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DL Yachts Dreamline 26



SPOTLIGHT

– DL Yachts Dreamline 26 –

# BORN TO BE FIRST

FEATURING A BLADE HULL, THE DREAMLINE 26 FROM THE RECENTLY FORMED DL YACHTS OFFERS FUEL EFFICIENCY, PERFORMANCE AND AN ABUNDANCE OF LIVING SPACE. *By Angelo Colombo*





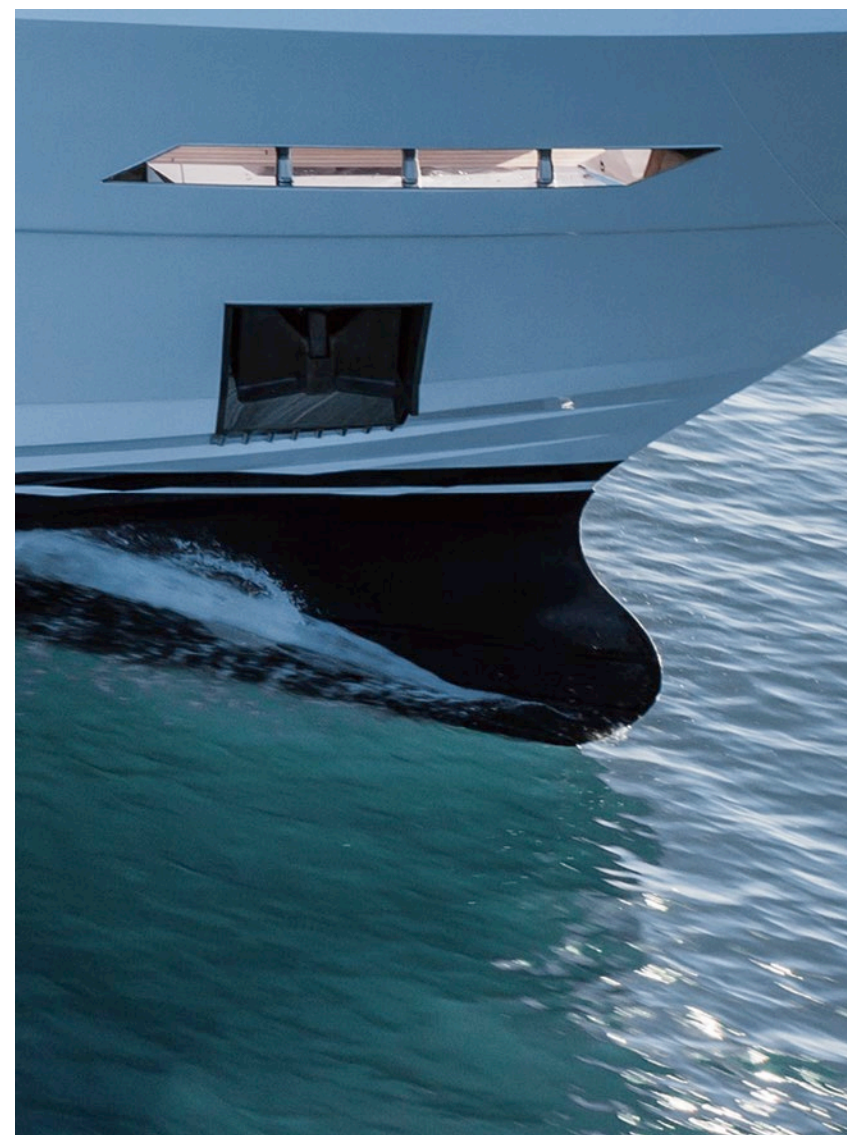
DL YACHTS IS AN ITALIAN SHIPYARD that is new in name, but very well known in terms of the people involved – Founder Peter Zuber, CEO Paolo Bencivenni, Naval Engineer Giuseppe Arrabito and Designer Enrico Gobbi. With DL Yachts, other professionals are involved every day in creating the new line of Dreamline vessels. They also possess a lot of experience in the boat industry, for example Partenope Yachts is very well known for its composite works for some famous Italian boatyards in the Adriatic area.

Starting with Zuber's vision, the idea behind DL Yachts is to create a line of yachts able to express a concept based on maximum efficiency at sea – low fuel consumption, good performance

and the maximum in terms of living space on board. Not an easy job, as I said to Zuber some time ago when he told me about his idea. What I can say now, with the first boat launched and after the sea trials, is that with a good idea and the right people it is possible to do a lot of interesting things, such as this spectacular 26-metre yacht.

I had the pleasure to test the yacht before its first appearance on the market during the recent Cannes boat show. I was on board with some technicians and, of course, Zuber. I was surprised immediately by the comfort, the unusually low noise levels on this kind of boat and the smoothness on the sea especially when we encountered some waves.

I asked Arrabito, who created the special hull for the entire Dreamline from the smallest 26m to 49m passing through a 30, 34, 40 and 45 metres, how he was able to reach these very impressive results. “First of all I have to say that we studied this kind of hull, called a ‘blade



hull’, for a long period with a high number of computational analysis and water tank experiments. We immediately discovered that the idea was good, so we took a long time to define exactly the shape and the dimension of all elements to reach the best results.

“What we obtained is a shape able to reduce dramatically the fuel consumption and allowing it to reach a remarkable range. In the meantime the DL 26, as with the other models from DL Yachts, is able to reach a high speed in semi-planing trim, but what is really interesting is that we don’t have the typical problems of a classic planing hull, because this kind of hull allows it to optimise the results at any speed. Beyond that, we obtained some other very interesting results in terms of sea keeping, because of the blade in front. Thanks to this element we can manage the water flow in the best way in terms of resistance, but also in terms of ability to open the water in the best way.”

While other engineers are working on the same solution, until now the DL 26 is the first yacht of this size to offer this kind of hull and, of course, obtain those results in terms of performance, fuel consumption and comfort on board. This hull also offers some interesting solutions in terms of interior volumes.

“I worked with Zuber and also with other shipyards on yachts bigger than this one,” says Gobbi. “I like his way of imagining new yachts and, in this case, he asked me to create a timeless and stylish interior and exterior design looking to obtain the maximum in terms of comfort for the owner and his guests, but also for the crew. I was lucky because I got to work on a good hull shape and with a friend like Giuseppe Arrabito, who is one of my partners in other projects.

“What I was looking for together with Zuber and Arrabito was based on the idea of the comfort typically offered by a Navetta, but combined with the good elements typically offered by a fast-planing yachts – like for example a big flybridge area. When we started to study some ideas,





I understood that I had the opportunity to create a truly new line of yachts. So I started to combine new solutions thanks to the space I have to work with and some good old solutions, for example the typical size of fly bridge on this kind of boat.

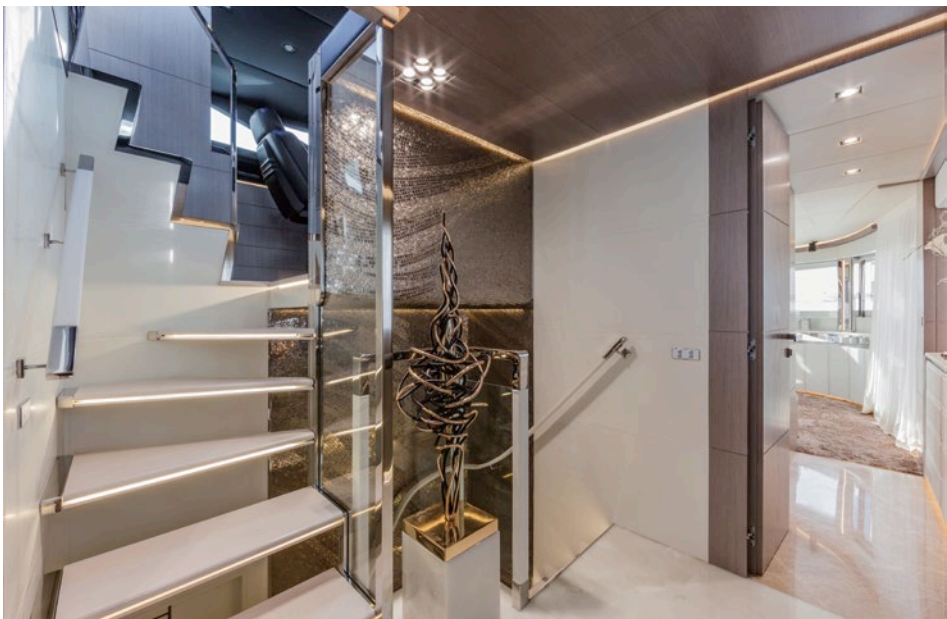
“What I discovered after a short time is that thanks to a well-studied hull, we can combine those elements with a lot of space compared with other yachts of the same size. The result is what you can see today. You can like or not, but for sure you have to admit that the interior volume

and the exterior areas are bigger than you would expect.”

Comparing the figures of other yachts that are the same size, he is right. The DL 26 has more volume and more space, especially in the open air. The secret is in the shape of the hull combined with a superstructure that takes ideas from the past into the future. All of the Dreamline models can be realised in composite or aluminium, according to the owner's preference.

During the sea trial, I discovered that all of the promises were met by the professionals involved in this project and I was very happy to discover a new yacht – not something simply different in terms of shape, but also for technical reasons. What's immediately noticeable is the easy manoeuvrability of the DL 26, the smooth passage on the waves and low noise in any part of it. For example, we spent time in the owner's suite on the main deck at the maximum speed of 26.3 knots and what we sensed is total comfort based on silence and no vibration. The reason behind this is the construction system that the shipyard applied on this boat, with a high number of small but very important elements used. One other thing about this very special place on board is that while sitting on the sofa inside the owner's suite, you can enjoy the sea view and this is quite unusual on boat of this size.

The second DL Dreamline, the DL 34, is under construction. It is based on the same concept and technical solutions, but eight







metres longer. With this first model, many famous Italian manufacturers were involved to develop the best equipment, for example the CMC electric zero stabiliser system that is one of the best on the market in terms of efficiency and reliability.

The DL 26 is a small megayacht, with a lot of solutions normally found on bigger yachts – for example, the lateral access in a lobby from where you can go to the interior saloon, to the helm station and the fly bridge, to the owner’s suite and the guest area, with a day toilet nearby. In the stern area, some other original solutions were developed by the engineers, like a platform that can be used as a beach area or as a way to descend from the water or a berth at different heights.

For the systems on board, the engineers were looking for assurance in any situation to return to port, so every system has a backup like on bigger vessels usually adapted for ocean crossings. Another special feature on this yacht is the ability to manage six different fuel tanks from the helm station to set the best trim during navigation. The weight of the fuel can be moved independently from the right bow to the left stern, or vice-versa, by a centralised unit in the helm station or manually from the engine room.

When Zuber invited me to see the first boat under construction for DL Yachts, I could tell that something different was taking shape in the

shipyard. After the sea trials and the enthusiastic comments from the owner, I’m convinced that the DL 26 was born to be first – not only when referring to the shipyard’s history.  
[www.dlyachtsdreamline.com](http://www.dlyachtsdreamline.com)

DL YACHTS DREAMLINE 26	
Length	26 metres
Beam	6.65m
Draft	1.90m
Light Displacement	75 tonnes
Fuel	8,000 litres + 3,000l in Long Range model (option)
Cabins	4 for 8 guests
Crew Area	Captain’s cabin plus 2 double cabins and 2 bathrooms
Engines	2x 1,800hp MAN, with 26m Navetta option to install a Siemens Hybrid Propulsion Genset
	270 kW noise protected E Power 2x135 kW
Range	1,200nm for DL26M / 1,600nm for DL26m Navetta.

FUEL CONSUMPTION

RPM	SPEED (KTS)	LITRES/MILE	TOTAL CONSUMPTION LITRES/H	RANGE (NM)
600	6.0	2.5	15	3,200
1,000	10.0	14.0	35	2,284
1,200	11.5	4.78	55	1,672
1,400	13.7	6.56	90	1,216
1,600	15.6	8.33	130	960

Calculation of range and litres per mile based on the total consumption at different RPM.