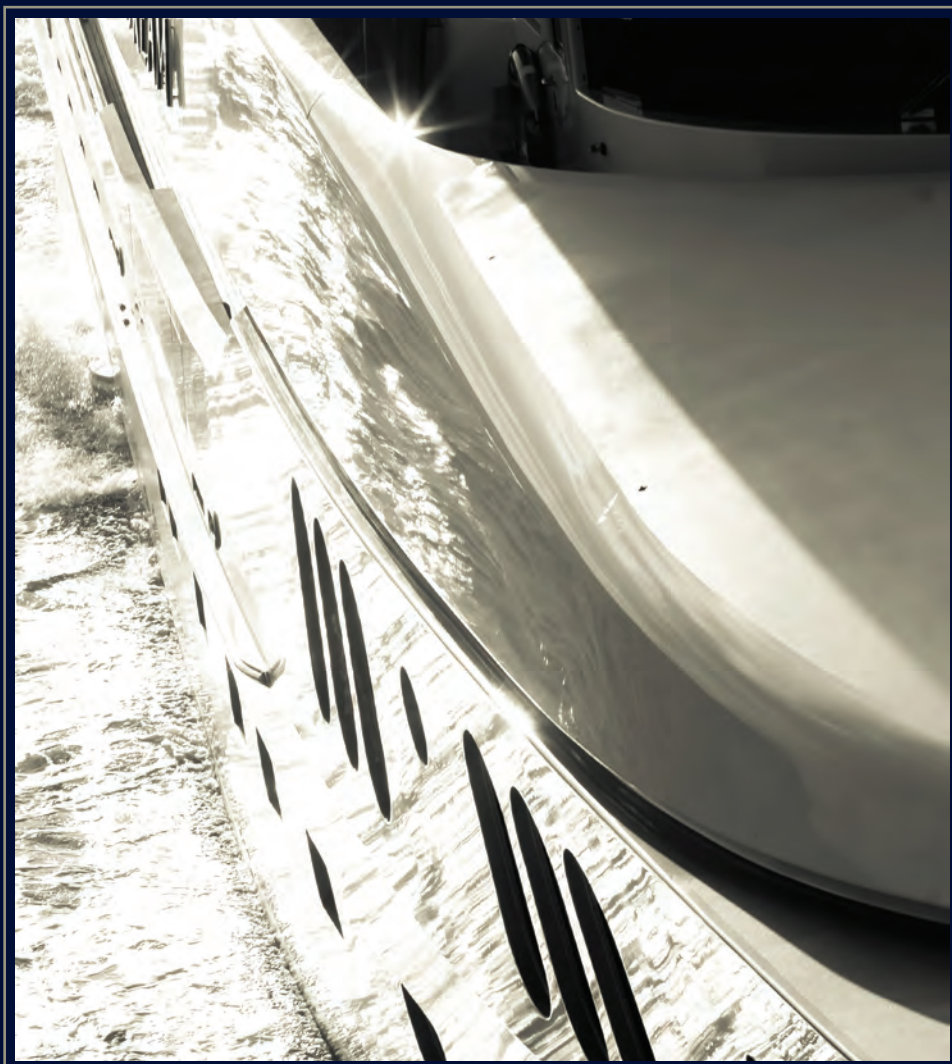


REFIT



2014

VOLUME FIFTEEN

A BOAT INTERNATIONAL MEDIA PUBLICATION

360°

ex - April Fool, ex - Sonka

THERE ARE A LOT OF WAYS YOU COULD INTERPRET THE NAME of this yacht, but perhaps the most appropriate is the turn-around in her appearance – not once, but twice.

She was the first project built by International Shipyards Ancona (ISA), which was co-founded in 2001 by Marcello Maggi with the express purpose of building innovative yachts. The yard achieved its aim when it rolled out its first product in 2003. Designed by ISA and Walter Franchini, the fashion-forward 47.5-metre yacht was christened *April Fool*.

The ISA 470, as the model was called, made quite a splash with a contemporary design that married a curvy, sexy aluminium superstructure to a sturdy steel hull. Her striking feature was exterior stairways flowing down from the sundeck to the bathing platform, framing living areas along the way. No one had seen anything like that before, and ISA sold eight more 470s before introducing new models and beginning custom orders.

The boat put a youthful spin on the typical five-cabin layout and gave considerable space to outdoor living. With this combination, it's easy to see why *April Fool* and her sisters were popular in the charter market. She served her owners well for business and personal use, and when they built a

before



With her sexy outline and sundeck-to-stern stairways, ISA's first launch sent yacht design in an exciting new direction

THESE PAGES: THE FIRST ISA 470 CAUSED A STIR IN YACHTING CIRCLES WHEN SHE WAS LAUNCHED AS APRIL FOOL IN 2003. HER FLOWING REAR STAIRWAYS AND VAST OUTDOOR SPACES BROUGHT A STRING OF BUYERS TO THE NEW YARD

larger vessel, *April Fool* was placed on the market. As *Sonka*, in 2009 she underwent mechanical updating before being sold again and renamed *360°*. This time the owner would give her a complete makeover in her original builder's yard. ISA and its ANK's Marina had begun attracting refit and repair work, initially of the yard's own builds but soon of other yachts cruising the Adriatic.

'It was easy to organise the refit at ISA because that is where the yacht was when we completed the handover to the new owner,' says Captain Pierre Makdessi. 'The owner liked the style but she needed to be updated.'

Yvonne Colacion uses the more colourful term 'dire need'. This was the first yacht project for the California-based designer and owner of Colacion Studio, who has made a



career in high-end commercial properties, which is where she met 360°'s owner. As he zeroed in on his yacht selection, he asked her to take a look at the boat and assess its potential.

'The initial discussions focused on validating key elements of the existing vessel,' she recalls. 'The all-white exterior masked her graceful lines.' In fact, three of the ISA 470s have two-tone paint schemes to draw attention to the stepped sheer and curved superstructure.

'As we discussed reinterpreting the experience of luxury at sea and onboard entertainment, we returned again and again to the sweeping lines of the exterior, which became our inspiration for the interior design,' says Colacion. 'The project team decided that 360° would celebrate the elegance, excitement and joyfulness of the art deco era with a modern interpretation – while accommodating the demanding criteria of today's yachtsman or charter client.'

The design team looked to redefine the more casual approach of deco masters such as Edgar Brandt and

Émile-Jacques Ruhlmann to define the interior environment with style and elegance.

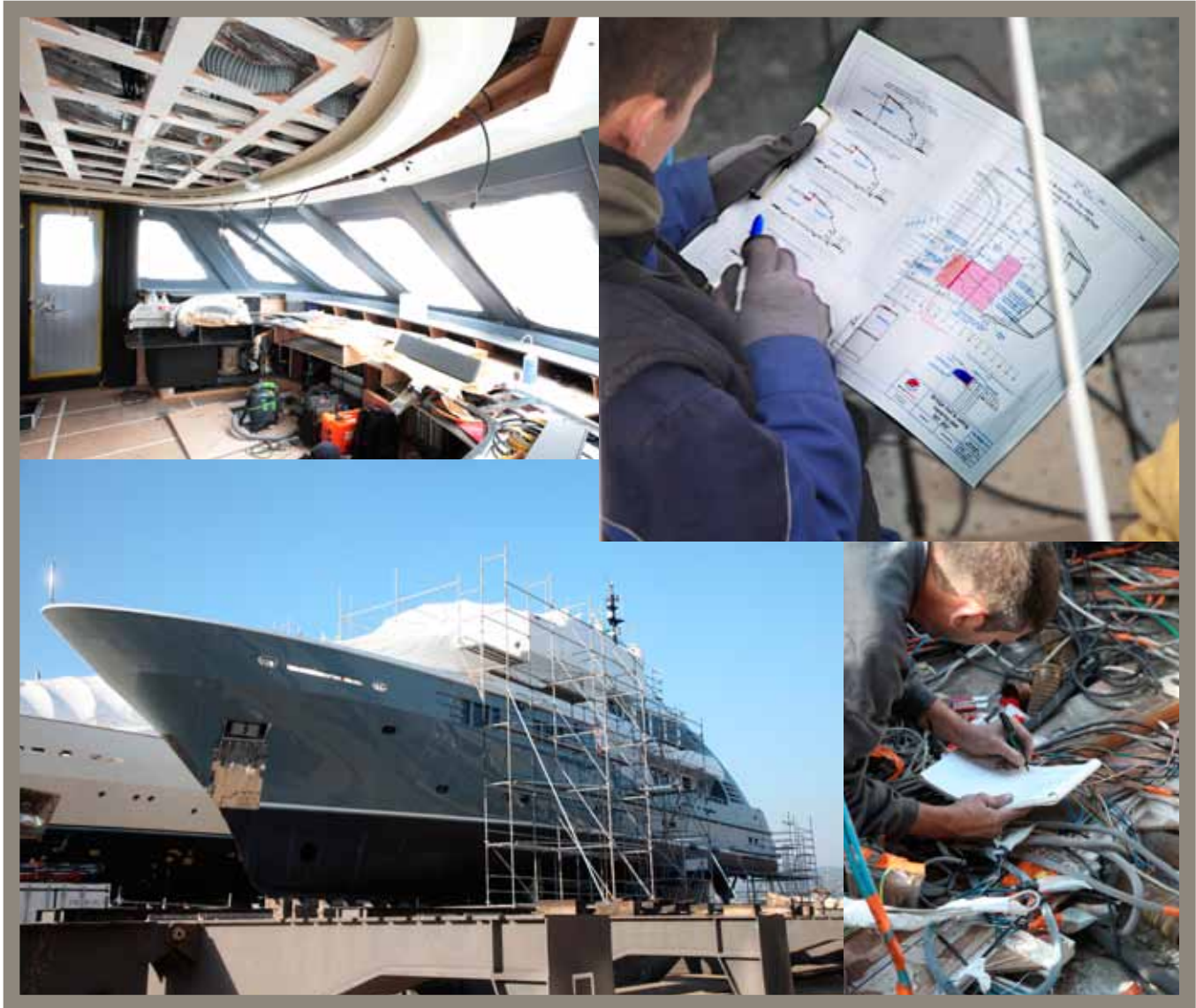
While the focus of the refit was on style, appearance and freshness, part of the work involved physical changes such as removing a fixed dining table on the aft main deck to allow guests better ease of movement, and opening up the main deck corridor by adjusting and deleting unnecessary wall details. Except for changing one queen-sized guest cabin to a twin, the original layout remains intact.

'The first task was to work with the client and ISA to select the perfect grey paint for the hull to enhance the curves and motion of the superstructure,' says Colacion. 'An additional interior design study changed the window lines to appear more linear in expression.'

To minimise reworking of the yacht's anigre millwork and panelling, Colacion introduced a similar definition treatment by adding dark ebony at key locations such as lower side panels and lower drawer fronts, headboards in

A smart grey paint was chosen for the hull to enhance the curves and motion of the white superstructure

before



THESE PAGES: THE YACHT'S NEW OWNER RENAMED HER 360° AND COMMISSIONED A COMPLETE MAKEOVER AT HER ORIGINAL YARD. A FIRE ON THE BRIDGE DECK THREE YEARS LATER CAUSED EXTENSIVE SMOKE AND WATER DAMAGE BUT HER NEW INTERIOR WAS FULLY RESTORED



THESE PAGES: THE INTERIOR DESIGN IS A CONTEMPORARY INTERPRETATION OF ART DECO MASTERS SUCH AS EDGAR BRANDT AND ÉMILE-JACQUES RUHLMANN. THE STYLE IS BOTH EXUBERANT AND ELEGANT AND MEETS THE NEEDS OF MODERN-DAY YACHT OWNERSHIP AND CHARTERING

the owner's and VIP cabins and as a carpet border in the main saloon, halls and stairways. 'I loved the artisan work of the original joinery and wanted to use as much of it as we could,' she says.

'The simple approach of strategically adding contrast in a small environment seems to expand and define each area by creating a hierarchy of spaces,' she adds. Such contrasts extend throughout the yacht with playful zebra print dining chairs set against a red-and-white saloon carpet – red being the design subtext.

In the observation lounge, a custom leopard print carpet anchors large deco-style lounge chairs. Earlier window treatments were replaced by wenge blinds in picture-frame surrounds. Decorative screens inspired by Edgar Brandt were also introduced. 'I had originally designed the grilles to be bronze, then ISA told me that they would weigh 480 kilos each. Apparently that was a problem,' says Colacion, laughing. 'Well, we found a vendor in the US who could make our grille designs in aluminium.'

'She has a hard head,' counters Makdessi. 'We were both familiar with working for this client. We knew that everything we did had to add value. The modifications had to be right for the yacht.' In just seven months, with the owner visiting four times during the refit, the vessel was transformed. 'We made her new again and pushed her forward 10 years.'

And it would be nice if the story ended there, with 'they all lived happily ever after'. But such is not the case.

On 28 February 2012 the yacht caught fire while moored in the Port of Nice. Smoke and flames poured out of the bridge deck during the hour-long blaze, and although the physical damage was limited to the bridge and sundeck, smoke and water damage affected a much larger area.

'I knew where the fire started and I told the firemen but they couldn't see the source of the heat,' says Makdessi. A fault in a 24V electric cable had caused arcing behind some panelling. No one was hurt but the incident still bothers Makdessi. 'We spent a long time with insurance negotiators. We lost charters. We lost a full season for the owner.'

The sweeping lines of the exterior inspired the interior's modern take on the elegance and joy of art deco





A fire on board didn't deter the owner – he ordered the interior design to be completely reinstated

When the owner was told about the fire he quickly decided to put the boat back exactly the way it was. 'He wanted the same quality – no surprises,' says Makdessi.

As insurance discussions dragged on, the captain and the owner decided to make the most of the situation by moving the boat to nearby Monaco Marine in La Ciotat and pushing ahead with all the work that would be required for the yacht to pass her next 10-year survey. With the engine room untouched by the fire, maintenance could easily be completed on pumps, exhausts and engines. When permission was given to start the refit, the boat and the workforce were already in place.

'Quoting the repair was difficult. The smoke and water damage was worse than the fire but difficult to detect until you start taking things apart,' says Vincent Larroque, sales director at Monaco Marine.

'Finally, the insurance company agreed to work along with us on a 40 per cent differential for things we couldn't have anticipated without opening up the boat. It was the biggest project of the winter for us. We organised it with the crew – they very much wanted to be a part of the project. They stripped away a lot of the damaged material but when the time

came that we had to get our team in for metal and electrical and framing for the new construction, our shore team looked after them and helped organise activities until we had suitable new projects for them.'

The upper deck was taken back to bare metal, and in some parts of the roof the aluminium had to be replaced. Then the entire interior was rebuilt exactly as it was following the previous refit. For the furniture, that meant ordering the same fabrics to be sent to L'Atelier d'Isabelle, the local vendor assisting in the reordering of the original finishes and furniture. Fortunately, all the designs and templates were still available. If there was a silver lining, it was that the overheads – untouched in the first refit – had to be changed, which Colacion says gives the design its final finishing touch.

Larroque recalls that the relaunch of the yacht was emotional for the crew. 'They were with us – with the project – for a year. The spirit between the two teams was very special. It's not like a new build when the crew show up as the boat is finished. They were working with us side by side. I think we all agree that the boat is as new as it can be, and I think, if I can be so bold, a little better. Now 360° has heart.'



THESE PAGES: WORKING WITH RED AS THE SIGNATURE COLOUR, DESIGNER YVONNE COLACION CREATED A STYLE OF OPPOSING ACCENTS. 'ADDING CONTRAST IN A SMALL ENVIRONMENT SEEMS TO EXPAND AND DEFINE EACH AREA BY CREATING A HIERARCHY OF SPACES,' SHE SAYS

SPECIFICATIONS

LOA

47.5m (156' 10")

LWL

41.5m (136' 1")

BEAM

8.9m (29' 2")

DRAUGHT

2.5m (8' 2")

DISPLACEMENT

464 tonnes

GROSS TONNAGE

498

ENGINES

2 x MTU 12V 4000 M70, 1,740kW (2,367hp) each

SPEED (MAX/CRUISE)

17/13 knots

RANGE

4,730nm @ 12 knots

THRUSTERS

Electrical bow, hydraulic stern

STABILISERS

Quantum zero speed

GENERATORS

2 x 125kW Kohler 125EFOZD

FUEL CAPACITY

68,000 litres (17,964 US gals)

FRESH WATER CAPACITY

15,760 litres (4,163 US gals)

OWNER AND GUESTS

10

CREW

9

TENDERS

1 x Novurania EQ 530 LP, 1 x Novurania TR 400

CONSTRUCTION

Steel hull, aluminium superstructure

CLASSIFICATION

Lloyd's #100 A1 SSC Yacht Mono G6, #LMC, MCA

ORIGINAL BUILDER/YEAR

ISA Produzione srl/2003

REFIT NAVAL ARCHITECTURE

ISA Yachts

EXTERIOR STYLING

Walter Franchini

REFIT INTERIOR DESIGN

Yvonne Colacion & Kathy Troutfetter, Colacion Studio

OWNER'S PROJECT MANAGER

Captain Pierre Makdessi

REFIT YARDS/YEARS

ISA/Monaco Marine/2010/2013

