

MAORI 78



WITH HER STRIKING COLOURS, POWERFUL PERFORMANCE AND NAUTA-DESIGNED SHAPE, MAORI YACHT'S 24 METRE SUPERTENDER IS AN UNMISTAKABLE PRESENCE

Maori Yacht is based in one of the most important yachting areas of the Mediterranean: the Costa Smeralda, in the Gulf of Olbia. This is important, because the boats Maori builds are constructed soundly enough to deal with the occasionally demanding sea here.

Many owners in this area also have a home, on the island, usually villas near the sea with a private landing, but always close to major marinas. Others choose the Emerald Coast as a destination, mooring their yachts in the many marinas here, from the most famous, Porto Cervo, to the Marina di Olbia a few hundred metres from the airport. The yard's owner was a skipper of private yachts, then ran various Italian shipyards, before finally becoming owner of his own yard.

Here, the idea took shape of a yacht that may, in a very broad sense, be considered a tender; not a 2.8 metre with the dashboard of a motor yacht, but something different. To give the idea shape, Maori Yacht relied on a designer with extensive experience – Nauta Yachts' Mario Pedol –

yet, to make the boat a reality, the experience of the owner and the engineers has been a vital influence.

Marco Ciampa, the head designer for Maori Yacht, has had many avant-garde ideas for the Maori range, and many more to offer the yard for future development. 'Maori Yacht aims to become a place of excellence in design and quality of the boats produced,' he asserts. 'Everything is expressed through the search for formal and functional solutions to produce unique pieces, which can be compared to cars produced by Pagani. That is our goal: to become to the nautical world what Pagani is to the automotive. We do not want to produce dozens of boats a year, but to create something truly new and unique, capable of combining performance, aesthetics and above all the ability to be customised.

'To do this the yard must be very dynamic: the team that works here is young and very motivated. Consider that we are ready to modify all the moulds we use as a basis for construction – with the exception of the hull, of

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Maori Yacht



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The yacht's master cabin (left) offers a muted colour palette with subtle recessed lighting. She may be thought of as a dayboat but is more than comfortable enough for a cruise. The upper deck lounge (right), just aft of the pilothouse has a large screen forward



course. Everything else we can make as the customer wants it. In the context of high-tech composite boats, as in the case of this 78 footer (24 metre), we represent a rarity, and this is what we wanted to be.'

On the Maori 78, alongside Nauta Yachts, the yard worked with the German firm Egg and Dart on the interior. The result is what Ciampa terms 'the synthesis of luxury for everyday use. [After a cruise one can] return to the villa on the coast or to where the yacht is moored. We also have foreseen the possibility of doing a cruise aboard the 78, so cabins and accessories are designed to meet this need, but the project itself is definitely more oriented towards day cruising. We wanted to enhance performance and agility in practice, designing something easy to drive that can make quick trips in comfort. I believe we have achieved our goal, given the results we have recorded in tests.'

The philosophy that created the 78 is being carried through to a 120 footer (36.5 metre), as well as a 50 metre to be made of aluminium. 'We also have a new project of nine metres,' says Ciampa. 'Customers ask us a lot about the 36 metre range we are developing. We work with Nauta, (Ken) Freivokh, Pastrovich (Studio) and other professionals able to look at the marine industry with a completely innovative perspective on the one hand, but with great technical mastery on the other.'

'What we wanted to emphasise in this project (the 78) is the relationship with the outside world, and to remove unnecessary barriers to the sea; in short, the direct relationship with water is the most important element. Thus, the 78 was made with the infusion technique to optimise both structural strength and weight distribution. There are structural reinforcement with materials such as carbon and Kevlar, but everything is arranged according to a very careful study of the weight.'



On our trial run we easily reach 42 knots and manage to manoeuvre as if aboard a much smaller, more compact vessel. The hull's structure, lines and lighter weight produce a fast-planing hull that seems to be very manoeuvrable at all speeds.

'We are warriors of the international nautical market, that's why we call it Maori,' says Oberdan Chimenti, the yard's owner. 'We started with a small amount of our own money and did a great job of building on our strengths. To date, I think I can say we have gained encouraging results, and all the public attention indicates that we are going in the direction that we had hoped for.'

'We designed this 78 after taking part in the Maori 37 (11.3 metre) project,' says Pedol. 'For us it was very exciting to work with this yard, because the owner is a person of great experience, who has clear ideas. We started with an initial brief that was very well defined and built on a fundamental principle, the contact with the sea. In practice, we have designed a 24 metre with a very low profile, which aims to maintain the shape of a tender.'

'Perhaps the Maori 78 should be described more accurately as a dayboat. In any case, you had to maintain contact with the sea as on small boats, but having the open spaces of larger yachts, and adequate comfort. We are very used to this theme with sailboats, so didn't find it very difficult to design this project. In this case there is an owner's cabin with a large bathroom, and one guest cabin, all located with perfect logic inside the volumes available. We managed to create the interior full height without having to raise the sides and deck, which is the real peculiarity of this project. Oberdan Chimenti gave us a brief very close to our design philosophy and this, together with the collaboration with other professionals involved in the project has been very inspiring.'



As a supertender, many aspects of the Maori 78's look and design speak of performance. The simple central wheel (left) with two screens tucked below the windscreen, have the same intent

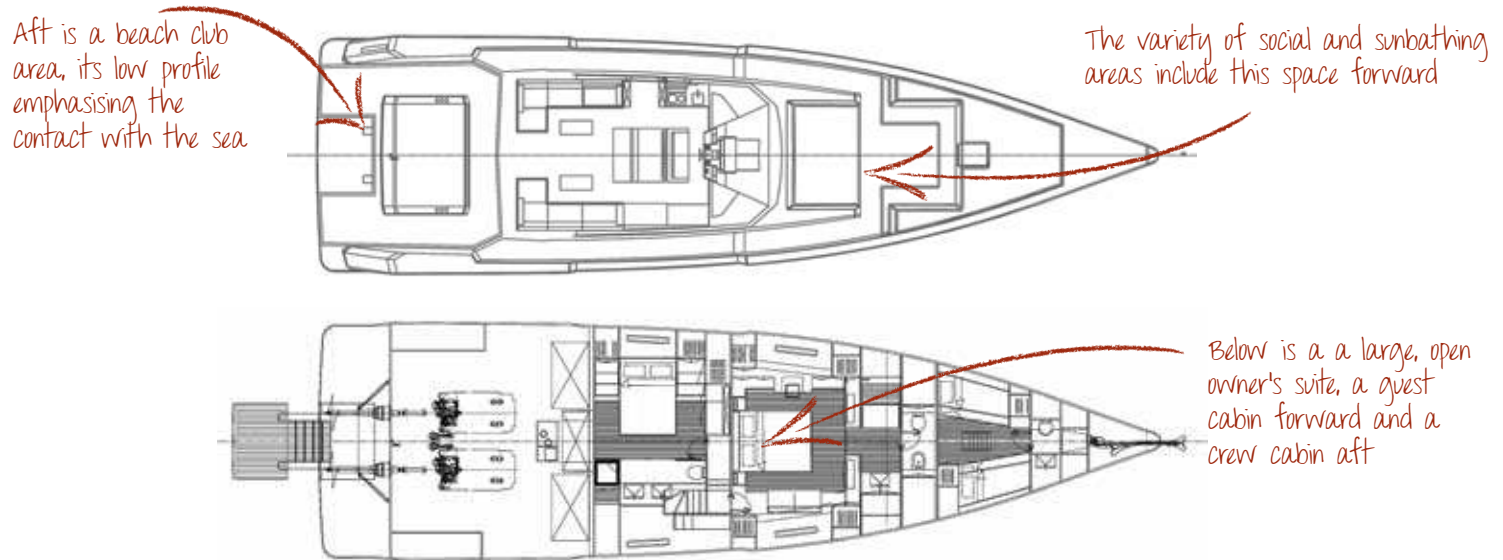
The intention to keep active contact with the sea is obvious aft, where a large social area sits very low in the water and is the perfect place to spend time when at anchor. A private beach club features a central platform that lowers for easy access to the water, while the teak deck contrasts pleasantly with the red and Metallic DuPont black tones of the hull and superstructure. The same colour contrast is also found in the bow, where open-air seating, if necessary, can be covered with awnings. Another area to relax in the sun is a large sundeck at the bow, again made to the owner's requests.

Amidships on the deckhouse the wheelhouse and the saloon are designed to accommodate guests in a comfortable and generously proportioned surroundings, all while ensuring a view of the water. Many of the accessories and features aboard have been custom-made specifically for this boat. This includes cleats for the

handrails and the furniture inside, everything was done specifically for this Maori 78; we know already that the next model in the range will be different, especially the configuration below decks.

The 78 will certainly not go unnoticed; it captures the attention not just for its aesthetics but also for its 'small speedboat' attitude, yet in the shell of a 24 metre. Occasionally, seen at a distance and thanks to her shape and the colour of her hull, she looks almost military, a misconception reinforced by her sheer pace and attitude. She is conceptually close to solutions already tested by other yards, but has been designed and built with enough technical and aesthetic brio to make her absolutely original.

As Ciampa states: 'We want our boats to arouse surprise and admiration, a challenge that we are meeting with the same commitment, as the warriors of the Maori.'



MAORI 78 *Maori Yacht*



<p>LOA 24m LWL 21m Beam 6.9m Draught 1.2m Displacement 45 tonnes</p>	<p>Engines 2 x MAN 1,800hp Speed (max/cruise) 42 knots /30 knots Range at 30 knots 300nm</p>	<p>Generator Kohler 20kW Fuel capacity 4,000 litres Water capacity 650 litres</p>	<p>Owner and guests 4 Crew 2 Construction Composite Classification CE A</p>	<p>Naval architect Mario Pedol; Marco Ciampa Interior and exterior design Nauta Design; Maori Future Concept</p>	<p>Builder/year Maori Yacht/2013 Olbia, Italy t: +39 07 89 59 91 39 e: info@maoriyacht.com w: maorifuture.com</p>
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