

# FRAMURA 3

FOR CODECASA'S S SERIES, S STANDS FOR 'SPORT', AND TRUE TO ITS AMBITIONS, THE LATEST - AND BIGGEST - IN THE LINE COMBINES FAST PLANING SPEED AND EXCELLENT STABILITY

words: Angelo Colombo  
photography: Alessandro Braida



*Framura 3* is the sixth planing sports yacht constructed by Italian yard Codecasa, as well as being the second model for the same owner and the largest model in the S range built by the yard.

Codecasa inaugurated the sports yacht series in 2004 with the 35 metre *Maria Carla*, now renamed *Exxtreme*. After launching another S model, a 35 metre, in 2004, the range stretched in dimensions in 2007 with the launch of a 41 metre, followed by another 41 metre, also custom, in 2009. In 2010, *Framura 2* was launched, establishing yet another new length for the sporting series, of 45 metres. Today, the dimensions have

The owner of *Framura 3*, whom we met several times during the construction of his latest yacht, requested large, light spaces for the interiors, generous outdoors areas and considerable power to allow speedy crossings. The yard achieved these results with the collaboration of naval engineer Andrè Bacigalupo and architect Della Role, which designed the interiors in co-operation with the owning group's interior designer. Obviously, to obtain the power required by the owner it was necessary to contain the weight, even though the three MTU engines are extremely powerful. The yard took this into account and showed its ability to



Even at high speeds, the boat's raked lines afford guests on the top deck a sheltered and pleasant social area (above), with a dining table (opposite top) and sunbathing

stretched to 50 metres with *Framura 3*, and many innovative features added.

The Codecasa 45 S *Framura 2* had a displacement at full load of 190 tonnes giving a maximum speed of 32 knots and 28 cruising. Fascinated by the sporting line and by the possibility of fast crossings, the same owner asked the yard to start construction on a larger sports yacht with one extra deck, but without spoiling the aesthetic concept seen on the previous vessel. This was not an easy task, but the designer created a profile for *Framura 3* that satisfied the owner's wishes as well as offering an interior volume that was significantly larger and more comfortable.

construct with care, following careful procedures at each phase of the production, allowing a precise distribution of weight.

The new record length of the sporting series is 50 metres, but compared to the previous model there are also significant advances in other areas, such as range, which stretches from 450 miles aboard *Framura 2* to 1,000 miles on her successor, at a speed of 18 knots. It is a significant advantage for those who like fast crossings without having to plan a refuelling stop along the way. The engine power naturally grew in tandem, with a total of 7,800hp divided between three MTU engines of



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2,600hp each. The maximum speed of *Framura 3* is 28 knots, as the captain confirmed to us during one of the stops during this summer while cruising with the owner.

Inside, *Framura 3* offers a lot of space for this range. The owner's suite, on the main deck, is a particularly welcoming environment thanks to its full-beam dimensions with a central bed, a vanity area to port and a relaxing area with an armchair with stool/footrest to starboard. There are two dressing rooms, two bathrooms, direct access to the gym, access to the owner's study and even a balcony for the suite.

covered dining area through a large glass door and where the bulkhead separating the area from the bridge also hosts an artwork. The painting, *Estate a Rapallo* (summer in Rapallo) by Michele Cascella, draws the eye from the extreme stern to the bow bulkhead and highlights the perspective and the lines of the yacht.

Among the unusual choices is the decision to situate the crew quarters to the centre of the yacht on the lower deck. That suits the crew's work circuit from the bridge to the engine room and the pantry, finishing in the cabin area. Thus, the crew never enter areas dedicated to the owner



The large saloon on the main deck (opposite) is located amidships aft of the pantry and leads through to the open area of the cockpit. In the pilothouse (top left) the sporty raked design and high-tech systems are evident

To the centre of the main deck is a pantry, a dayhead and to the stern a saloon connected to the large open area of the cockpit offering an extremely pleasing continuum. In practice, stepping aboard at the stern, your eye is drawn to the bulkhead to the bow of the main saloon, offering a pleasant sensation of space. As aboard *Framura 2*, this bulkhead draws the eye thanks to a striking work of art. The work, by Salvatore Fiume, catches your attention and encourages the observer to appreciate the perspective from the cockpit towards the host bulkhead. We find the same concept on the upper deck where the open stern area is connected to the

and guests and they are given a certain freedom of movement aboard. With this solution, the crew also have a lot of space available, offering greater comfort, particularly on difficult cruises. The crew quarters are well furnished with spacious cabins and a generous relaxing area as well as a galley with a dumb waiter that serves all the decks and the pantry. To the bow of the crew area are the guest quarters with four cabins, three with twin berths and one double, as well as a full-beam VIP cabin to the bow.

The stern area of the lower deck houses the garage with a tender and a port lateral opening for launch and docking, and further aft still, the well-equipped engine

The yard has transformed elements usually neglected visually into objects beautiful to look at



Guest accommodation (above) continues the vessel's familiar colour scheme. The full-beam owner's suite (below) has a vanity area to port and a relaxing area with an armchair and footrest to starboard, as well as two en suites

room. As with *Framura 2*, *Framura 3* has an engine room in which one could spend hours admiring the equipment, engineering and the organisation, which is done not only from a technical point of view but also an aesthetic one. The yard has transformed many elements that are usually neglected visually into objects beautiful to look at. Waste collectors, containers, handles, floors... Everything has been done to transform an engine room into an aesthetic environment that falls in line with the yacht's general beauty.

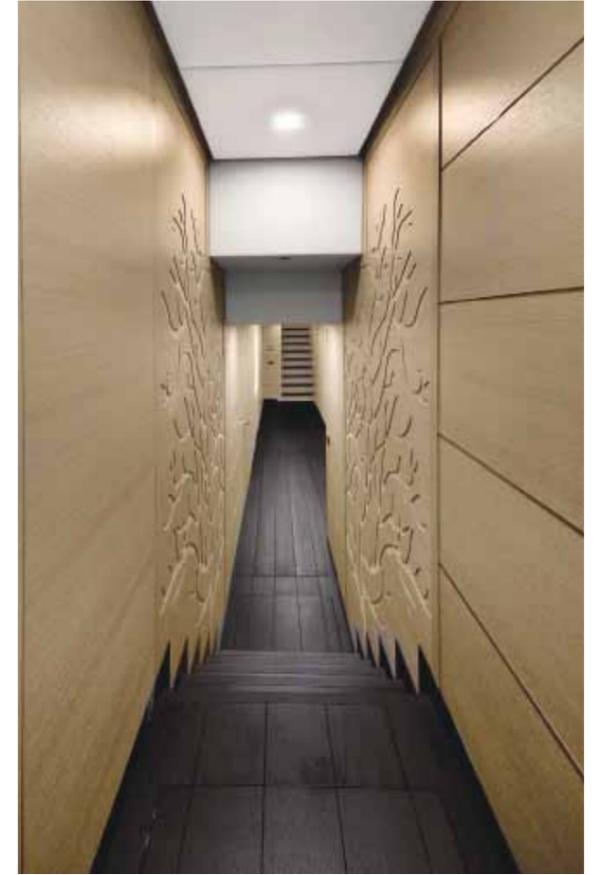
'Three years ago, when the representative of the owner's group of *Framura 2* asked about our availability to build a new Codecasa 50S, I felt such a surge of pride,' recalls Fulvio Codecasa, the yard's owner. 'As well as offering the possibility to extend our range of sporting yachts, a difficult sector we entered a decade ago, I was happy with the idea of continuing to work with a team of people I appreciate greatly. And the greatest satisfaction a person in my position can have is that an owner, even of an extremely new yacht of ours, returns

to us to build another, renewing his trust and his esteem.' Roberto Dalle Mura, *Framura 3*'s project manager, confirms these sentiments: 'Each yacht that I supervise absorbs me for months and sometimes years. In the case of *Framura 3*, the construction kept us busy for two-and-a-half years. There was an intensive collaboration and total trust between our staff and that of the owner's group. We always worked closely together, exchanging opinions, experience and ideas with one common aim: to build the best possible product for the owner.'

After such a long period of involvement, a few features stand out for Dalle Mura, including how quiet *Framura 3* is. 'The yacht offers a very high level of comfort, thanks in part to the gyro stabiliser system made by Ship Dynamics and mounted in the machine room. During the construction process we made it a priority to reduce noise; we obtained a very low noise level in general, but at maximum speed, *Framura 3* has less noise than usual on a full-displacement yacht.'

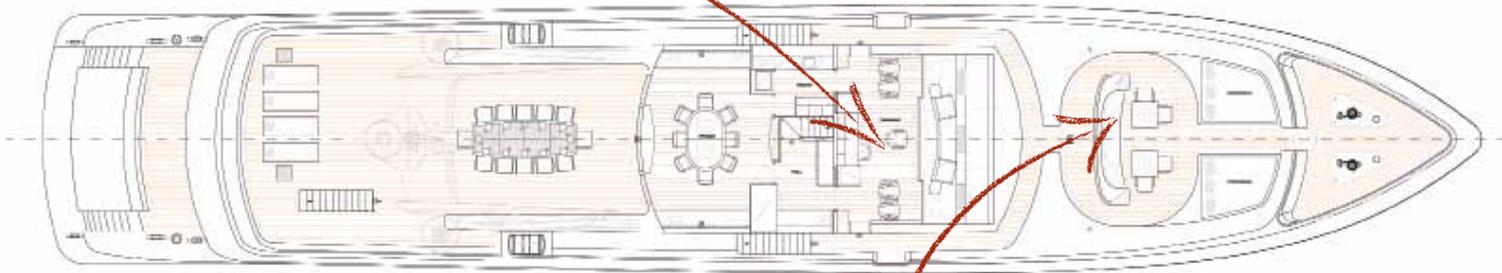
'Another interesting element is the panoramic sea balcony into the owner's suite, which is able to offer the owner a private area in the open air, especially when the yacht is spending time at anchor.'

That the S series has reached 50 metres seems an important threshold: in less than 10 years, six yachts have been created based on the same naval concept and each one bigger than the last. With the yard's enthusiasm for the series matched by that of the market, it is easy to imagine that it has a way to go yet.



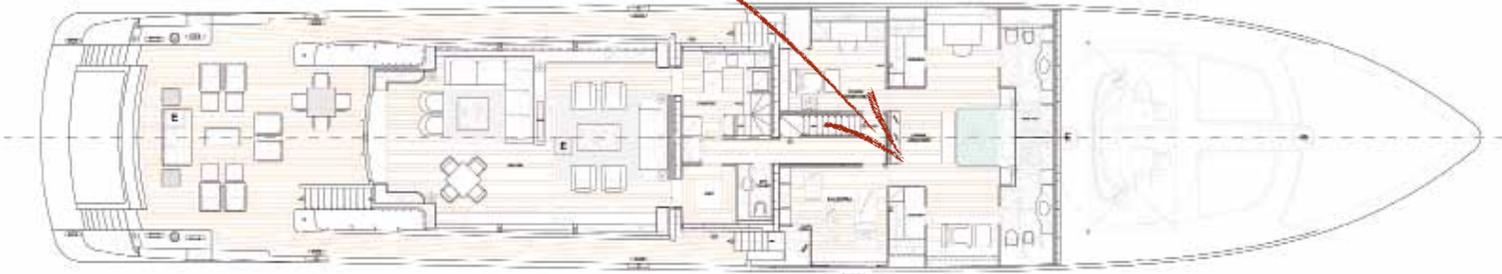
# FRAMURA 3

The pilothouse leads straight through to the social and external areas of the sundeck



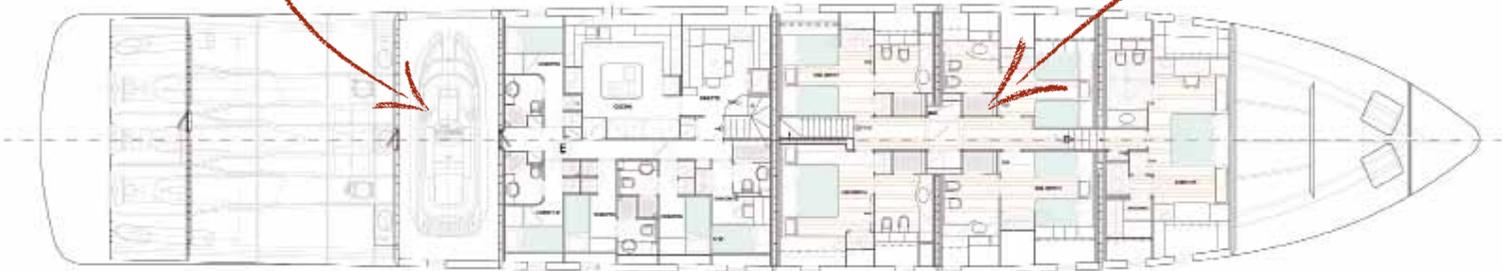
The extensive owner's quarters include two bathrooms, a dressing room and a balcony

A comfortable front-facing viewing area is situated directly forward of the pilothouse



The tender garage unusually, is located forward of the engine room, just behind the crew quarters

Guest accommodation takes up the entire forward part of the lower deck, with the VIP at the bow



## FRAMURA 3 Codecasa



**LOA** 49.9m  
**Beam** 9.2m  
**Draught** 1.75m  
**Displacement**  
 270 tonnes (full-load)  
**Gross tonnage**  
 498GT

**Engines**  
 3 x MTU 16V 2000 M94,  
 2,600hp each at 2,450rpm  
**Speed (max/cruise)**  
 26 knots/18 knots  
**Range at 18 knots**  
 1,000nm

**Stabilisers**  
 Ship Dynamics 087  
 gyroscopic electro-  
 hydraulic zero speed  
**Generators**  
 2 x 125kVA Koehler EFOZD  
**Fuel capacity**  
 45,000 litres

**Freshwater capacity**  
 5,000 litres  
**Owner and guests** 12  
**Crew** 9  
**Tender**  
 7m Castoldi Jet  
**Construction**  
 Aluminium

**Classification**  
 ABS # A1 (E) Yachting  
 Service # AMS  
**Naval architecture**  
 Prof Andre Bacigalupo  
**Interior design**  
 Della Role

**Builder/year**  
 Codecasa/2013  
 Viareggio, Italy  
 t: + 39 0 584 383 221  
 e:  
 info@codecasayachts.com  
 w: codecasayachts.com