

New SABDES 50metre Design;

The latest SABDES design comes in the form of a 50 metre (164') Superyacht that goes against the 'bigger is more impressive' yacht trend, instead focusing on producing an exciting, stylish, advanced luxury yacht, efficient in fuel and emissions, with an intent to be environmentally sensitive in both the vessel's building and cruising life.

Conceived by Australian Superyacht Stylist Scott Blee, the yacht is based around an advanced slender hullform with a reverse bow, offering superior seakeeping, minimised wave 'slamming', economical 25 knot performance, and long distance range. The hull design also will be optimised to have a minimal surface and hull wake, thus reducing its impact on sensitive marine life, as well as shoreline erosion. The external styling is contemporary, clean and slightly aggressive; Sharp edges and sweeping lines intersect glass windows in the superstructure. A 'classic' yacht character is achieved by the side glass protection strakes being covered with wood veneer, and also in the use of wood panels in the sides nearing the transom.

The easily driven hull is propelled by a hybrid diesel-electric system, and offers a much higher cruise speed than an equivalent length displacement yacht. The propulsion system uses a shaft motor/generator designed to put surplus energy back into its battery banks. The yacht's total power consumption will be kept to a minimum by careful consideration of every technical element throughout; for instance, the vessel will have LED lighting, there will be more reliance on natural cooling to support the air conditioning system, and insulation and window materials are carefully selected. At anchor or in port, silent running can be achieved, by switching off the generators and running on the main battery banks. The vessel also has the ability to silently manoeuvre in and out of harbour, by using its retractable bow and stern thrusters for propulsion.

The layout provides for expansive indoor/outdoor recreational areas; A forward sun lounge has a glass spray screen that wraps around the stem, allowing guests better enjoyment in an area normally reserved mainly for anchoring and mooring equipment. The hull's high sheer line, sweeps down running aft, framing the large glass louvered sides that offer full height window views from the formal lounge/dining area. Aft of this the superstructure steps in, and glass walls slide and fold away, opening the area to the transom, and creating a huge entertaining space of 160 square metres. The side hull glass have sun louvers that minimise exposure from direct sun, and openable windows maximising the natural air flow. The lounge layouts are made intimate by arranging seating spaces into smaller casual groups.

The Galley is full width, forward of the formal lounge and dining area. Forward of this in the forepeak area, a Portside opening 'gullwing' door, reveals a 7 metre tender, Zodiac inflatable, and jet skis. The innovative launch system is set at an angle and takes advantage of the hull's narrowing shape forward; allowing launching larger tenders if desired, without need for a larger door. The compartment can also double as a crew recreation area, and is easily accessed from the crews quarters.

The Bridge is up a level, with Bridgewings allowing the Captain good visibility when docking. The Bridge windows sweep up, becoming the sides of the upper sundeck, providing clear views, even when sitting in the large spa pool. A stairway gives access up

to the 'crows nest' integrated into the mast, allowing guests expansive views from up high. The Owners Stateroom is located behind the Bridge, and has its own private office and library, and private sundeck aft. The Guest Staterooms are all located in the hull, benefitting their comfort by being in the lowest roll centre. The main Guest Stateroom is full width, with large square portholes, creating expansive sea level views. Aft of this are two Guest Staterooms on Portside, and two on Starboard. A sea level platform opens up, between the guest staterooms, allowing owner and guests easy access boarding from the yacht's tender.

A sea level gymnasium is further aft, normally where the tenders would be seen, and has a large transom door that raises up, allowing open air exercise onto the stern boarding platform. The Gym compartment is also used for storing dive equipment, allowing easy access for divers into and out of the water.

The SABDES 50 has been designed to be an advanced and environmentally conscious Superyacht. The thinking behind the design, is to plan ahead for future system upgrades as technologies advance, without need for making major redesign and structural changes; for instance, conversion to a fuel cell system is being planned into a future refit. Build methodology and materials are being carefully analysed; no rare timbers will be used, and whenever possible, materials sought will have a low processing footprint.

The SABDES 50's dimensions are not extreme, by today's scale of Superyacht, but have been selected as they allow for an economic sized Superyacht, that reduces its impact on the environment, without sacrificing on style, safety, luxury, or performance.

For further information and images of the SABDES 50, visit www.sabdes.com

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Characteristics:

LOA: 50.00m. **LWL:** 48.90m. **Beam:** 8.00m. **Draft:** 2.60m. **Height** (keel to mast top): 16.90m. **Propulsion:** Hybrid diesel/electric system. **Speed:** 25 knots. **Range:** 3000nm. **Materials:** Hull Steel / Superstructure Aluminium. **Designer:** Scott Blee - SABDES Design

