

# Yacht <sup>37</sup> première



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## MONDOMARINE M40 EXPLORER

*by Mondomarine, Cantieri Navali Campanella, Sergio Cutolo – HydroTec,  
Umberto Fossati – Fossati Design Bureau*

The renewal of Mondomarine – in progress since 2013 – is continuing in line with the strategic programme devised by the Italian brand's new management. After the new organisation plan was drawn up, investments to improve the facilities were made and a prestigious new sales and marketing office was established in Monte Carlo. This year, the time has also come to redefine Mondomarine's identity in a process that has given rise to a new corporate image, a new brand logo and a new website. By a happy coincidence, all this has happened at the same time as the celebrations for the centenary of Cantieri Navali Campanella, the production site in Savona where the design and construction units are located. This century in

operation has also been aptly celebrated with the successful and timely acquisition by Mondomarine of another famous historic Italian shipbuilding brand: Cantieri di Pisa. This major industrial concern with technologically advanced facilities located in Pisa has a yard occupying 12,000 m<sup>2</sup>, together with 6,000 m<sup>2</sup> of sheds and a basin of approximately 1,000 m<sup>2</sup>. Talking about this new acquisition, which brought with it a bonus of six luxury motor yachts under construction, Alessandro Falciai, chairman and co-owner of Mondomarine with Roberto Zambrini, had this to say: *"I am very pleased with the success we have achieved. I am certain that it has rewarded the quality of a business plan that amongst other things involves enhancing* ➤

NEXT



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*the abilities and skills of the employees of Cantieri di Pisa and of all the related businesses. The process is part of the Mondomarine development strategy, the objective of which is to achieve a leadership position in the top of the range yacht sector. To that end, Cantieri di Pisa's historic 'Akbir' line will be refocused on high-quality production of semi-displacement aluminium yachts in lengths of 30 metres plus. This is the ideal way for us to celebrate the centenary of Cantieri Navali Campanella, our production site in Savona, this year.*" At the Savona production facilities, there are currently five new motor yachts in various phases of construction, with different planned launch dates. Four motor yachts have already been sold to four different Owners and three are currently being built entirely in light aluminium alloy. The delivery of the Mondomarine SF40 is due to take place at the end of this year, followed by the Mondomarine M50 and the Mondomarine M60S in the course of next year. This last will be the largest vessel ever built by the Italian shipyard, but of course that is only for the moment – the future is uncertain, although there are a few rumours going around. One of the other two motor yachts under construction is the Mondomarine M54, currently still available for purchase, which is being built in steel and aluminium with delivery presumably possible in 2018. Meanwhile, the delivery of the Mondomarine M40 Explorer is planned for the first half of 2017, and this is the vessel presented in these pages. The fifth of the motor yachts simultaneously under construction at the Cantieri Navali Campanella facilities, it has a high tensile steel hull and a light aluminium alloy superstructure. The creation of the new Mondomarine M40 Explorer, sold to a European Owner, began as is traditional with the ceremonial cutting of the first plate, which took place in the first week of June this year. The first plates were prepared and assembled in the presence of Mondomarine's management and designer Sergio Cutolo of HydroTec, who devised the exterior design of the motor yacht and, together with the Mondomarine Engineering in-house team, the vessel's naval architecture. The motor yacht's interior design is the work of designer Umberto Fossati of Fossati Design Bureau. Yet again, then, from design to construction, Mondomarine demonstrates the masterly skill of an all-Italian creation. As always with the Italian shipyard's luxury motor yachts,

everything on the Mondomarine M40 Explorer has been specially designed with the greatest attention to every detail: for example, just consider that even the tender has been designed to echo the yacht's unusual hull shape on a smaller scale. Where this element is certainly gratifying from an aesthetic perspective, the innovative hull is equally satisfying from a technical point of view. The latter has been developed using sophisticated simulation and CFD software with results tangibly verified in a series of rigorous tank tests. Excellent navigation efficiency values were obtained, and these are reflected very positively not only in the seakeeping characteristics and the quality of on-board comfort, but also in the reduced fuel consumption. Consequently, this also results in a substantial increase in range and makes it possible to make a considerable reduction in pollutant emissions, providing further confirmation of the Italian shipyard's keen concern for the natural environment. Moreover, as is well known in the yachting sector, back in 2007 Mondomarine produced the first motor yacht to obtain the RINA Green Star certification, namely the famed Tribù, which has already sailed around the world three times. This 50-metre yacht also marked Mondomarine's debut in the large market segment of exploration vessels, and so naturally, in turn, the new Mondomarine M40 Explorer also represents the continuity of the Italian shipyard's activity with this type of motor yacht. This continuity, however, also marks a genuine evolution in a new exploration vessel concept focused on a formulation more in line with the current requirements of the contemporary world market. The design of the Mondomarine M40 innovatively combines the special technical and functional characteristics of a working vessel with the aesthetic and lifestyle characteristics found in the latest trends and requirements of the leisure vessel clientele. The main design elements typical of explorer vessels are all here: a full displacement hull with a prow high above the water line, naval architecture based on structural robustness and high levels of stability when in motion to ensure maximum safety even in extreme, demanding conditions, and naval engineering with engines and technical systems suitable for long voyages. In addition to the bridge deck, which occupies the full beam of the superstructure and offers more than 180° visibility to the horizon partly ➤



## MONDOMARINE M40 EXPLORER

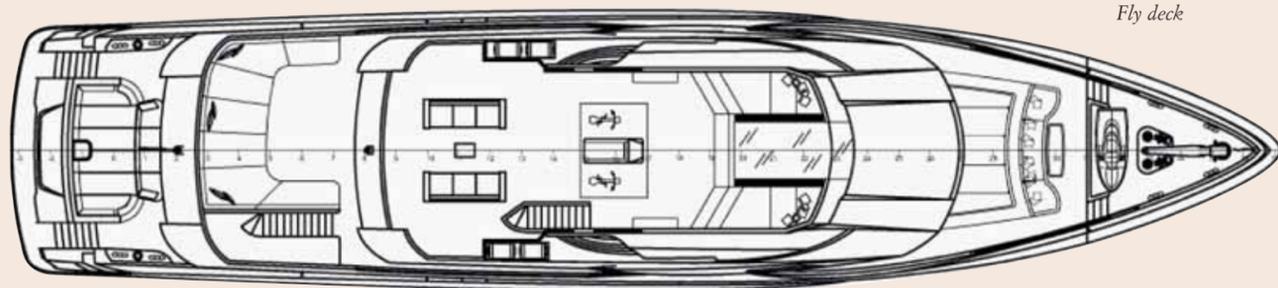


thanks to the fly bridge with its external helm stations, a high bulwark has been designed for the fore deck to provide suitable protection and safety for the manoeuvring area. At the same time, in the covered areas, large spaces have been provided for well thought out garaging of the auxiliary transport vessels. Finally, as the vessel is designed for long ocean voyages, she comes with numerous large storage and cooling spaces. That said, however, she is intended primarily for private family cruising, in accordance with her Owner's requirements, and the new Mondomarine M40's leisure vocation is clear in the attractive, elegant lines of her exterior design and the spacious convenience of her layout, which offers huge outdoor areas and large interior spaces. The layout of this exclusive new project from Mondomarine is clearly that of a luxurious, prestigious motor yacht decidedly focused on open-air living and direct contact with the marine environment, as well as on the desire for the utmost relaxation in complete privacy. It is a balanced combination of factors that is unmistakably enhanced by the harmonious presence of natural light and panoramic views.

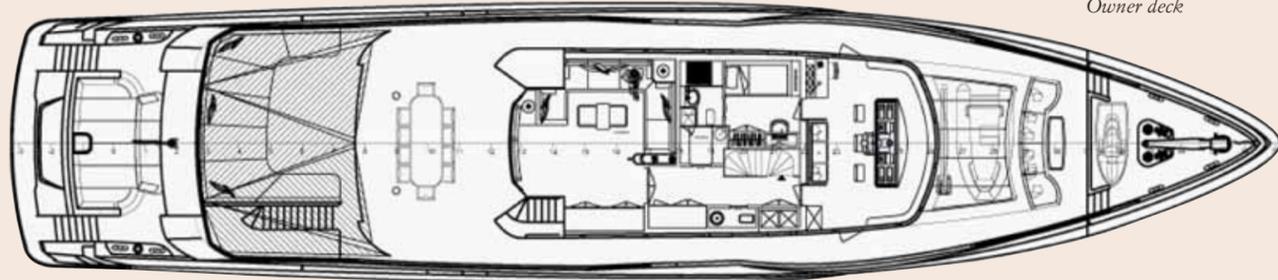
*Flaviano Perelli*



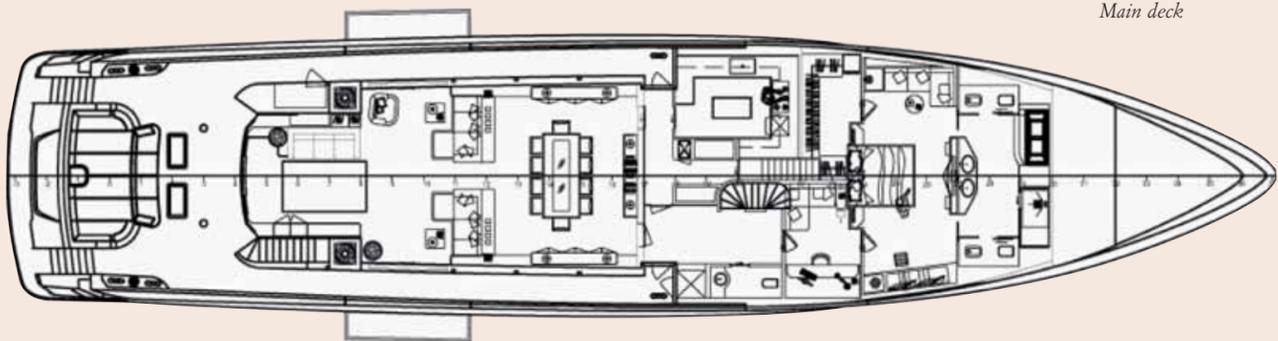
Profile



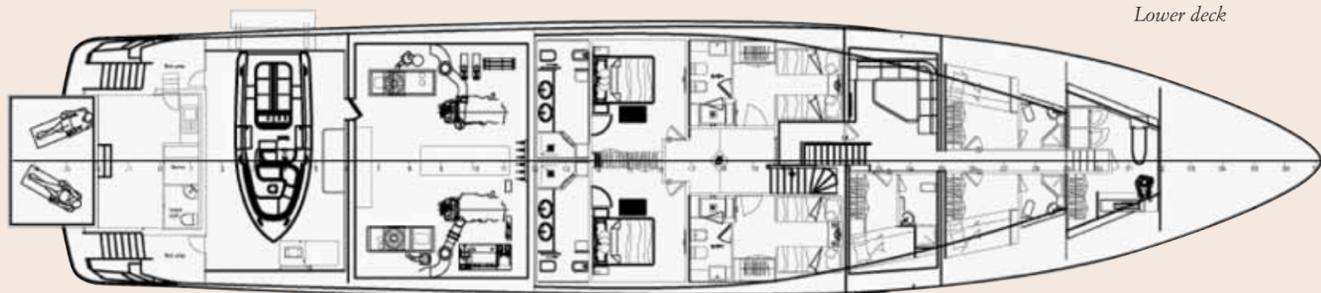
Fly deck



Owner deck



Main deck



Lower deck

## MONDOMARINE M40 EXPLORER



### MAIN TECHNICAL DATA

|                             |  |
|-----------------------------|--|
| Hull                        | Steel  |
| Superstructure              | Light Alloy  |
| LOA                         | 39.68 m  |
| BOA                         | 8.50 m / 27'88" ft   |
| Draft                       | 2.70 m / 7'54" ft  |
| Maximum speed               | 14 knots   |
| Cruising speed              | 10,5 knots   |
| Range at 10 knots           | 6,900 nm   |
| Fuel capacity               | 75,000 litres  |
| Fresh water tanks           | 8,500 litres   |
| Main engines                | 2 x Caterpillar C32 Acert  |
| Maximum power               | 2 x 746 kW at 1,600 RPM  |
| International gross tonnage | 430 GT   |
| Class register              | Rina_C Hull ⚓ Mach Ych Unrestricted Navigation   |
| Flag                        | Red Ensign – Compliance LY3  |
| Naval architecture          | <b>Sergio Cutolo – Hydro Tec &amp; Mondomarine Engineering</b>   |
| Exterior design             | <b>Sergio Cutolo – Hydro Tec</b>   |
| Interior design             | <b>Umberto Fossati</b>   |
| Shipyard                    | <b>Mondomarine</b><br><a href="http://www.mondomarine.mc">www.mondomarine.mc</a><br><a href="mailto:info@mondomarine.mc">info@mondomarine.mc</a> |