



OKKO

WITH ITS SEMI-CUSTOM 40.8 METRE, MONDO MARINE ROSE TO THE OWNER'S CHALLENGE TO CREATE A BOAT WITH CLEAN LINES AND A UNIFIED INTERIOR DESIGN

words: Kate Lardy
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The flybridge (above) features an owner-specified sliding glass windbreak for the comfort of guests dining there (top right), and a spa pool further aft



For most owners, building a yacht is more than a construction project; it is an emotional journey, a path to realising a dream. On this journey, few things are more important than having the right design and build teams in place, both in sync with the owner's ethos.

As he embarked upon his first new-build journey, *Okko's* owner was looking for a comfortable yacht with clean design inside and out, one that exuded a homey feeling with a unified interior décor theme. He wanted to see the same thing and feel the same way, whether he was in the main saloon, the bridge or a guest cabin.

He found a kindred soul in Greek designer Giorgio Vafiadis, who values clean lines above all else. 'Beauty lies in simplicity,' he says. 'A lot of designers like to play and create shapes. I try to take away all those things, instead of putting things in.'

The two met after the owner read a magazine story about the Mondo Marine *O'Ceano* designed by Vafiadis. Unsatisfied with the interior of the boat he had bought on the brokerage market, the owner contacted Vafiadis about refitting it. A couple of years later, as the owner began the *Okko* project, Vafiadis was the natural choice to design it.

They began the process four years ago, with *Okko's* build commencing just over two years before her delivery at the Mondo Marine shipyard in Savona, Italy – chosen based on referrals from several of the owner's friends.

Mondo Marine considers each project as a custom entity, which worked in the favour of this owner, who was looking for something different from the yard's previous 41 metre tri-deck yachts. Although the series shares the same hulls and technical platforms, from the waterline up *Okko's* look is distinctly her own. The lines drawn by Vafiadis reflect the simplicity favoured by both him and the owner; they are straight where previous builds were curved. Vafiadis's careful shaping of the superstructure also created more volume than other same-size builds.

This was the owner's first build experience and he wasn't shy about change-orders. 'Despite the fact that I had changed my mind several times during the construction, I received a very good overall service



The formal dining table (left) on the main deck is custom-made and features an inlaid floral pattern. A comfortable seating area (above) is further aft

I wanted a design that could be instantly recognised without using a variety of materials and woods

from the shipyard,' he says. For example, five months before the yacht was scheduled to debut at the 2012 Monaco Yacht Show, he decided he needed a sliding glass windbreak on the flybridge to provide more comfort to those dining up top. The yard pulled off this 'miracle', as in-house naval architect Luca Fresco describes it with a smile.

'The limit of customisation is always safety,' Fresco points out. As an example, he mentions the expensive redundancy he incorporated in the bridge to back up the owner's mandate for clean design and therefore no helm. Fresco hid a plug for a wheel in case the electronic system ever failed. In a complete blackout, the captain can attach a wheel connected to hydraulic piping to the engine room.

Another example of safety first is the rescue boat placement. Instead of stowing the boat at the bow, *Okko* complies with the new MCA LY3 recommendations – coming into force June 2013 – that it be positioned abaft the collision bulkhead. The Code asserts that the customary position at the bow is a dangerous place to launch the tender and also carries the risk of it being lost or damaged in heavy head seas. *Okko* can carry hers in front of the wheelhouse or in a dedicated space just below the forward crane.

The owner's appreciation for clean exterior design extends to the interior and the amount of material used, and he was hands-on in making the design choices. 'I wanted a design that could be instantly recognised without using a wide variety of materials and woods,' the owner says. 'So I chose in this sense an unusual but also soft wood with muted colours, ranging from the brown to dull gold and beige and turning it into the major feature of the interior.'

Frakè was this choice. Sourced from South America, it is characterised by the distinctive contrast of its beige streaking. Almost half contains light beige stripes, so to keep it uniform, these parts were discarded. It was then painstakingly arranged to match the grains, and finished in high gloss for added drama.

Mirrors and galuchat (stingray) leather in shades of cream, brown and ivory are also part of the singular motif. Vafiadis used these elements to put a bit of a modern spin on the owner's classic tastes. Frakè joinery, galuchat overheads and mirror accents adorn all the guest and owner spaces from the bridge deck to the lower deck. The bridge deck saloon features custom-designed furniture as well as pieces from Fendi and IPE Cavalli, which surround an 80-inch television. Blackout curtains transform this area into a cinema.

OKKO

The lower-deck guest accommodation comprises two doubles and two twin cabins with Pullman berths. The owner's suite occupies a generous space forward on the main deck and includes an en suite lavished in marble and back-lit onyx. Televisions in the master and guest suites are incorporated within the mirrors, disappearing when turned off.

The eight-strong crew enjoy a convenient lounge on the main deck to port of the galley. Particularly for service crew required to work late hours, it's a great bonus to have a place to rest on the same level as the guests. The galley itself is small, due to the addition of a second wardrobe in the master suite that took a corner of its space, but it's well designed for use by the chef alone.

Outside the chef's domain is an area for the service crew to work. It was a specific captain recommendation that other crew be able wash dishes or get a drink of water without infringing on the chef's space. A dumbwaiter here serves the bridge and top decks. Forward of the galley are stairs leading down to three en suite cabins for six crewmembers; the captain and his wife sleep adjacent to the bridge.

Abating noise and vibration was an important consideration for the owner, and at this Mondo Marine excelled. While soft-mounting all floors and ceilings on rubber is a common way to solve noise and vibration



Along with its extensive use of soft frakè wood and the deliberately homey feel, large windows are a hallmark of Okko's design



The designer put a modern spin on the owner's classic tastes



issues, Mondo Marine extends the concept to bulkheads. According to Fresca, the shipyard invests a lot of resources in improving all aspects related to vibro-acoustic dampening, including finite element method study of hull structures.

A perfect example is the suspended deck over the bridge aft deck, which extends about eight metres. Most other yachts have pillars supporting the overhang due to the vibration in the hull structure from the engine room. Instead, Mondo Marine uses a bulwark structure that dissipates the vibration. The hard numbers support this: *Okko* qualifies for RINA comfort class certification, which allows a maximum vibration of two millimetres per second. *Okko* measures 10 times less than that at 0.1 to 0.2 millimetres per second. Under way, the owner's cabin registers only 45 decibels and the main saloon, above the engine room, measures 54 – results that Fresco claims to be in line or better than a typical full-displacement steel-hull yacht.

Yet *Okko* has a semi-displacement aluminium hull. She cruises at 14 knots and reaches a top speed of 16.5 knots on her twin 1,500hp MTU 12V 2000 engines. At 12 knots, she offers a very respectable 3,000 nautical mile range.

Underneath the leather, stone and glossy joinery is easy access to piping and cables and this, says Fresco, is what sets *Okko* apart – what you can't see. 'A lot of



people going aboard a yacht judge her quality from what they see, but quality is hidden. This is what allows an owner to have a yacht that, after 10 years, is still the same,' he says.

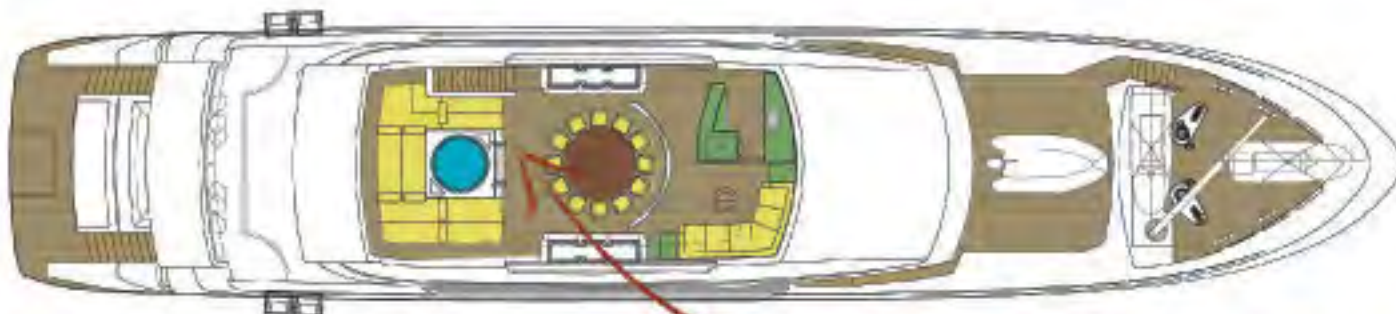
Okko herself can be seen in the Mediterranean or Miami, two favoured cruising grounds of this owner, who is enjoying his yacht as much as he did the design and build process.



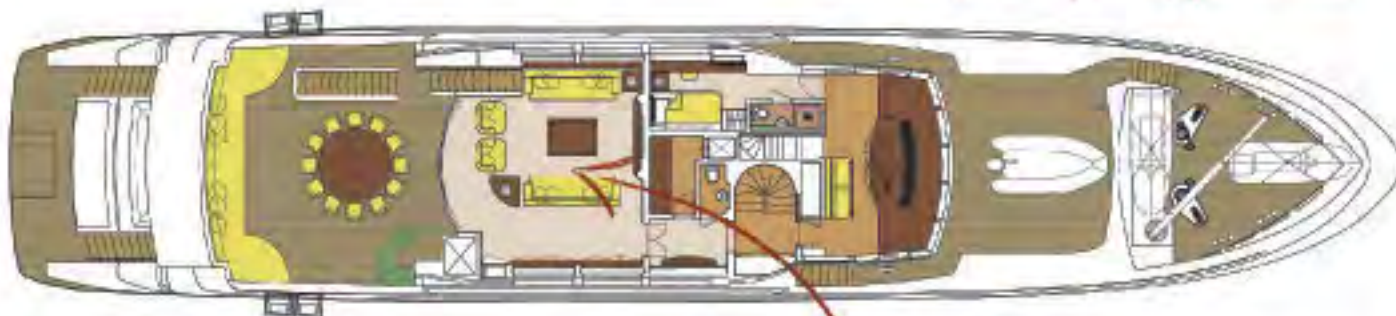
The master suite (above) occupies much of the space forward on the main deck, where the palette of cream, brown and ivory is again in evidence. The en suite is a feast of marble and onyx



A lot of people going aboard a yacht judge her quality from what they see, but quality is hidden



The top deck offers a spa pool while the dining table forward is protected by a sliding glass windbreak.



The large main salon features both a comfortable seating area and formal dining.

The bridge deck salon features custom furniture positioned around a large television; blackout curtains means this space transforms into a cinema.



The guest quarters on the lower deck, comprise two doubles and two twin cabins with Pullman berths.

The owner's suite features an extra wardrobe, which has impinged slightly on the adjacent galley.



OKKO Mondo Marine

LOA 40.8m
LWL 34.2m
Beam 8.1m
Draught 2.3m
Gross tonnage 366GT
Engines
 2 x MTU 2000 M91
 1,500hp, 12V

Speed (max/cruise)
 16.5 knots/12 knots
Range at 18 knots
 3,800nm
Bowthruster
 Naiad VT75, 75kW
Generators
 2 x Kohler 70EFD2D, 70KW

Fuel capacity
 51,300 litres
Water capacity
 8,500 litres
Owner and guests 12
Crew 8
Construction
 Aluminium

Classification
 ABS # A1 CYS # AMS (E),
 MCA LY2 compliant
Naval architecture
 Mondo Marine
**Exterior styling/
 Interior design**
 Giorgi Vafiadis and
 Associates

**Owner's project
 manager**
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