



# Liberty

THE FIRST YACHT IN ISA'S 500 SERIES SHOWS THE POSSIBILITIES OF REFASHIONING THE SUPERSTRUCTURE OF A SEMI-CUSTOM YACHT, AS WELL AS THE YARD'S ABILITY TO ADAPT TO CHANGE

words: Amanda McCracken

photography: Marc Paris

LIBERTY



You might think there's nothing new in the claim of Marcello Maggi, International Shipyards Ancona's president of sales and marketing, to 'deliver the requirements and requests of owners'. But all the yachts that ISA now builds are derived from what owners have asked for, and unless they have a client the yard will not start a project. Since it was taken over by London consortium the Yachting Investors Group in 2006 and given a cash injection, ISA's future has looked more exciting. At one time the brand had only one design in its portfolio – a raked forward superstructure, with a signature pair of very steep stairways carried up to the top deck. But ushering in a new era, Marcello Maggi and his partners decided to introduce fresh ideas

to the yard and focus on custom yachts, the first of which was the elegant *Mary Jean II* – a huge gamble as it meant doing away with the signature design. Nowadays the engineering and design is done in-house with the concept and external styling tasked to Andrea Vallicelli Design.

For the new 500 series, ISA has developed the popular 48-metre hull structure into a 50-metre, with a few tweaks. While the usual A, B, C choice of designs is fine if you want a superyacht for a fixed price and your requirements happen to be met, this clever concept goes further. Three yachts from the new 500 series have already been sold and they demonstrate dramatic differences in design.

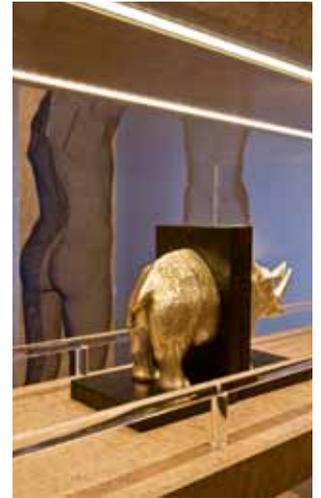
Those who visited the Monaco Yacht Show will have seen just how different the models of the 500 series can

A sunbathing area forward of the bridge (right) could be a distraction for the officer of the watch while on passage, but a great place to catch the breeze when at anchor.

A Bimini gives good shade to the upper deck dining area (above) while the sundeck (left) is perfect for more formal meals. The bar overlooking the ocean (far left) has a teak base and a slate countertop







The bridge deck saloon (below) is a fun and funky place to hang out. Details found here and throughout the yacht include brass shell-shaped or coral-shaped sconces, 'bois flottant' lamps and coffee tables, and pebble-filled resin table lamps





‘They wanted elegant modern lines and the latest technology, but also warmth, comfort and details that would make their boat stand out’

be. The platform for the *Liberty* and *Papi du Papi* hulls is identical – semi-displacement with a round bilge, deep keel, bulbous bow and accentuated deadrise. The bottom half of the superstructure is the same on both yachts, with identical fashion plates in the aluminium superstructure and wide covered walkways on main and upper decks.

But if you favour the stairways of the traditional ISA look, although they make the boat appear slightly top heavy from amidships forward, you would choose *Papi du Papi*. *Liberty* has sleeker lines, making her look longer than her actual length. The fact that they are sisters seems extraordinary – I don’t think I have seen two superstructures so different on yachts from the same series.

*Liberty* has some interesting exterior touches and an interior that is an explosion of fantasy. She does not have the traditional large beach deck, although there is room for a bathing ladder and hand shower, and the design does away with an exterior staircase to the aft deck. Instead there is an under-deck stairway, reached from the main deck aft, to the garage with its Castoldi Jet Tender 21 LC – launched by a single point Cramm crane through a side opening in the hull. A further crew/rescue tender, a Castoldi Jet Tender 15, is found on the bow along with two SeaDoo’s.

The contrast of the DuPont Steel Black topsides against the Cold White superstructure emphasises the yacht’s flared bow and the way the hull line dips down to the stern. A seam of long tinted windows on the main and

upper decks gives good light, until it begins to taper away.

Two MTU 4000 M71 engines deliver 1850kW at 2,000rpm through shafts to fixed screw propellers, to give 17.2 knots at half load. The yacht’s range is good at 11 knots reaching 4,400nm, with 180 litres of fuel per hour used by each engine. An increase in speed reduces range and increases fuel consumption – for instance, at 15 knots you halve the range to 2,100nm and up fuel consumption to 495 litres per hour on each engine.

The 500 series comes with standard equipment: two fin Quantum ZeroSpeed stabilisers, a fan coil air conditioning system by Condaria, two watermakers which deliver 13,000 litres a day; a Jets vacuum sanitary system; a 90kW Schottel bow thruster; 18 underwater lights by Underwater Lights Ltd; a fuel purifier; a fire and gas detection system by Consilium Marine and two high powered Northern Lights 155 kW generators (upgraded), rather than two of lower power output and an emergency generator (in case of failure there is emergency power by UPS system). In the engineer’s domain there is a small but effective control room which is air conditioned and separate systems control cabinets, a Hi Fog system, diving tanks and a standalone diesel pump for refuelling the tenders.

The engine room is a good size but the large engines leave little room for the other engineering components. The set-up has been altered to include an essential tool box, but getting to all the systems is very tight. The laundry is off this area and is extremely small. This was



originally supposed to be the engineer's cabin but he is now in the crew area. A tunnel which links the crew quarters with the engine room using a trolley on wheels helps when transporting goods between these areas. The fifth guest cabin is where the captain's cabin is usually found – on the bridge deck. The captain is on the lower deck, aft of the guest area.

At the Monaco show, it was interesting to see potential clients' reactions. Exterior areas are comfortable and standard in layout, but as you step through the main saloon doors, nothing prepares you for the interior design. Exciting, over-powering, or a designer gone mad, I will let

you decide. Personally, I found it tranquil (except for the shark cabin) and fun. A marine landscape is translated into oversized pieces of furniture, huge photographs of ocean creatures, distressed mirrors, marbles and luxurious fabrics.

The owners so liked the work of Stefania Biondo dalla Casapiccola on their house and private jet, that they gave her full reign over their yacht, the first she has designed.

'Even though the owners plan to use the yacht for formal entertainment they will use it mainly with their family,' says dalla Casapiccola. 'They wanted elegant modern lines and the latest technology, but also warmth, comfort and details that would make their boat stand out.'



'Liberty is not just another floating house, every living space on this yacht reminds you that you have entered the water element and the sea is its purpose'





'Liberty is not just another floating house, every living space on this yacht reminds you that you have entered the water element and the sea is its purpose of being,' she says. 'Also each space is carefully thought out, with original, unexpected details that give each cabin or guest area its own interesting personality.'

In the main deck saloon, with its teak floors, the emphasis is on oversized and freestanding furniture, distressed mirrors and fabrics echoing a coral seascape. There are six cabins, including a VIP on the bridge deck and owners' on the main deck, each of which has a theme – turtle, sea horse, shark, sea urchin, shrimp and starfish.

'The turtle cabin has walls covered in turtle shell print and goffre silk, while the night tables and the headboard are made of a textured leather which mimics the animal's skin,' says dalla Casapiccola.

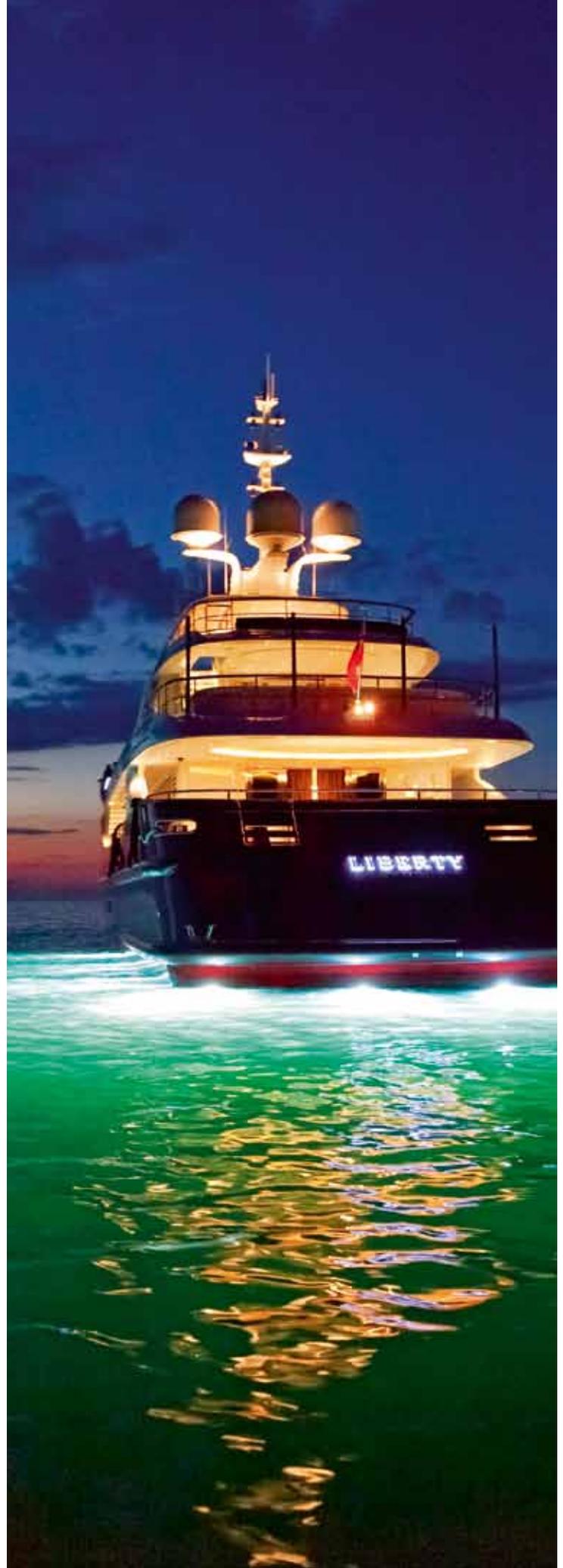
Although its areas are small in volume because there are so many of them, the yacht has a comfortable, vibrant and eclectic feel. The owners are young and have a penchant for art – the fabrics and layout are confident and imaginative and the interior finish, by three companies, is well done. It is good to see a shipyard react to the demands of owners and ISA should be pretty pleased with the result.

The owners' suite (this page) forward on the main deck follows the eclectic style of the yacht with smaller rooms, open shelves and displays of art. The mesh sculptures in the bedroom are by David Begbie, who experiments with light and form. The sculptures become translucent when a focal light is switched on, giving the impression that they are made of light. The guest cabins are also aquatically-themed (right)

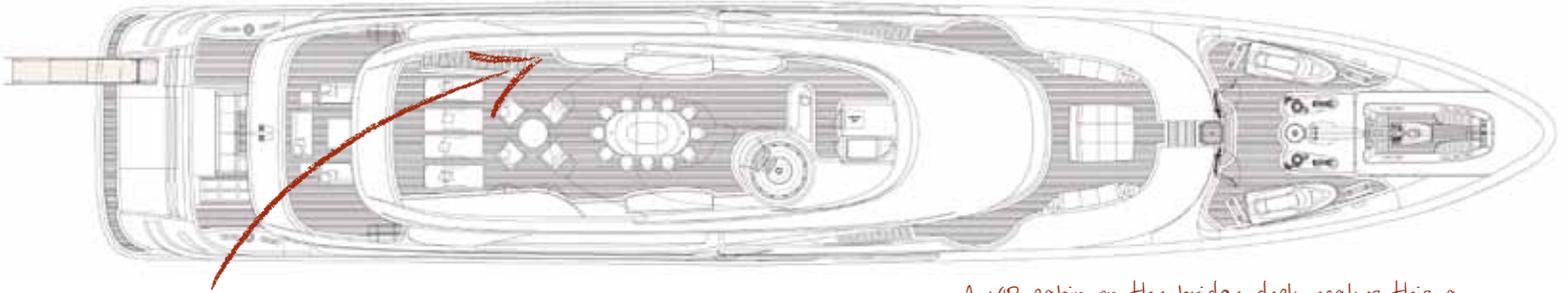




‘The turtle cabin has walls covered in turtle shell print and goffre silk, while the night tables and headboard are made of a textured leather which mimics the animal’s skin’

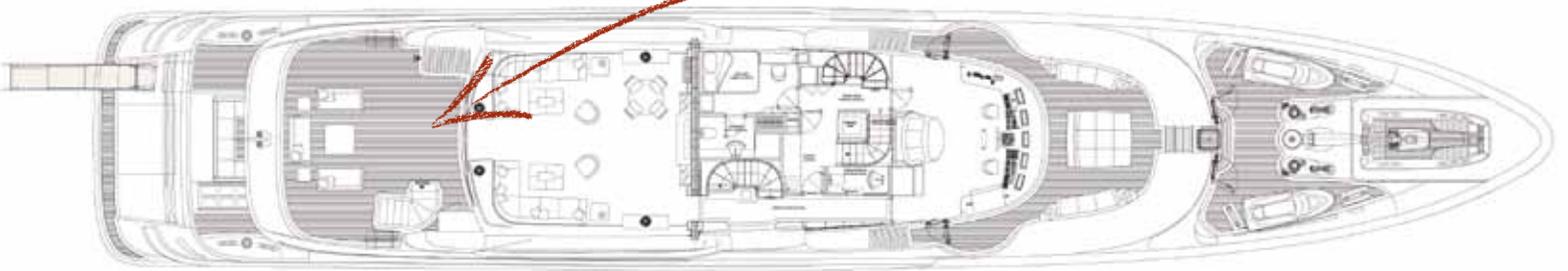


# LIBERTY



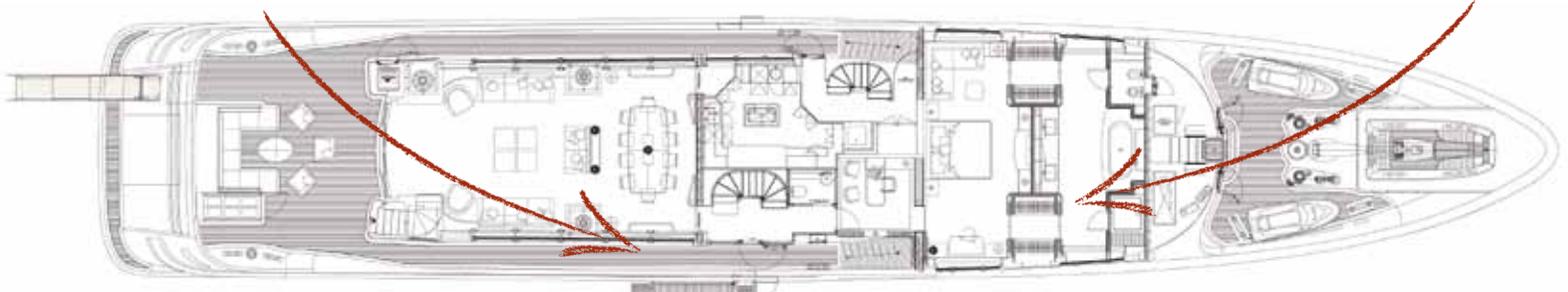
There is no spa pool on the sundeck leaving more room for a bar overlooking the ocean and dining up top

A VIP cabin on the bridge deck makes this a six cabin yacht. All crew are on the lower deck, including the captain

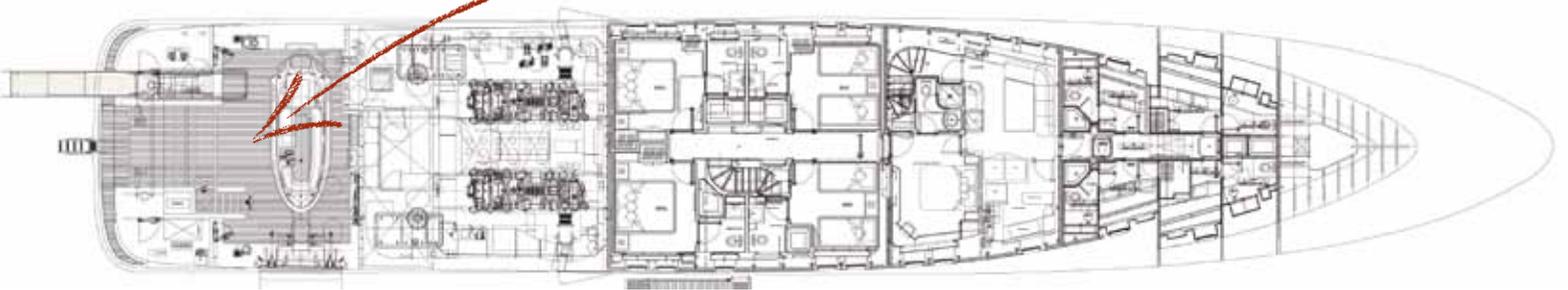


Good width covered walkways enable guests to access the boat from different entrances

The owners cabin is unconventional, with lots of smaller areas within the space



There is no large beach club aft but adequate room to swim off the boat and a hand shower is provided



## LIBERTY International Shipyards Ancona



LOA 49.95m  
LWL 42.7m  
Beam 9m  
Draft 2.55m  
Displacement 471 tons (half load)  
Gross tonnage Under 500 GT ITC

Engines  
2 x MTU 12V4000 M71  
1,850 kW @ 2,000rpm  
Speed (max/cruise)  
17.2 knots / 15 knots  
Range at 15 knots  
2,100nm  
Bowthruster  
90kW Schottel STT 110

Generators 2 x Northern  
Lights M1066H 155 kW-  
400 V/ 1500rpm  
Fuel capacity  
84,000 litres  
Water capacity  
18,000 litres  
Owner and guests 2/10

Crew 11  
Tenders  
21' Castoldi, 15' Castoldi  
Construction  
Steel hull and aluminium  
superstructure  
Classification  
MCA

Naval architecture  
ISA Technical Department  
Exterior styling  
Andrea Vallicelli  
Interior design  
Stefania Biondo della  
Casapiccola/BDC Interior  
Design & Decor

For charter  
TBC  
Builder/year  
ISA/2011  
Ancona, Italy  
tel: +39 071 502191  
email: info@isayachts.com  
web: www.isayachts.com