

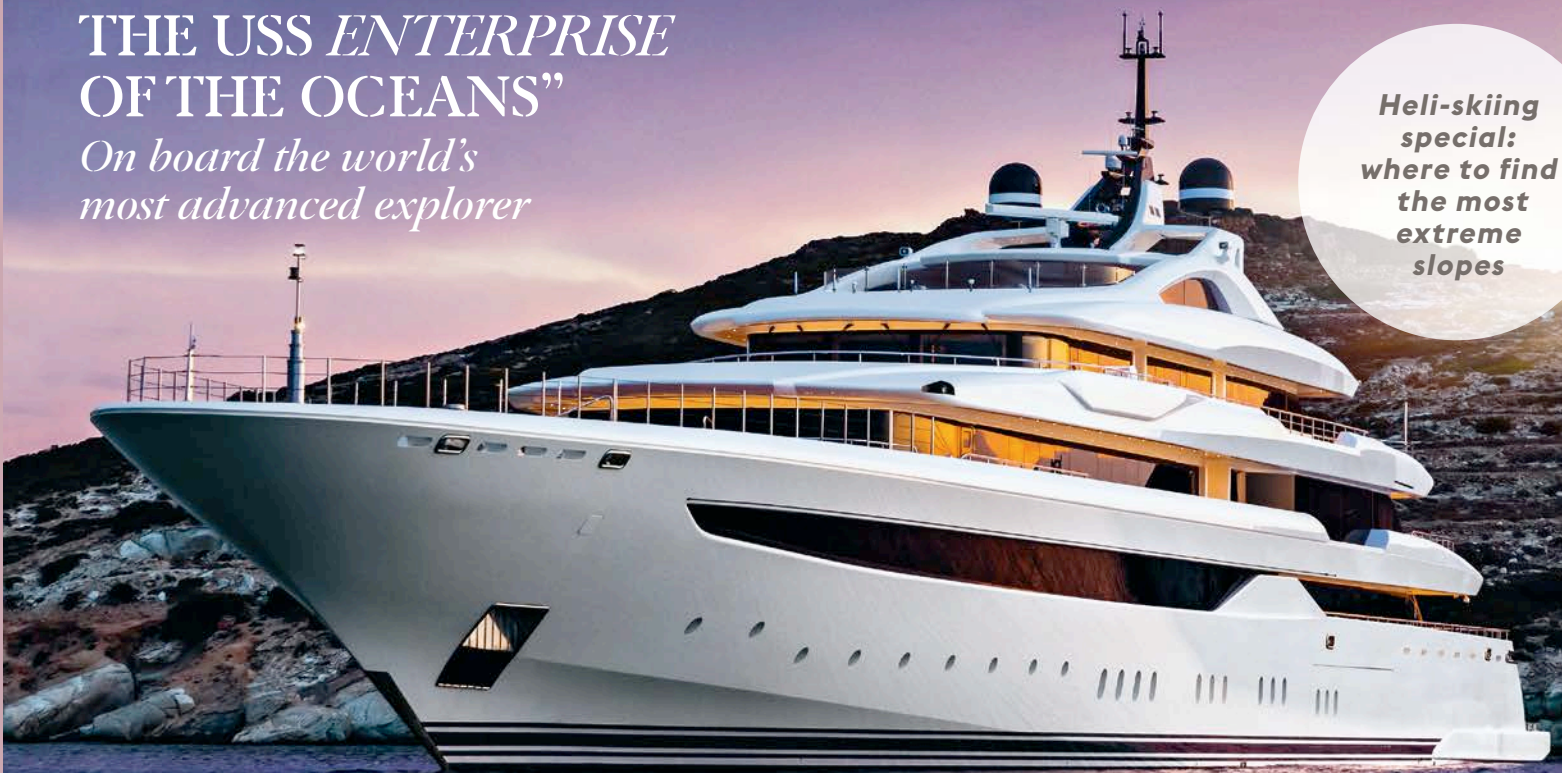
# BOAT

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# A NEW DIRECTION

An explorer with an experienced sailor's touch, *K584* heralds a bright future for Italian yard CPN, says *Cecile Gauert*

PHOTOGRAPHY Maurizio Paradisi







*Above: K584's owners requested a masculine look with a military flavour, which was interpreted with a vertical bow and grey paint. Below: a guest lounge overlooks the mooring deck. Opposite page: the aft deck has room for a six-metre Tideman tender operated by a two-tonne HS Marine crane*





**A**n experienced sailor decided the time had come for him to try a motor yacht on for size – and so *K584* was born, the first yacht built under the name of Italian shipyard CPN.

This 36.6-metre, designed by A. Vallicelli & C. Yacht Design, is highly personal and started as a pure custom project developed over several years. “It was not easy at the beginning to choose this direction,” the owner says of his decision to build his first motor yacht, “but I am very happy about it.”

The first drawing was done around 2012, revisited a few years later, and by March 2018 the owners decided they were ready to take the plunge. Designer Alessandro Nazareth remembers the date well because he was in St Barths for the Bucket when he got the call.

The chosen design was an explorer a little larger than the original concept Vallicelli had created but below 300GT, incorporating a substantial dive

centre, a good galley and crew mess, as well as five comfortable cabins. The styling has what Nazareth calls a “military feeling” but with the undeniable elegance that comes with great symmetry. “The owners did not want a sundeck, so it keeps the profile low,” says Nazareth.

The layout differs a little from the original proposal, with an owners’ cabin on the bridge deck. It’s not a huge space but it is private, with its own terrace for lounging and dining that’s protected by an awning. “When you stay up there, you have the bridge to yourself, and with these fantastic windows you see the sun rising. It’s everything,” says the owner, who likes to take the wheel whenever possible.

Immediately below on the main deck there’s room for a large tender the owners use for their diving expeditions, plus a sturdy HS Marine crane. A wide and well-protected side deck and portside stairs lead to a nice lounge with seating and convertible tables on the foredeck. The

saloon, dining room, a stylish and practical galley, gym and a large VIP cabin round up the accommodation on the main deck.

The lower deck has space for three more guest cabins, a crew cabin and crew mess. Located at the hull’s centre point, they separate the engine room space from the guest area and give crew direct access to the engine room. It’s simple and smartly done.

Simplicity was at the very core of the design. “That was the philosophy of this boat,” says Gianluca Fenucci of Yachting Expertise, the experienced project-management company that helped translate the project into a technically sound, long-range explorer.

“The owners want to go around the world and didn’t want to be at the mercy of something like an electronic failure. They told me over and over, keep it simple.” One of their priorities was to make the build an enjoyable experience.

At about the time the owners decided to go



*Minimalist and warm, the main saloon/dining space combines a textured oak parquet flooring by IPF, Tabu veneer in an ebony finish and white lacquered walls, with just a few splashes of colour*





*Top right: a lot of planning went into the guest-friendly galley, which includes plenty of flexible space for food prep*

ahead with their project, a shipyard not far from their hometown on Italy's Adriatic coast was looking for an opportunity to build its first complete yacht project.

CPN is not a familiar name in yachting circles outside Italy – until K584, it had not built a yacht under its own name. Founder Massimo Belardinelli started his career as an electrician at Fincantieri in the 1970s and set out on his own in 1999, incorporating CPN as a shipyard in 2007. Since then, CPN has been a subcontractor, building hulls and superstructures for superyacht builders up and down the Adriatic coast. Today the yard is managed by Belardinelli and his daughter, Cristiana.

Ancona was a convenient location for the owners, who wanted to keep a close eye on their project. They returned from their first visit at CPN with the feeling they'd get along well in this family environment. "I knew how serious they were," the owner says.

"One of the challenges was to get the water entry right, design the right spray rail and make sure this boat would not get wet like everybody else. It is a difficult goal for a boat of this size with a straight bow," says Fenucci.

Naval architect Antonio Longobardi, co-founder of Yachting Expertise, designed the hull lines and worked closely with the Marin research institute in the Netherlands to achieve the best results. Everything was tested, from the bulbous bow to the CMC electric fin stabilisers.

The results have exceeded expectations.

"This boat has been going for 10 to 11 knots for almost two months, and the consumption at that speed is between 75 and 90 litres per hour, which is extraordinary," says Fenucci.

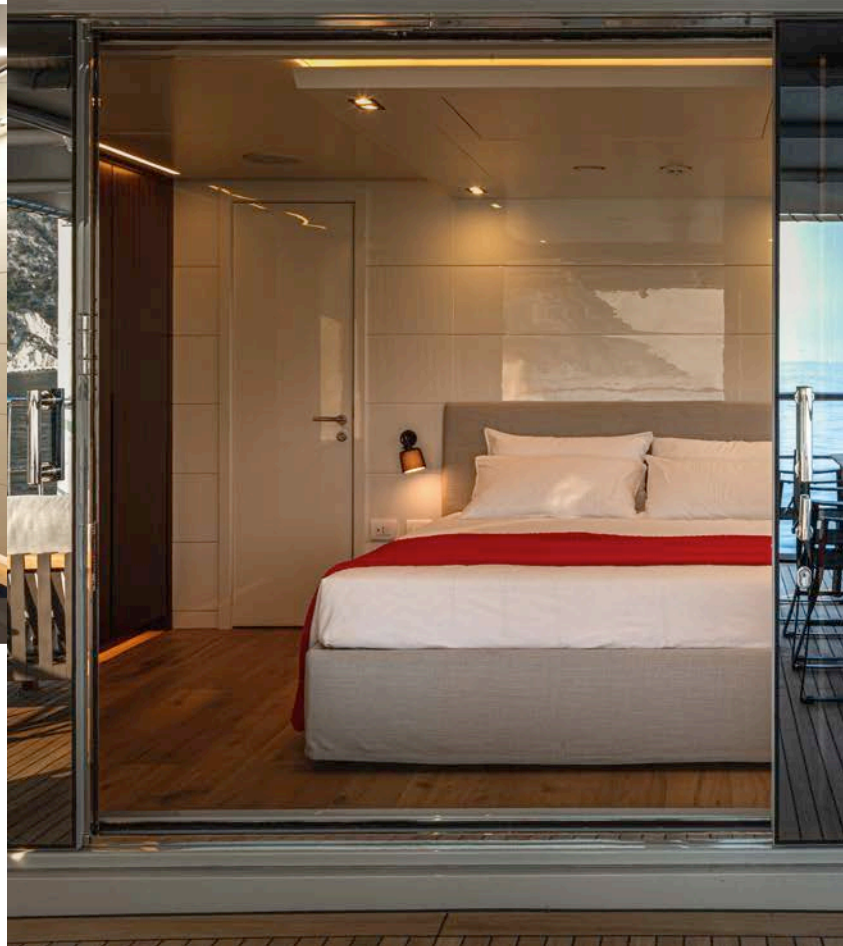
The owners, who remained involved throughout the two-year build, engaged in a great deal of brainstorming. The husband, an industrialist who knows his way around the boardroom as much as he does around a machine, delved into the mechanics. The team studied six or seven different engine options before deciding on K584's MAN engines, for example.

The owners visited the shipyard often during construction. "The last three months of the build we were there every day. I know where every pipe goes," he says without exaggeration. "I am different from many other owners in that I really like to work with engines and the electronics. I do all the maintenance." Again, no exaggeration. Interior designer Pierluigi Floris, who went to the owners' home to understand their likes and dislikes, recalls how when an appliance broke, the husband quickly diagnosed and fixed the problem himself.

Aside from this affinity for mechanical things, the owners are passionate divers, so the dive centre received a great deal of attention. They worked closely with Floris on perfecting the space. It's perfectly organised for the compressor, bottles, suits and a sink where they can rinse underwater camera equipment.



*Above: the VIP cabin on the main deck has an en suite with a Japanese tub (below right).*



The way the engine room is planned and built shows a great deal of respect for the equipment inside. A top-notch ventilation system from Heinen & Hopman keeps things at a pleasant 25 to 26 degrees Celsius, which is good for the equipment. "It's an ideal set-up; thanks to this we have been able to get a five-year warranty from MAN," says Fenucci. "There are a lot of secrets like this."

The team also focused a lot of attention on ways to mitigate sound and vibrations throughout the yacht. As former sailors, the owners were keen on minimising noise and vibrations for comfort, of course, but also for equipment longevity. Some of the same techniques that were used in the construction of 66-metre *Okto*, built at ISA Yachts in 2014 and recognised as one of the quietest superyachts around, went into *K584*.

A variety of strategies were employed to achieve the ambitious sound goal – when under way, the sound level in the owner's cabin is 45dBA. There is the underwater exhaust, the correctly sized air-conditioning ducts, the silencers for the engine room fans, the elastic mounds for the engines and the damping materials such as mineral wool.

"We wanted to make a boat with zero vibration,

so at 10 or 12 knots you get the same feeling you get on a sailing yacht," says Fenucci. "Behind the panelling is a lot of the kind of engineering you'd find on bigger yachts."

Aside from the private eyrie on the top deck and comfortable guest cabins, other important spaces were the galley – "We are Italians," the owner says, "food is important to us" – and the crew mess.

"We are proud of the crew mess," he continues. "When you have an intention to stay on board for 12 months a year, you have to give the crew the right space. The galley and the crew mess for a boat with this kind of mission are very important."

The interior itself, installed by outfitting company IGI Studio, is beautifully simple. "In our mind, less is definitely more. To have a lot of materials is very easy but we like to have something that's elegant. We have our own style and we decided to work with a few pieces of art, which for us is very important, and we put just a few pieces in the right place to achieve the right balance of colour."

Floris, whose career spans 25 years working with various Italian shipyards, came up with a comfortable and elegant interior that combines dark veneers and white lacquers with just a few spots of colour.

"The style can be described as minimalist but warm. There is an oak floor with a particular finish and then there is a lot of lacquered white gloss in parallel with all the furniture in ebony Macassar, which is a very strong wood. It's masculine but also very soft," he says.

Beyond the machinery, the electronics and the furnishings, though, *K584* is also a human story. The sea trials went well and were a joyful occasion. Floris fondly remembers the first swim off the back of the boat. However, when the day came for the yacht to leave there was a touch of sadness. "We realised we were going to miss each other," Fenucci says.

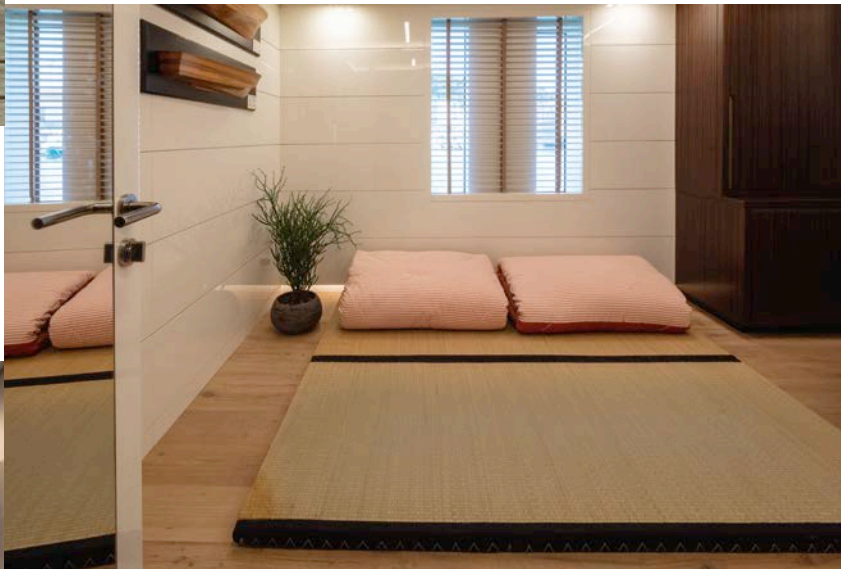
*K584* was delivered just about on time, in spite of the Covid-19 pandemic, and the owners had a chance to experience the boat in the idyllic setting of the Greek Islands. They sent photos to the build team during the cruise and came back longing to cast off for more far-flung adventures. "We created a jewel," says the owner.

This explorer is a beautiful start for the CPN shipyard that has proudly branded the yacht with its own logo in gleaming stainless-steel letters. It will be a while yet before the owners repeat the experience, but everyone else involved in building *K584* is ready for an encore. ■





*Above: the owners wanted their cabin on the top deck, where it enjoys a private terrace. Above right: a guest cabin on the lower deck. Right: the relaxation room next to the VIP cabin is located in the area of K684 least likely to be affected by pitch and roll*



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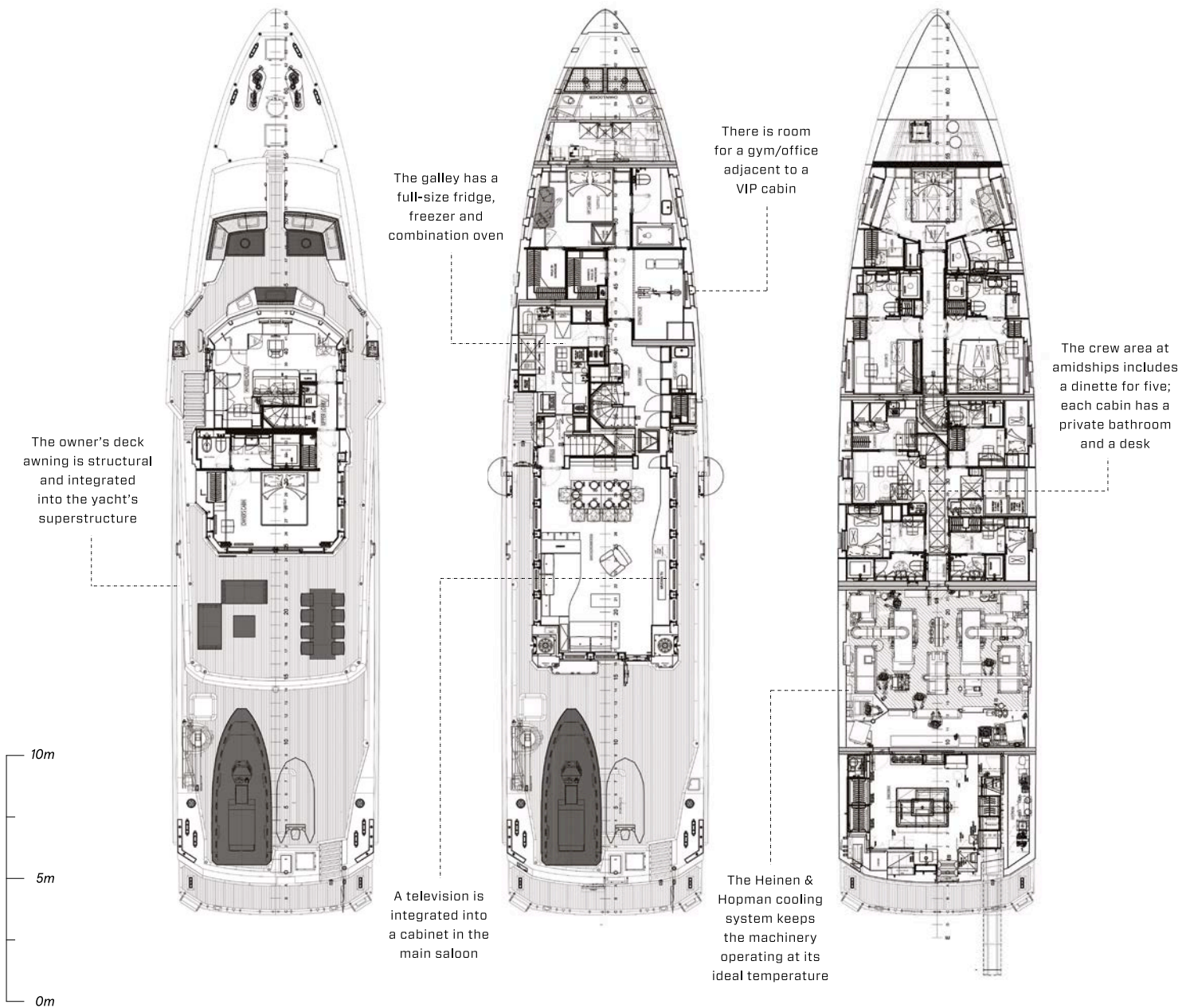
# K584

CPN

## Upper deck

## Main deck

## Lower deck



**LOA** 36.6m  
**LWL** 34.46m  
**Beam** 7.59m  
**Draught** (full load)  
 1.95m  
**Gross tonnage**  
 299GT

**Engines**  
 2 x 588kW MAN  
 D2868 LE 425  
**Generators**  
 2 x 80kW Kohler 80EFOZDJ  
**Speed** max/cruise  
 14.4/12 knots  
**Range at 10 knots**  
 6,000nm

**Fuel capacity**  
 57,044 litres  
**Freshwater capacity**  
 11,406 litres  
**Tenders**  
 1 x 6m Tideman  
**Owners/guests** 10  
**Crew** 5

**Construction**  
 Steel hull; aluminium  
 superstructure  
**Classification**  
 RINA Charter Class;  
 short range; DMS; UMS  
**Naval architecture**  
 Antonio Longobardi/  
 Yachting Expertise

**Exterior styling**  
 A. Vallicelli &  
 C. Yacht Design  
**Interior design**  
 Pierluigi Floris  
**Project management**  
 Gianluca Fenucci and  
 Yachting Expertise

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