

Maria Carla

When Fulvio Codecasa sold the family yacht, he promised to build another in time for the following summer. True to his word, this racy replacement was ready, finished to perfection by his yard. Roger Lean-Vercoe reports. Photography by Alessandro Braida



Displaying stunningly sleek lines and a magnificent two-toned blue livery, *Maria Carla* was lowered into the water for the first time last July, against the backdrop of Viareggio's historic inner harbour, the Darsena. The quayside of the Codecasa Due shipyard was packed with friends of the owner, civic notables and the craftsmen who had created this magnificent 34.6 metre sports yacht. For more than a few of the guests there must have been a sense of déjà vu, as 12 months previously an almost identical yacht with exactly the same name and the same owners had been launched from this very same yard.

The earlier *Maria Carla* had been the first yacht in Codecasa's new 35s series and, named after the wife of Fulvio Codecasa, the

shipyard's owner, it was destined to become the Codecasa family yacht. But it served as this for just one holiday. During this time, while anchored off the Cala di Volpe, a tender had circled the yacht, its driver obviously admiring the new design. At length he approached and asked if he could be shown around. The proud owner obliged and was extremely surprised when at the end of the tour his visitor asked if he could buy the yacht. To the dismay of the rest of the Codecasa family, the yacht was sold by the time their one and only holiday aboard had come to an end. By way of consolation, Fulvio Codecasa promised to replace the yacht in time for the next year's holiday season and, true to his word, the shipyard pulled out all the stops and his family was



Above left: with co-ordinating blue leather seats and trim, the pilothouse is only partially screened from the saloon. **Above right:** room for four on the adjustable aft deck sun mattresses

able to spend last summer afloat on their new *Maria Carla*.

In outline, *Maria Carla* is a two-deck sports yacht whose racy looks, created by Codecasa's talented naval architect, Andre Bacigalupo, are matched by her 34 knot top speed that results from a pair of 2,775hp diesels driving two KaMeWa water jets. Her interior offers a combined saloon, dining area and pilothouse on the main deck and four guest cabins on the lower deck, which also

houses the galley and crew quarters for the six crew. On the open deck, her voluptuously sweeping lines offer a choice of three sunning areas – on the fore deck, aft deck and above the deckhouse – as well as a sitting area and a pair of dining tables.

As soon as you board this yacht the high quality of its construction and finish just leaps out at you. The paintwork is flawless, the teak decks are laid to perfection and the stainless steel fittings are immaculate. It is human

nature to suspect that the yard's workers, knowing that they were building for their well-loved boss, might have given things that extra polish or taken a little more care in cutting a difficult plank, but in fact this is the quality that Codecasa's men strive for and achieve in every project, so it is easy to understand why they are one of the most highly rated yards in Italy. When stern-to in a dock, the main access is over a passerelle that extends from the centre of the transom, while

from a tender you board via the bathing platform, which extends aft from the hull to cover the water jet nozzles and then climb up one of the two small but easily negotiable stairways, whose treads are cut into the slope of the transom. Between the stairways, the whole transom opens to give access to a garage that holds a 4 metre tender, which is launched by using the passerelle as a crane.

The open part of the aft deck is dominated by a raised four-person sunbathing area with



Above: the flawless oak and holly sole runs the full length of the saloon
Far left: a high, white leather deckhead gives the saloon a light and bright feel, enhanced by deep blue upholstery and pale oak. **Left: etched with the New York skyline, a lampshade casts an unusual silhouette over the dining area**

adjustable seat backs, beneath which is storage and forward of which is a comfortable banquette, while the two six-seater alfresco dining tables on either side of the entrance to the saloon are well protected by extensions to the deckhouse top and sides. By night, this dining area is characterised by excellent lighting, with strategically positioned downlighters creating a pleasant ambience. Elsewhere, subtle lighting distinguishes the name boards and footlights illuminate the path along the side decks. A second sunning area is positioned on top of the deckhouse, with access up a small semicircular stairway positioned just forward of the starboard dining table, while the forward slope of the superstructure carries a further area of huge mattresses. Beneath the aftermost of these is a second garage that carries a pair of Yamaha 800GPR jet-skis that are launched using a small crane positioned between them. Just forward, on the small foredeck, a hatch leads not to a

bosun's locker, as one would expect, but to a crew cabin located right in the bows of the yacht. Despite its tiny size, it offers twin berths and a head and shower room, but its floor space and volume are so limited that it could only be reasonably used for short periods of time, and even then only by good friends, but it is perhaps sufficient for the limited cruising scope for which this style of yacht is best suited.

Beyond the sliding doors the saloon will surely extract a gasp of astonishment from any first-time visitor. Before you, a perfect floor of oak and holly planking runs forward without a break between two semicircles of inward-facing sofas, beyond which a full-service bar lies to port and the ten-seater glass-topped dining table to starboard, to the pilothouse. Six fixed skylights break up the expansive white leather deckhead, while oak Venetian blinds screen the windows on either side. This high-ceilinged world, dominated by oak, leather and contrasting blue upholstery,



green and sky blue fabrics – an unlikely, but truly fetching colour combination – to adorn its bed and sofa. Aft of the bed, the shower room employs another colour – black – to great effect, with gleaming black granite countertops and attractive black towel trims. Inset into the countertop, the twin wash basins are finished in mother-of-pearl lacquer. A shower along with a separate head and bidet compartment, and a large walk-in wardrobe complete the suite's amenities.

The other three cabins share a similar style of decoration and colour palette, offering pleasantly spacious rooms (the full-beam VIP cabin is almost as large as the owners' cabin) with every facility that a guest might need. The lobby, for instance, provides luggage storage beneath the stairs and a refrigerator and snack bar in a cupboard beside the linen store.

A stairway on the aft side of the bar in the saloon leads down to the galley and main crew area, which is attractively decked out in metallic silver paint and stainless steel. Two twin bunk cabins, each with an en suite shower and head, a small crew mess and a compact but extremely well-equipped galley, plus two washing machines, fill this space that occupies just over four by six metres of floor space. If *Maria Carla* was a full-on charter yacht with a live-aboard crew that spends long periods away from its home port with demanding guests aboard, this might be

Left: pale oak is brightened with the cool blue and lime green hues of soft furnishings in the owners' cabin, and glamorised by black in the shower room (above) Right: the VIP cabin occupies a full-beam position in the bow, allowing ample room for a sofa (below)



displays a crisp, clean design that is quite unlike any other created by designers Franco and Anna Maria Dellarole, who, on this occasion, worked closely with Mrs Maria Carla Codecasa. They all very much liked the interior of Giorgio Armani's 49.9 metre motor yacht *Mariù*, recently launched from the Codecasa shipyard, but rather than following this master designer's pure minimalist style, the Dellaroles and their client chose to go for a softer, more feminine look. Perhaps they

have created a new style – 'feminalism'. The resulting effect, with its beautifully executed matt-varnished woodwork and a sprinkling of carefully chosen accessories, such as the side lamps with the skyline of New York punched out from their stainless steel shades, is certainly most appealing, either by day or night. If there is a downside to this room it is that the yacht's stunning external styling has restricted the outward views, which, in much of the saloon, you have to be seated to enjoy.

But given the appeal of the room itself, perhaps that is no bad thing.

The owners' and guest accommodation is entered down a semicircular stair at the forward port side of the saloon. Ideal for family use, this area offers a full-beam owners' suite located amidships, and forward of this are two twin-bedded cabins, each with a third Pullman berth. These are divided by a passageway that runs forward to the VIP cabin in the bows. In the owners' cabin, the

decoration is dominated by flat-surfaced oak, an incredibly difficult style and medium in which to attain perfection, but this has been achieved with some élan by Codecasa's joiners. Against this marginally severe backdrop, the Dellaroles have softened the atmosphere by introducing more colours and textures, with sultry dark wengé wood being used for the desk and bedside tables and to surround the white leather headboard of the bed. This room is also decorated in lime



Above: moored stern-to, *Maria Carla's* three sunbathing areas and generous aft deck are seen to best advantage, while her blue livery and sporty styling set her apart from the rest

an unworkably small space, but this is not the manner in which sports yachts are usually used. In this case, the captain and crew will generally live ashore except for short summer periods when the yacht is in use, and for this the facilities are certainly adequate.

The engine room opens aft from the galley area, and has an emergency exit that emerges on the aft deck beneath one of the dining tables. Any visitor penetrating this far into the yacht will certainly have already taken in its overall high quality, so the immaculate finish of the engine room, together with the optimum choice and well-designed layout of its equipment will come as no surprise. As recommended by MTU, the two silver-painted 400 series diesels draw their fuel directly from the single 15,600 litre tank, without recourse to an intermediate day tank or the need for filtration other than the regular MTU cartridge filters. If greater performance is required than the sparkling 34 knot top speed and 30 knot cruise provided by this installation, the engine room has sufficient space to add a third diesel to future 35s hulls, or even a gas turbine, but who would want to complicate such a well-balanced yacht by cramming in more power.

Two Kohler 40kW gensets slot in neatly, as do the usual collection of watermakers, sewage treatment equipment, water boilers and pumps, all neatly knitted together with stainless steel or cupro-nickel pipework.

The pilothouse, too, shares this businesslike, well-laid-out image. Although partially screened from the saloon by the backs of the three pilot seats and the glass LCD panel behind them that can be greyed at the flick of a switch, it is clearly part of the saloon, having the same floor level and a particularly smart fascia panel trimmed with blue leather. Three screens – radar, navigation and conning – overlook an angled panel containing the engine controls and navigation instruments, while the desktop carries the gyro, autopilot engine alarms and the

combined throttles and steering for the KaMeWa waterjets. Between these latter controls, a single joystick integrates and controls the outputs of the bow thruster and waterjets to aid docking or precise manoeuvring in tight situations.

Codecasa's aim is always to design and build the best possible product, and its success in this matter is clearly apparent in this second yacht in the 35s series. If anything, the luminescent blue livery of this *Maria Carla* makes her more striking than the first, and this sexy machine was certainly the belle of every anchorage during her summer cruise to Sardinia and the Côte d'Azur. But this time, anyone who looked at her too enviously was firmly told that she was not for sale – not just yet anyway. □

M A R I A C A R L A		
LOA 34.6m	Electricity generation 2 x 40kW Kohler	Navigation equipment C Plath Navigat V autopilot; C Plath gyrocompass;
LWL 28.2m	Watermakers Idromar	Furuno radars
Beam (max) 7.3m	Water capacity 2,000 litres per day	Construction Aluminium 5083 H321
Draught (loaded) 1.35m	Passerelle Sanguinetti	Classification ABS #A1 Yachting Service, AMS
Displacement (light ship) 120 tonnes	Exterior paint Dupont	Naval architecture/styling Andre Bacigalupo
Engines 2 x 2,775hp MTU 4000 M90 diesels	Air-conditioning Frigid (Genoa)	Interior design Franco and Anna Maria Dellarole
Gearboxes 2 x ZF 4650	Monitoring system Marine Automation (Viareggio)	Builder/Year Cantieri Navali Codecasa/2005
Water jets 2 x KaMeWa 63SII	Fire control system Minimax	Via Amendola 55049 Viareggio, Italy
Speed (max/cruise) 34 knots/30 knots	Sewage system Jets and Hamman	Tel:+39 0584 383 221 Fax:+39 0584 383 531
Fuel capacity 15,600 litres	Galley equipment Miele; Gaggenau; Insinkerator	E-mail: info@ codecasayachts.com
Range at 30 knots 450nm	Communications equipment Skanti, Satcom F77; Skanti VHF; Skanti SSB	Web: www.codecasayachts.com
Bow thruster American Bow Thruster		