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Alia Yachts unveils the 27m Atlantico a transformer chase boat

By**Andrei Dragos** November 20, 2020 68 0

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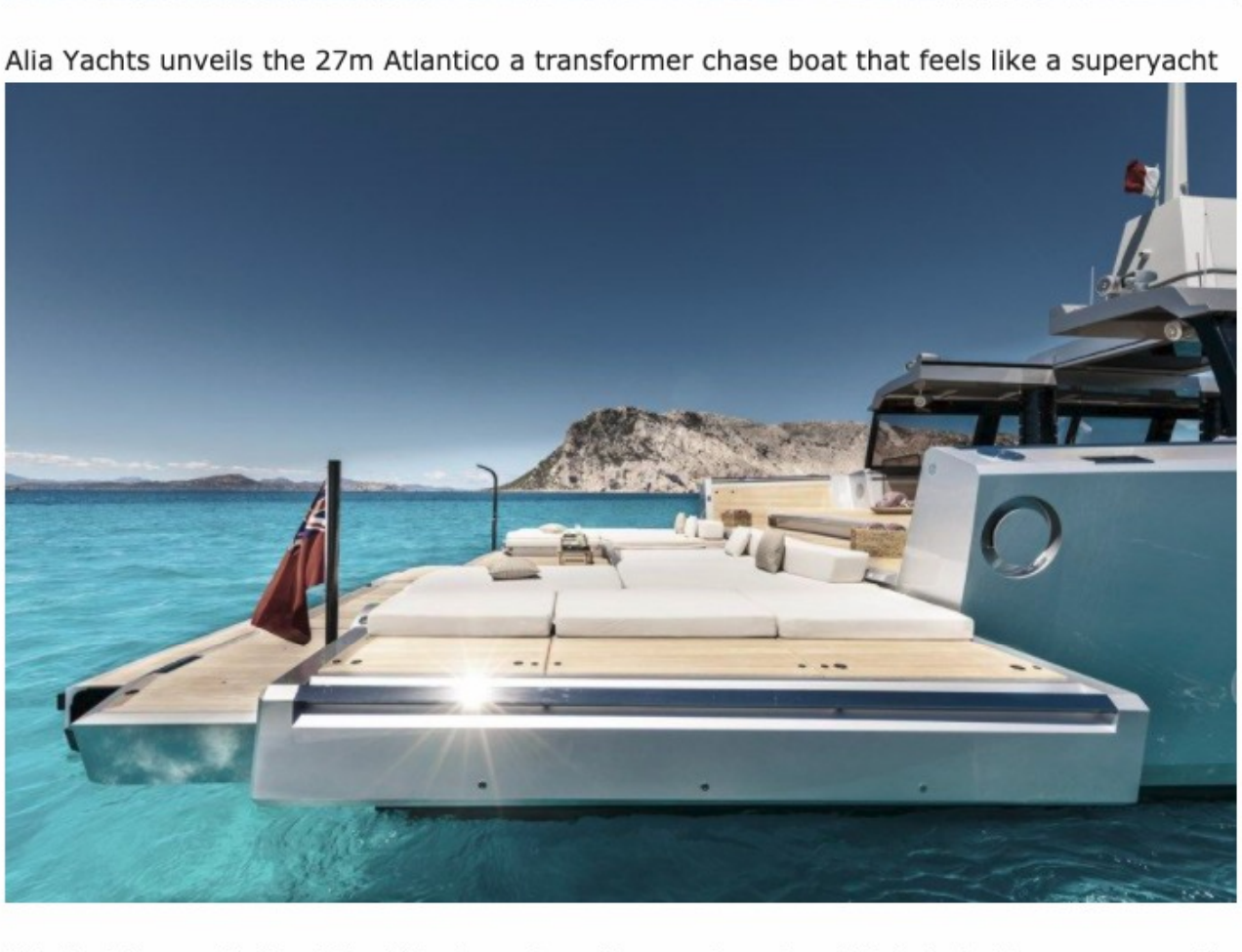
“The brief was for a chase boat, but that doesn’t do justice to the scope of the project,” says Gökhan Çelik, President of Alia Yachts. “This is a boat that can entertain guests in the same high style as the mothership, effectively extending her accommodation with two luxurious double cabins. Across its 27m, Atlantico offers an extendable beach club, huge forward lounge, protected saloon and exquisite interior.”

Alia Yachts unveils the 27m Atlantico a transformer chase boat that feels like a superyacht



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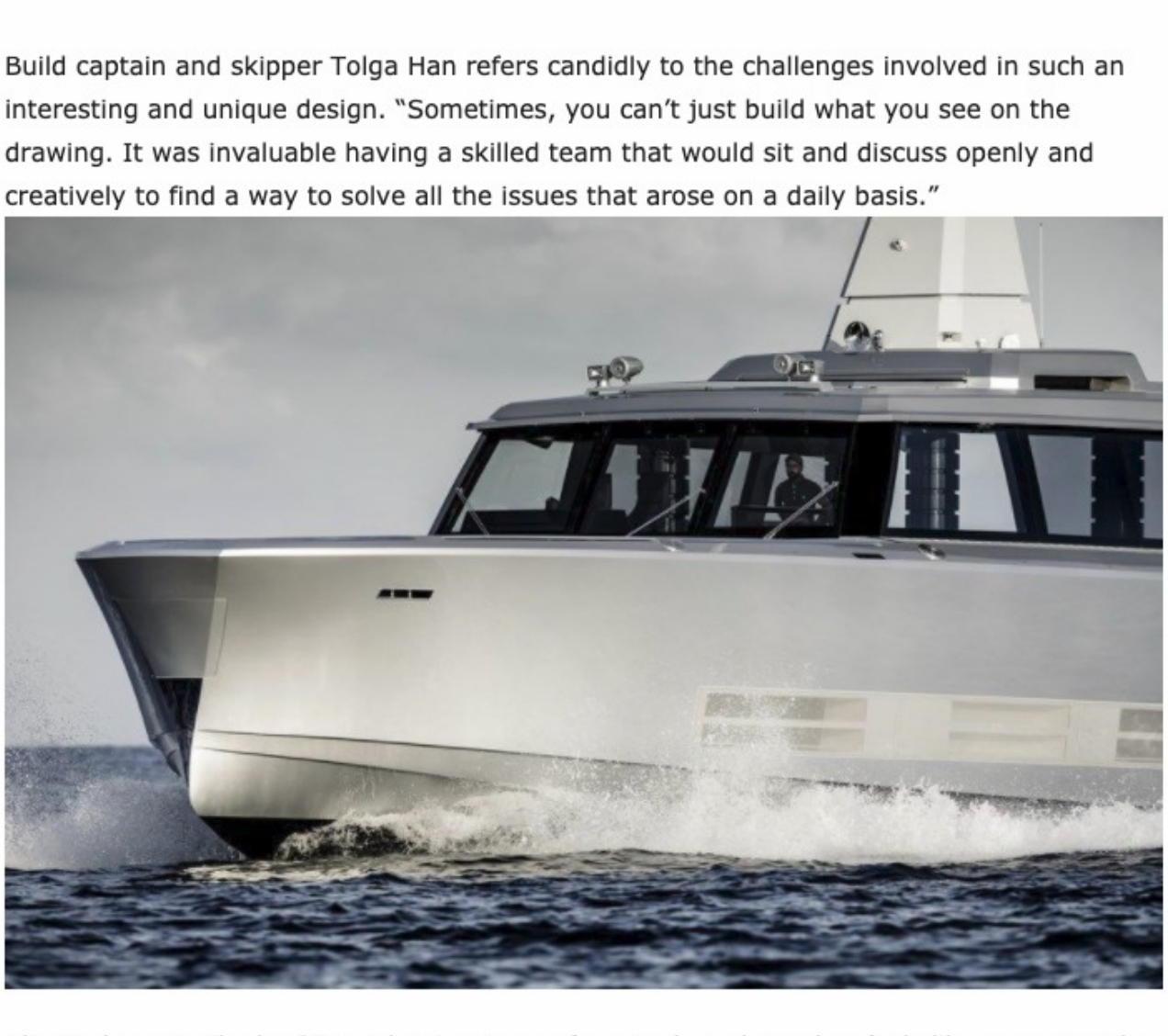
The complex project fused naval architecture from Lateral with Alia’s shipbuilding know-how, which extended to every element of the interior furnishing. “The idea with Atlantico, from the real beginning, was to create something innovative & unique that could fully satisfy our needs: a fast & comfortable chase boat which can also be used independently. The initial concept was to try and break conventional boundaries of width, proportions and liveability of a support vessel,” says the owner of Atlantico and the mother ship Atlante. “Through tight collaboration of those involved, the outcome is a fast open-plan platform by the sea with no compromise on quality, style, innovation and performance.”

Build captain and skipper Tolga Han refers candidly to the challenges involved in such an interesting and unique design. “Sometimes, you can’t just build what you see on the drawing. It was invaluable having a skilled team that would sit and discuss openly and creatively to find a way to solve all the issues that arose on a daily basis.”



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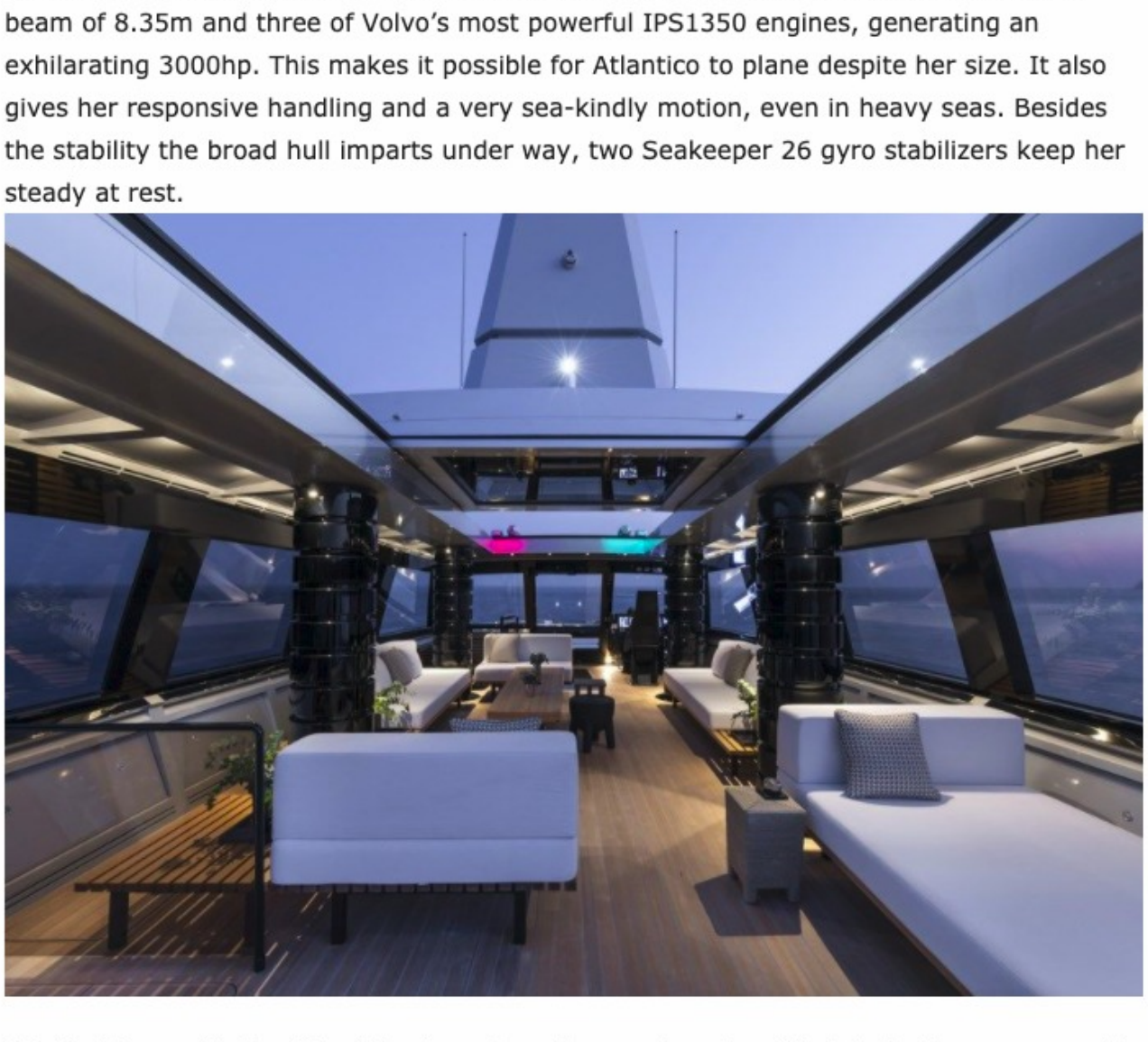
First up, the hull needed to be capable of high speeds, so it was designed with a broad beam of 8.35m and three of Volvo’s most powerful IPS1350 engines, generating an exhilarating 3000hp. This makes it possible for Atlantico to plane despite her size. It also gives her responsive handling and a very sea-kindly motion, even in heavy seas. Besides the stability the broad hull imparts under way, two Seakeeper 26 gyro stabilizers keep her steady at rest.



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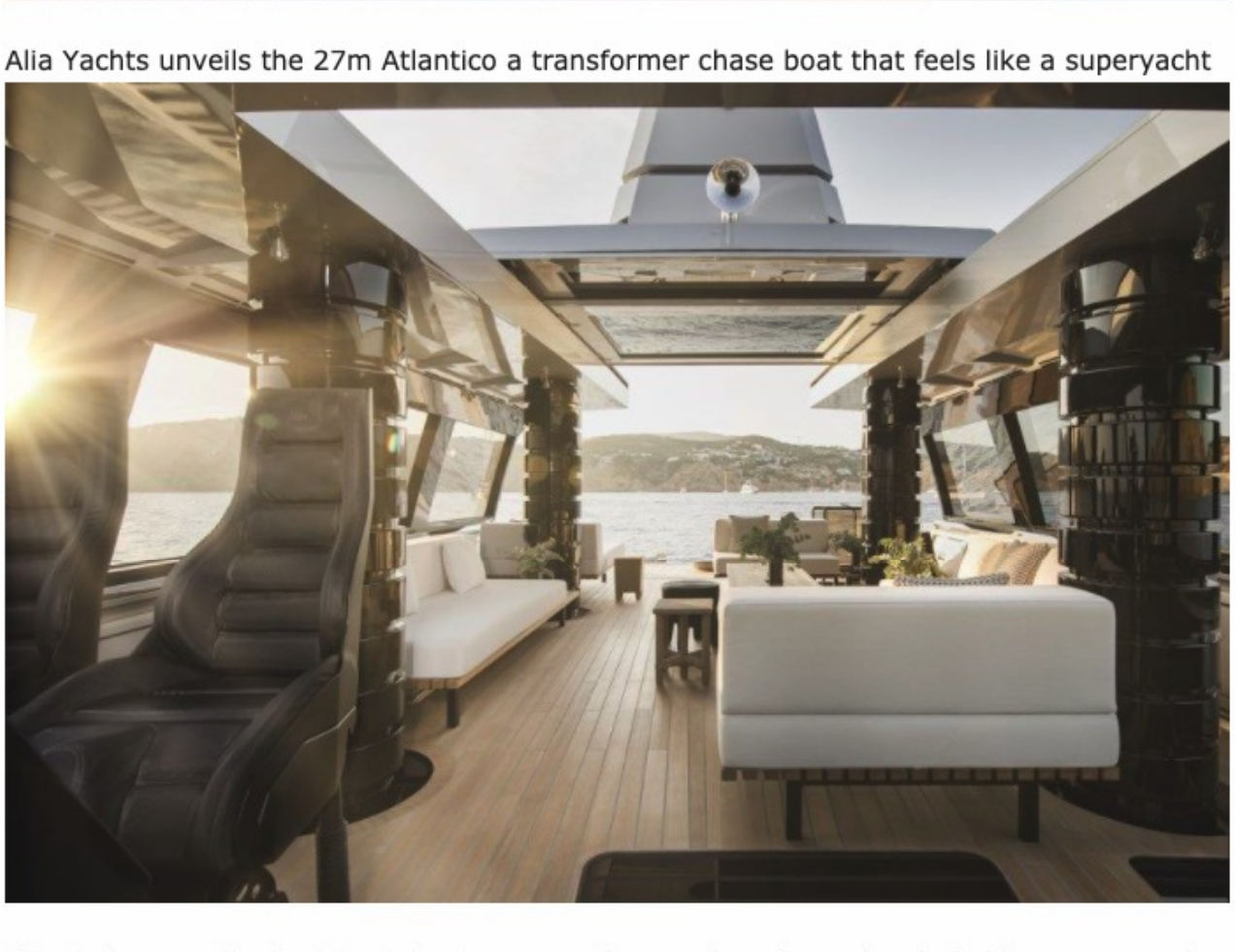

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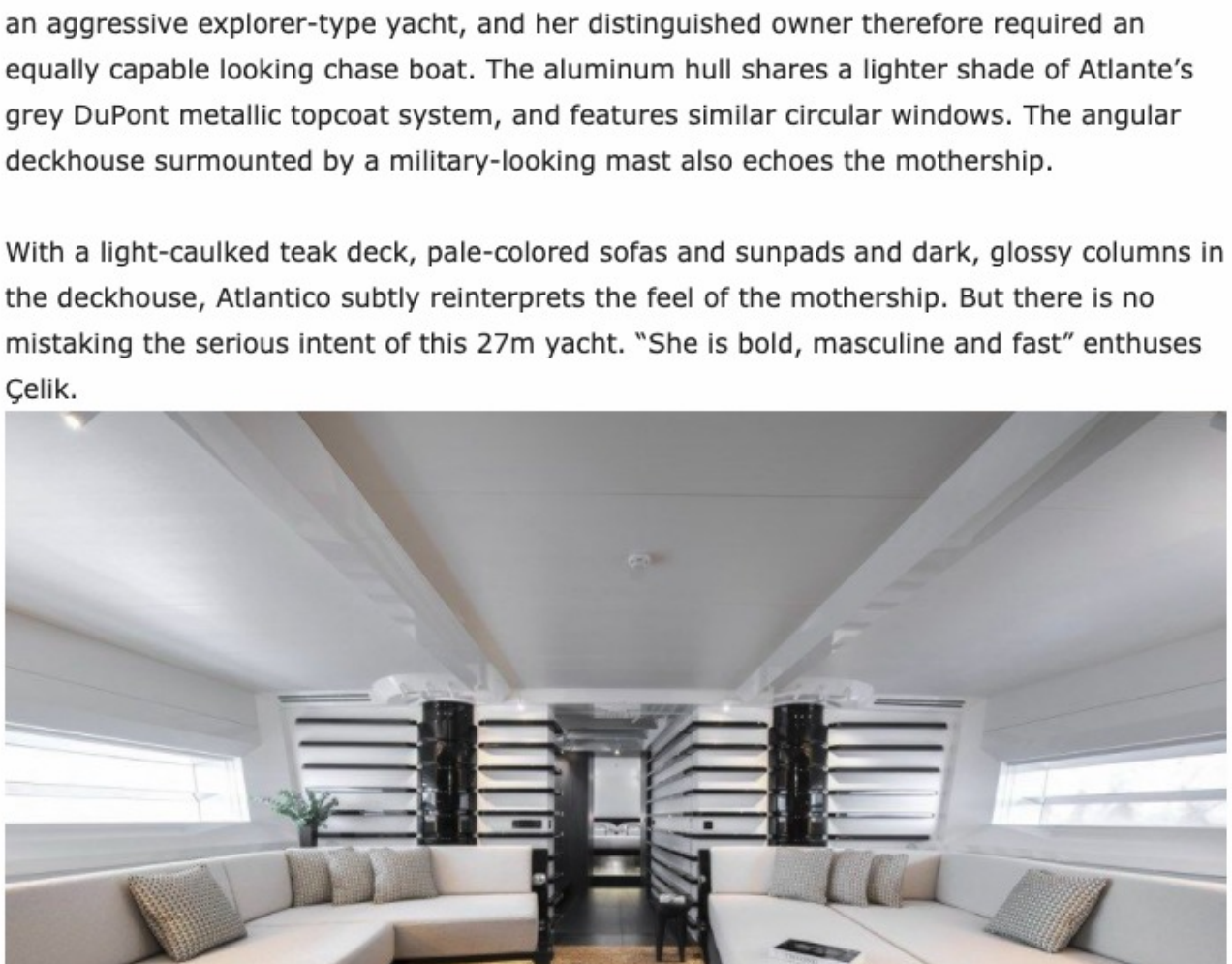
“We were originally approached because of our combined superyacht and naval vessel experience,” says Gary Rossall of Lateral Naval Architects. “The challenge was to provide a proven hull form for this specific role, with demanding performance and seakeeping requirements. The hull is derived from one of our proven patrol vessel platforms and had therefore benefited from extensive development and testing of the key attributes.”

Naturally, the exterior look of the boat reflects that of the 55m mothership, Atlante. She is an aggressive explorer-type yacht, and her distinguished owner therefore required an equally capable looking chase boat. The aluminum hull shares a lighter shade of Atlante’s grey DuPont metallic topcoat system, and features similar circular windows. The angular deckhouse surmounted by a military-looking mast also echoes the mothership.

With a light-caulked teak deck, pale-colored sofas and sunpads and dark, glossy columns in the deckhouse, Atlantico subtly reinterprets the feel of the mothership. But there is no mistaking the serious intent of this 27m yacht. “She is bold, masculine and fast” enthuses Çelik.



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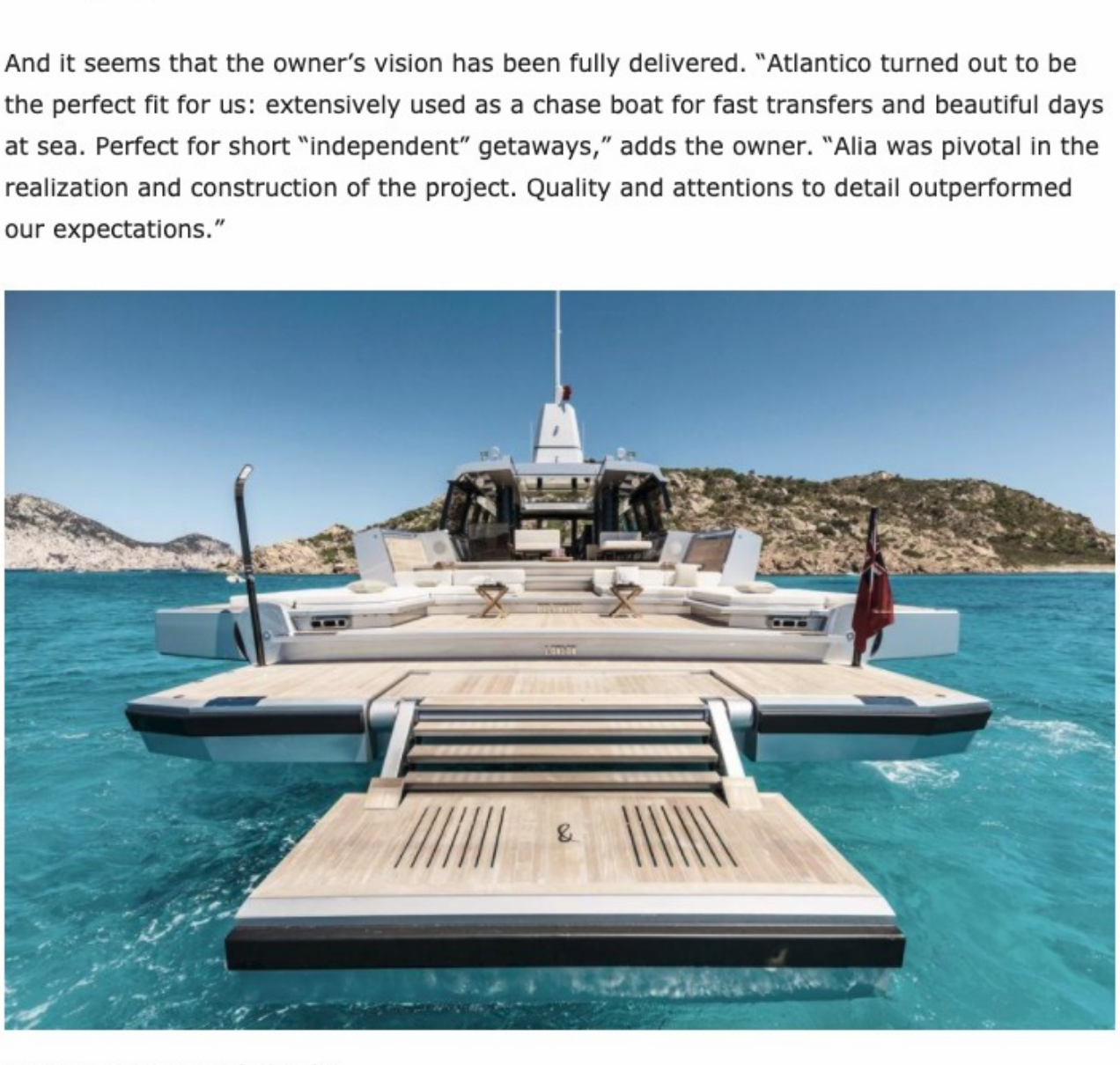
The blend of cool and comfort continues below, where there are two impressive double cabins with large freestanding beds. Gloss white walls contrast firmly with the dark, lavish wood of furniture and bulkhead paneling, all cleverly lit by indirect light. Small details strike you, such as the multiplicity of storage, hidden behind tessellating wooden panels with flush opening mechanisms.

There are all the amenities required of a large yacht, with two sophisticated shower rooms and a very capable crew galley aft, together with accommodation for up to four crew. “Atlantico is far more than a chase boat,” says Çelik. “This is a boat which can easily be used as a stylish weekender for exploring shallow bays or inaccessible islands, and offers both exhilarating speed and the range to cover 600 nautical miles at cruising speed.”

“We have built a very unique vessel that reflects her owner’s unparalleled vision and impeccable taste. To bring this machine into being with uncompromising quality, and within the requested performance levels – it was a challenge for all those involved. We couldn’t have done it without the experience we have gained from building highly complex 50m-plus superyachts.”

And it seems that the owner’s vision has been fully delivered. “Atlantico turned out to be the perfect fit for us: extensively used as a chase boat for fast transfers and beautiful days at sea. Perfect for short “independent” getaways,” adds the owner. “Alia was pivotal in the realization and construction of the project. Quality and attentions to detail outperformed our expectations.”



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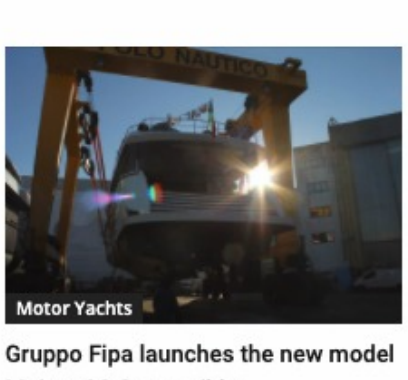

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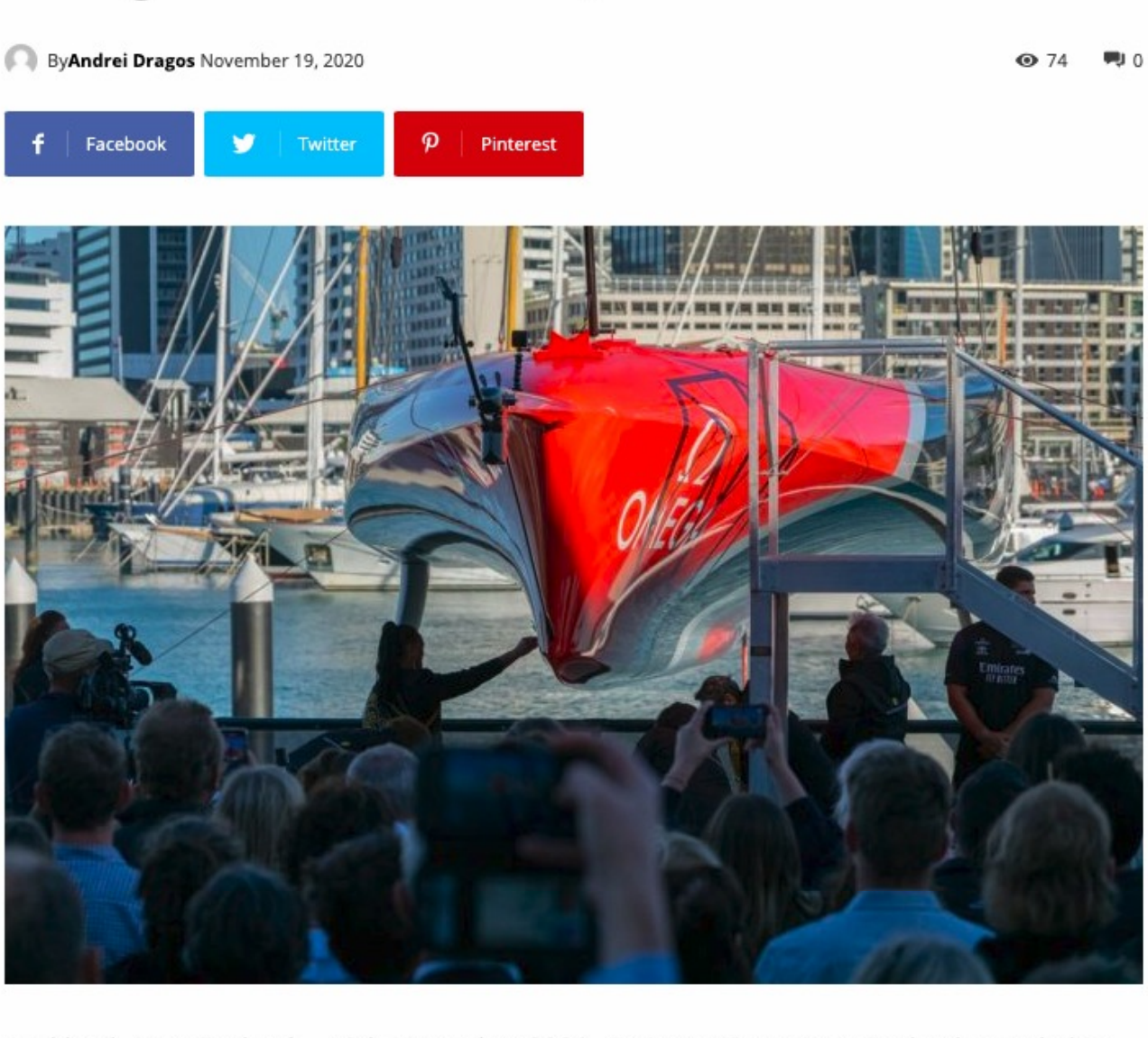

Auckland, New Zealand – 19th November 2020. Emirates Team New Zealand revealed its second generation AC75 to the world this evening at its base in Auckland’s Viaduct. It is the boat that will be used to defend the 36th America’s Cup presented by Prada in just over 100 days’ time.

The boat was blessed by Ngāti Whātua Ōrākei and proudly christened ‘Te Rehutai’ by Lady Margaret Tindall in a ceremony in front of close to 900 friends, family, sponsors, suppliers and supporters of the team.

Taiaha Hawke from Ngāti Whātua Ōrākei explained the significance of the name: “Te Rehutai: Where the essence of the ocean invigorates and energises our strength and determination.”
Ngāti Whātua Ōrākei have named both Te Rehutai’s predecessors, Te Aihe and Te Kāhu. “This time we came up with some options to present to the team so they could come together collectively to decide on a name they felt resonated best with them as a team and clearly ‘Te Rehutai’ struck a chord with them.” said Hawke.

Te Rehutai is the last of the second generation AC75’s to be launched across the AC36 teams. The fleet of boats that will lock horns in the 36th edition of the 170 year old America’s Cup are now on display for the eagle eye enthusiasts to pore over the finer details with the common understanding that the fastest boat has always won the America’s Cup.

For Emirates Team New Zealand CEO Grant Dalton, boat launches are always a particularly proud day for the entire team.

“These occasions are special because they give you a quick opportunity to take a moment and be proud of what has been achieved. But not by a long stretch is this the end, we still have a huge amount to achieve in the next 4 months if we are to win the America’s Cup again.”

The design and build of an America’s Cup boat is often one of the hidden mountains that need to be scaled in any cup campaign because of the necessary secrecy and confidentiality to protect the design IP at vital stages of a campaign.

Emirates Team New Zealand COO Kevin Shoebridge explains just how much of an effort has gone into getting Te Rehutai on the water. “We had our launch date for our race boat in the calendar for probably close to a year. So it really is a huge feat that we are here launching Te Rehutai today considering we lost 5 weeks of build time in the first COVID-19 lock down.

That is an extraordinary effort, which we haven’t ever experienced before as a team. I can’t speak highly enough of the skill and determination that the team at our build facility have shown under exceptionally challenging circumstances for not only them but our suppliers, sponsors and everyone that has contributed. ”

Much is made of the tens of thousands of man hours of the design and construction that go into a boat of this complexity, but it is roughly the same for all of the teams. It is the intangible factors that are the differences that can decide an America’s Cup many months in the future.
Time will tell how important those intangibles will be.

There is plenty that is different looking at the overall shape of Te Rehutai.
Not a traditional looking hull shape which points to the clear aerodynamic emphasis given to the design.
Dan Bernasconi,Head of Design, said: “We’ve been searching for the perfect balance between hydrodynamic and aerodynamic performance. An AC75 that was optimised purely to accelerate and take-off would look very different to one which was optimised for steady-flight – and that’s reflected in the huge variation we see between our Competitors’ yachts in the fleet. Te Rehutai is designed to excel in both domains – the water and the air – and we’re confident she’ll be competitive across the range of wind-speeds we may see in the America’s Cup.

Across the team, Emirates Team New Zealand had to keep pushing the boundaries from everything that was learned testing with Te Aihe. There was always going to be a convergence of the design of the second generation of AC75’s so there is no room for complacency or being conservative.

However as Bernasconi explains there is an ongoing requirement to remain open minded and fluid in developments over the latter part of the campaign, “We have confidence in our designs, our build and our ideas. But in saying that we also need to be humble enough to realise that until we get out racing in one month’s time there isn’t much to say we are right and even then, we won’t have the full performance picture until March 6th. So we will be pushing our development as hard as possible to make sure we get as much speed and performance out of Te Rehutai as possible.”

The milestone that any launch signifies is the handover from the designers and the boat builders to the sailing team- the ultimate client.
An exciting occasion for the man that will take the wheel, Peter Burling.
“Getting a new toy is always exciting, but we are pretty much past the point of excitement already as the next 2 weeks are some of the most crucial for the campaign in terms of continuing our development and getting ready to race for the first time in a matter of weeks.”

The sailing team have been off water for close to 5 weeks now spending long hours in the gym, and even more hours in the shed helping prepare Te Rehutai for launch.
“The guys are eager to get out on the water again. The designers and boat builders have done their jobs, now it is time for the sailing team to do ours.
The pressure is on for sure, but that’s where we are most comfortable so we can’t wait to race.” said Burling.

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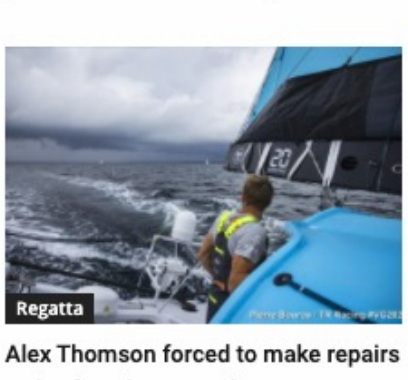

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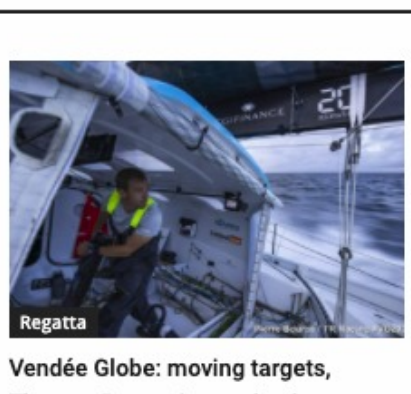

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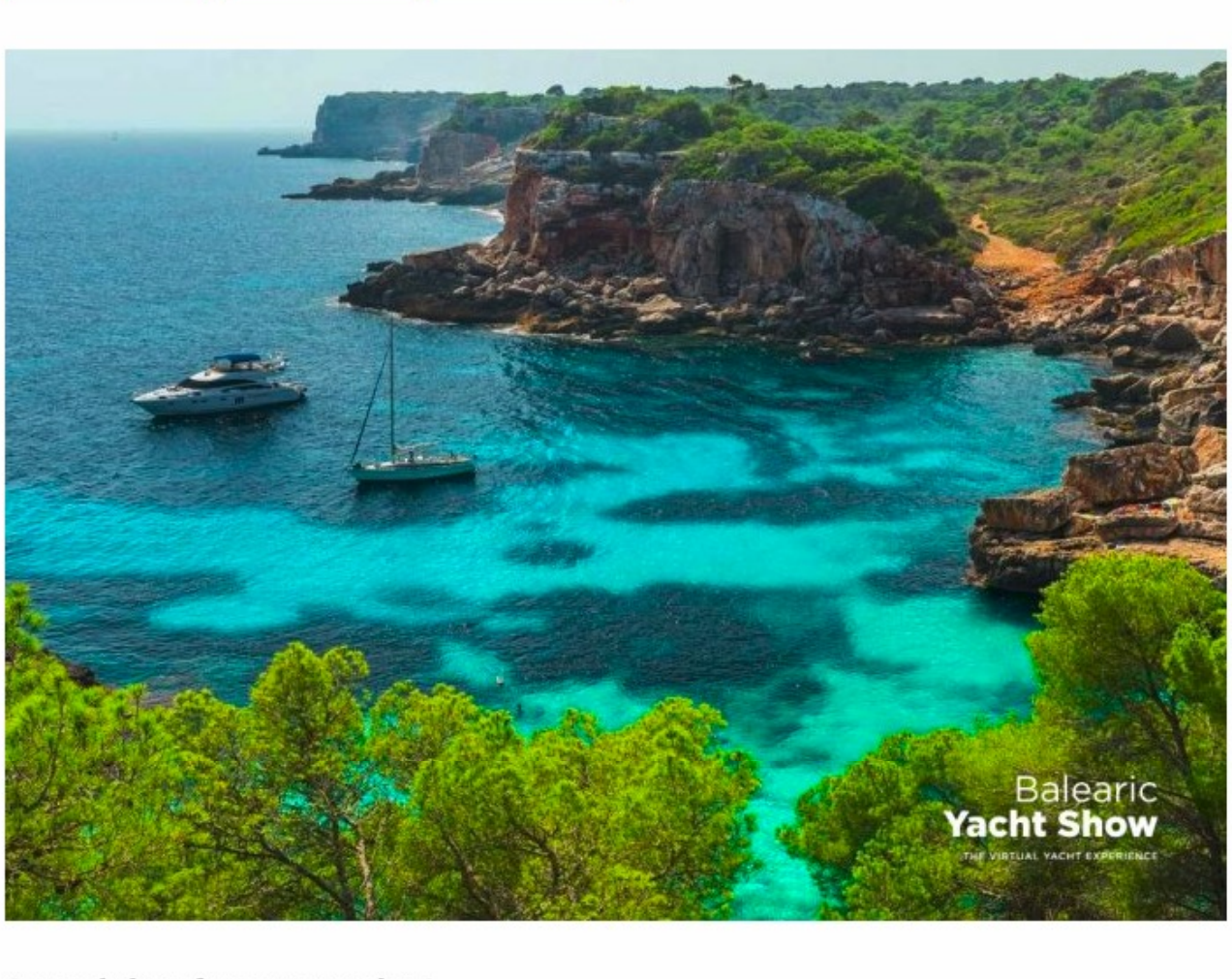

A good time for superyachts!

Martin Redmayne, president of Superyacht Group, is optimistic about the evolution of this market, he said during his speech at the Balearic Yacht Show.

“I am absolutely optimistic about the future of the superyacht industry for the simple reason that we have a higher profile today than we have had so far.” Martin Redmayne was very positive, in the first presentation of the Balearic Yacht Show, the first virtual boat show in the Balearic Islands. This online show takes place from today until Friday 20th November, where you can “virtually” meet over a hundred entities linked to the world of sailing.

The opening ceremony of the Balearic Yacht Show presented by the presidents of the Chamber of Commerce of Mallorca and the Balearic Marine Cluster, Antoni Mercant and Antoni Salom, was also attended by Juan Pedro Yllanes, vice president of the Government of the Balearic Islands, who highlighted the role of the Balearic Marine Cluster as a promoter of sailing in the Balearic Islands, a sector with a high degree of specialization and a high industrial component.

Juan Carlos Plaza, director of the Balearic Islands Port Authority, for his part, said that this virtual show will serve to unite efforts and demonstrate the strength of the marine industry.

An online show where you can find 360 tours of boats, a hundred companies in the marine industry with which to connect and conduct live meetings and more than 40 conferences related to the marine industry.

Seeing the evolution of the markets and the effect that the Covid-19 pandemic has had on them, Redmayne bets on “a very busy summer 2021 for the charter world” and says that “superyachts are becoming a safe bubble in which to enjoy a vacation away from cities or large resorts.

To maintain the good growth forecasts of the sector, the president of Superyacht Group believes that it is crucial to “better educate our future buyers” as well as the workers of the industry, “workers who we have to take care of more and train better”. Redmayne has also stressed the need to bet on a more sustainable and environmentally friendly industry. “A boat that spends a large amount of gasoline to sail at 30 knots is not attractive to the new generation of potential buyers, a generation more aware of the need to take care of our planet.

Finally, Redmayne urged the institutions to position themselves alongside the marine industries. “A superyacht is not the toy of a billionaire; we have to change that perspective and explain to governments that this industry has an added value”.

CONNECTION BETWEEN MARINE COMPANIES IS KEY FOR THE CURRENT SITUATION

The connection between nautical companies is recipe for overcoming the COVID Crisis

Antoni Riera, director of the Impulsa Baleares Foundation, said in his speech during the Balearic Yacht Show that before the pandemic the Balearic marine industry was in an “exciting moment”.

Under the title ‘The marine industry, the key for the global competitiveness of the Balearic Islands’, the technical director of the Foundation Impulsa Baleares and Professor of Applied Economics at the University of the Balearic Islands (UIB), Antoni Riera has offered a detailed report of the marine industry in the archipelago.

The conference took place during the first of three days of the Balearic Yacht Show, the first virtual boat show in the Balearics, which began today and will end this Friday, organized by the Chamber of Commerce of Mallorca and the Balearic Nautic Marine.

Riera said that before the arrival of the covid-19 pandemic, Balearic sailing was in an “exciting” moment and said that the specific weight of the marine industry in the archipelago was “higher than in the rest of Europe. “The Balearics have done very well in the last ten years,” he said.

“Before covid-19, the Balearic Islands had 1,742 nautical companies, some of them with a great export capacity for both yachts and sails,” said Riera in his telematic conference. “This business volume accounted for 14.7% of the Balearic industry and employed 7,066 people,” he said.

Before the arrival of the covid-19, Riera has recalled that the Balearic nautical company had gone from giving work to 4,750 people to employing 7,066 in over ten years. “Our nautical company had been adding many entrepreneurs and a large number of regional sectors,” he has insisted.

Now, in times of pandemic, Antoni Riera recommends “linkage and connectivity” between companies in the sector to refloat business. “We must achieve a close connection between the actors of the marine industry,” he said. “We must not forget either that tourism pivots around the sea”, he has stressed.

The professor of the UIB has admitted that the coronavirus pandemic has “damaged” the nautical sector. “It has destroyed business fabric and has destroyed jobs, certainly, but I think we are able to, in 2021, turn that around with a response based on the connection between companies”, he has reiterated.

“A dynamic sector such as the nautical one, which had grown 37% in the last 10 years, must have the capacity to react”. “To move forward, it is necessary to put the blue ahead, keep the sea in good health and activate levers,” said the professor.

Addressing the public administrations, Riera has requested that the competent bodies consider the nautical companies a dynamic and changing sector and that, if possible, they make policies “as a kind of tailor-made suit” for each case, due to the diversity of modalities that includes the branch.

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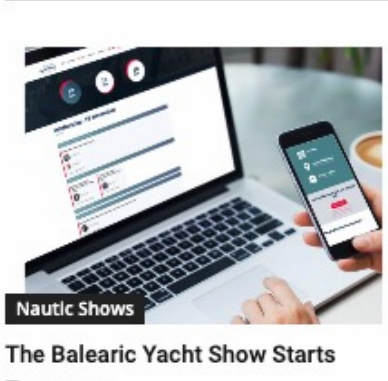

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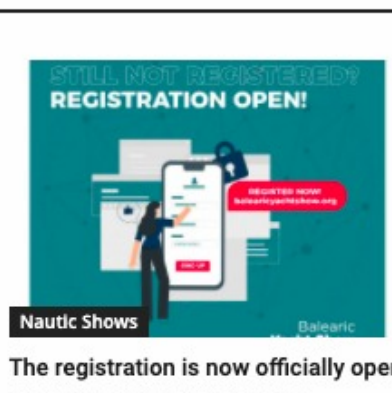

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