very special owner/friend to cruise the Northwest Passage and documenting the marine wildlife during the trip, we have created an explorer vessel which – as Nature does – combines beauty and strength seamlessly in perfect harmony," Vasco maintains. "Hyhmä is definitely one of the projects which has created more paths and emotions in this shipyard, and we all feel her like she is our daughter!"* Walking around the yacht you feel that she is a marvel in many ways from functionality to maximum safety, from elegantly designed exterior and interiors areas to equipment redundancy. The interior are indeed state-of-the-art as well as all technical features, as we will see in detail.

*"The dedication of the CdM team in building their growing fleet of explorers certainly got our attention in the recent years," says **Marnix Hoekstra**, Vripack's Director. "We are proud to be part of their professional group which share the vision that this world is meant to be discovered still and that yachts are the best tool for that job. We bring to the team our experience of 7000plus yachts as well as the five North West Passages our yachts made. We brought into the Nauta Air 111's project our knowledge in safety and comfort. But most of all we look forward of becoming part of the CdM Family and friends group".*

FACTS & FIGURES

M/Y Hyhmä, Nauta Air 111, has been designed and built to the highest standards to fulfil a very demanding and experienced Owner's requests, specifically to cruise the **Northwest Passage** and documenting the **marine wildlife** during the trip in the Med and across the Atlantic. **Hyhmä** is the fourth yacht in the Nauta Air series and the biggest to date. With a **length overall of 33.83m (111ft)** and **7.80m (25,59ft) beam** and **315t displacement**, she is also Cantiere delle Marche's biggest boat to date. Hyhmä can host up to **12 guest** in **5 suites** and **7 crew** members. **Two Caterpillar C18 Heavy Duty** developing **500kW each** push the Nauta Air 111 at a **max speed of 13 knots** (half load) with a **range** of above **5500nm** at economic speed. For those who love numbers and symmetry: Hyhmä's LOA is 111 feet, a palindrome number that converted into metrical system becomes 33.833 metres, another palindrome number.

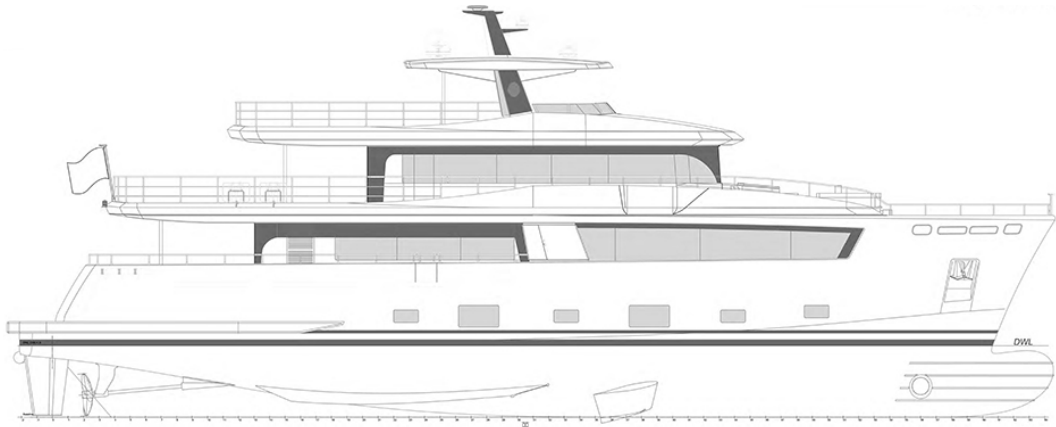


NAVAL ARCHITECTURE

From a Naval Architectural perspective the design brief of the Nauta Air 111 was highly restrictive on the main dimensions of the yacht. Beam, length and height were firmly fixed in the design and it was up to the naval architects to create the appropriate underwater body fitting inside this box. The intended use of the vessel is worldwide exploration in high comfort, a specific experience for Vripack. In order to achieve this goal the wave dampening aft body has been designed as a sloping S curve on the aft of the water lines which is connected to sharper bilges. Her high bow and bulbous bow - which is a good wave-cutter - combined with an almost flat, gentle deadrise from about midship aft, grant excellent seakeeping and seaworthiness. Other examples of efficiency and resistant reducing efforts are the U shaped shaft brackets which improve the wake field to the propellers and the bigger propellers which all contributes to higher efficiency. Thicker scantlings, protected appendages, equipment redundancy and long range fuel and lot of storages are among the features which allow Hyhmä to head out on long journeys also in ice sea as crossing the North-West Passage is among her Owners' plans. The hull's shell plates are dimensioned as an ice breaker: 20mm thick on the bottom and 12mm from the bottom to the chine. The skeg and the central keel's steel plates are 20mm thick while the hull sides at water line level has been reinforced with steel plates 22mm thick to resist to impact with ice.

EXTERIOR LINES

From the profile, there is little doubt that **Hyhmä is an oceangoing vessel**. The lines for the three decks, topped by an elegantly shaped T-top, are straight with no sheerline. Nevertheless the horizontal development of all lines from bow to stern provide for a sense of dynamism while composing well proportioned volumes.



In the words of **Mario Pedol**: *“Hyhmä’s exterior expresses sober, elegant and seductive strength. This explorer yacht communicates its uncompromising seaworthiness through straightforward volumes combined with strong and decided lines in elements such as the shapes of the windows and portholes. Her hull and Top are in dark olive green that contrasts nicely with the white superstructure. While she picks up some of the features that made her predecessor, the CdM Nauta Air 108’ Narvalo, an international prize winner, Hyhmä manages to even improve on them, thanks to her longer LOA and wider beam.”*



LAYOUT & DESIGN

A luxury vessel, Hyhmä is a crossover between a **go-anywhere expedition yacht** and a contemporary 'navetta' and she encompasses all qualities and characteristics that have made CdM's reputation. This yacht has many surprises up her sleeves that need time and attention to be absorbed and fully appreciated. With her nicely designed details and cohesive design, she feels much bigger inside and has facilities you hardly find on any other yacht of this size, not to mention her top-class machinery and technical equipment.

Hyhmä spreads over three decks with comfortable accommodations for up to twelve guests in five cabins the most striking being a full beam Owners stateroom forward on the Main deck. Social areas include an airy, open plan saloon on the Main deck and a panoramic upper saloon plus fully appointed outdoor areas on all decks and a panoramic Sun deck.

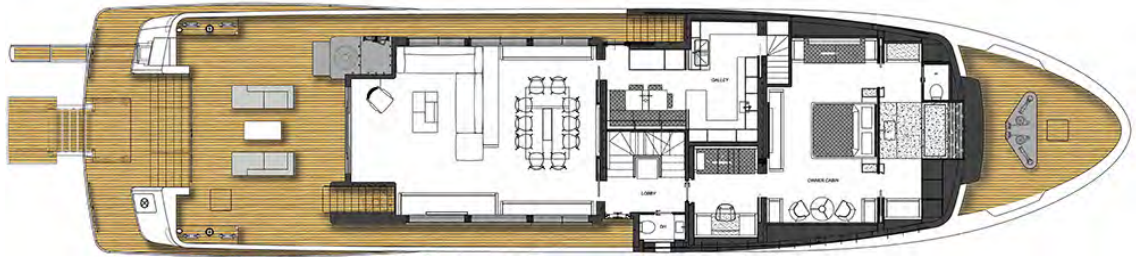
Nauta Yachts have worked to enhance the amount of interior volume while creating large aft decks without making the yacht feel cramped in any way. On all decks, giant windows bathe the living spaces with light. In the lobby the guest staircase winds around a powerful two-storey sculpture of two dolphins. This is a wow feature that strikes as you ascend from the guest lobby to the Upper saloon.

Although Hyhmä is a family yacht with lots of family-oriented design input, charter operation was planned so her interior design suits both world.

The red thread throughout the interiors is a calm and relaxing feel. Her style is not challenging but is inviting and extremely comfortable in its ambiance. Soft colours varying from pale to cream brown are coupled to dark brown and pastel greens while 30% gloss natural oak of flooring and furnishings contrasts with 100% gloss ebony and stainless steel are used in details, niches, ceiling frames, AC outlets. Recessed baseboards of both built-in furniture and beds hide stripe lights that add drama to the linear, almost minimalist design. Leather is a key material on Hyhmä. It adds softness and represents a decorative feature itself. Each deck features its own leather hue: orange on the Main Deck, dark brown on the Upper Deck, light brown in the night quarters on the Lower deck.



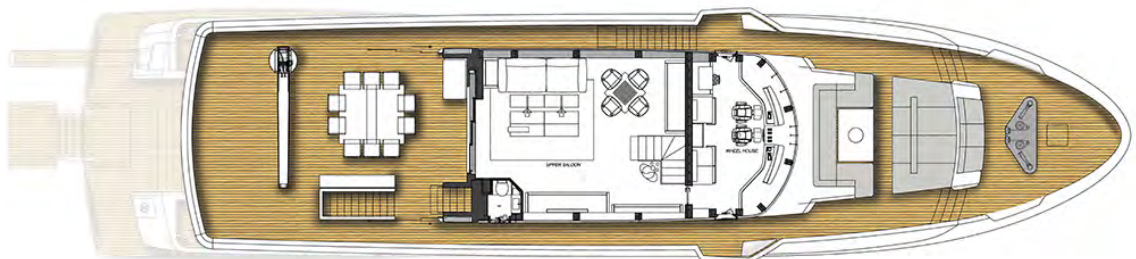
MAIN DECK



The **Main Deck** saloon sets the tone of the overall interior design and decoration. It features a fluffy rug by Sartori that delimitates the conversation area where an L-shaped sofa and two armchairs by Flexform, and coffee table create a fully appointed lounging area. The **saloon** is divided in two areas by a low cabinet. The dining table, forward, is encircled by orange leather chairs by Poltrona Frau, Montera Collection. The cockpit, shaded by the Upper Deck overhang, is seamlessly connected to the main saloon thanks to large sliding doors. Sofa and armchairs by Paola Lenti dominate this *al fresco* lounging area opening onto a large and scenographic aft stairway (the same we already saw on the Nauta Air 108 Narvalo) which leads down from the cockpit to the Transformer beach platform.

The **full beam Owner's suite** is the most private area on the Main Deck. The cabin has a centrally placed double bed, a breakfast nook to starboard and a sofa/day bed to port side. The en suite bathroom, accessed through a dressing room, has a shower stall with steam generator – a true haven of calm and relaxation – a large basin in Pietra Serena, a grey sandstone appreciated for both her warm grey colour and for being soft at touch, and separated toilet.

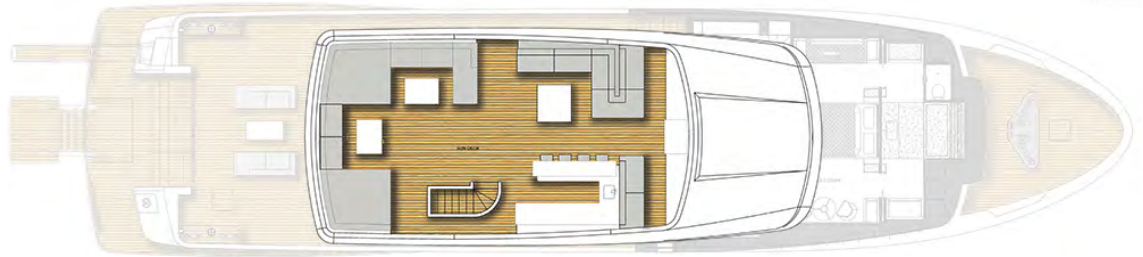
UPPER DECK



The **skylounge** on the **Upper deck** features a chocolate brown leather wall fore that rises up from the main lobby underlining an open-plan feeling with connection between decks. The Upper saloon features an inviting sofa by Flexform and gracious armchairs by Minotti in green tones that contrast nicely with predominantly dark leathers. An open-air dining can be enjoyed in the aft terrace. When underway, a Nautic 6.2 by Cobra Ribs tender is hosted in a cradle located at the aft end of this deck.

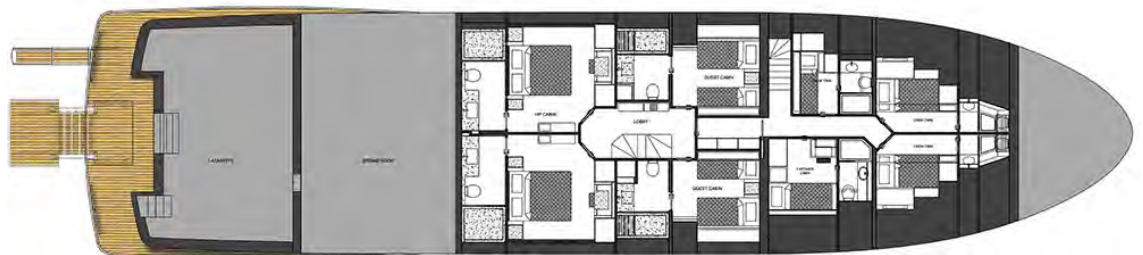


SUN DECK



"Providing owner and guests with important spaces outdoor was our aim," Pedol remarks. A large terrace overlooking the sea, the Sun deck is dedicated to lounging, sunbathing and relax. A nicely shaped hardtop provides shading and protection to those who seat at the dining table or at the bar equipped with grill and all appliances for cooking and preparing cocktails. At the aft end of the deck, guests who yearn for blistering sun can lay down on comfy sofas and sunbeds. Another example of the excellent use of outdoor areas is the split-level lounging area fore of the wheelhouse.

LOWER DECK



Lower deck they succeeded in creating an airy feel despite they had to deal with a more confined space. The lower deck's guest area is a clear example of how space is treated on board. It looks simple and symmetrical but it was quite a feat to achieve such a functional use of space. **Two Vip** and **two twin cabins** with pullman beds, all with en suites, open onto a small lobby. The guest area has a direct passageway to the crew area that facilitates service aboard.

Lower Deck crew quarters include 4 cabins, one for the Captain and three with bunk beds for the crew. All crew cabins have bathrooms with shower. The crew mess is on the Main Deck near the galley featuring Miele appliances.



A QUICK LOOK AT TECHNICAL ISSUES

When it comes to technical issues, this yacht matches a top level quality, from the sound steel/aluminium construction to the cupro-nickel piping, from the electrically driven stabilizers to the remote controlled valves. A lot of yachts today try to pack too much into the engine room, making servicing difficult. With their stainless steel manifolds and valves, engine rooms are always a feather in CdM's cap as their technical department is instrumental in selecting equipment and machineries and then making sure they are installed in a way that maximizes maintenance access. All pumps on board are doubled and the yacht has bilge oil separator. This is not a mandatory equipment for the Class rules but it is important for the environment. The engine room has an independent air conditioning system and all technical spaces are air conditioned.

The bow thruster tunnel shape has been designed to reduce hull resistance while the propellers are more submerged if compared to previous CdM's constructions thanks to a wedge on the transom. The yacht boasts excellent stability without ballast tanks thanks to her hull shape and an accurate distribution of weights on all decks. Noise and vibrations dampening is obtained by using thick rock-wool layers.