

ONBOARD

COMO





THIS IS NOT A YACHT BROCHURE. IT IS
THE STORY OF A FEADSHIP, A UNIQUE
ONE-OF-A-KIND CREATION FOR AN OWNER
SEEKING THE VERY BEST. IN THESE
PAGES WE EXPLORE THE TRUE MEANING
OF CUSTOM SUPERYACHT BUILDING AND
SHOW YOU HOW THIS PANS OUT IN
PRACTICE. FEADSHIP STYLE...

There are yachts and there are Feadships.



COMO





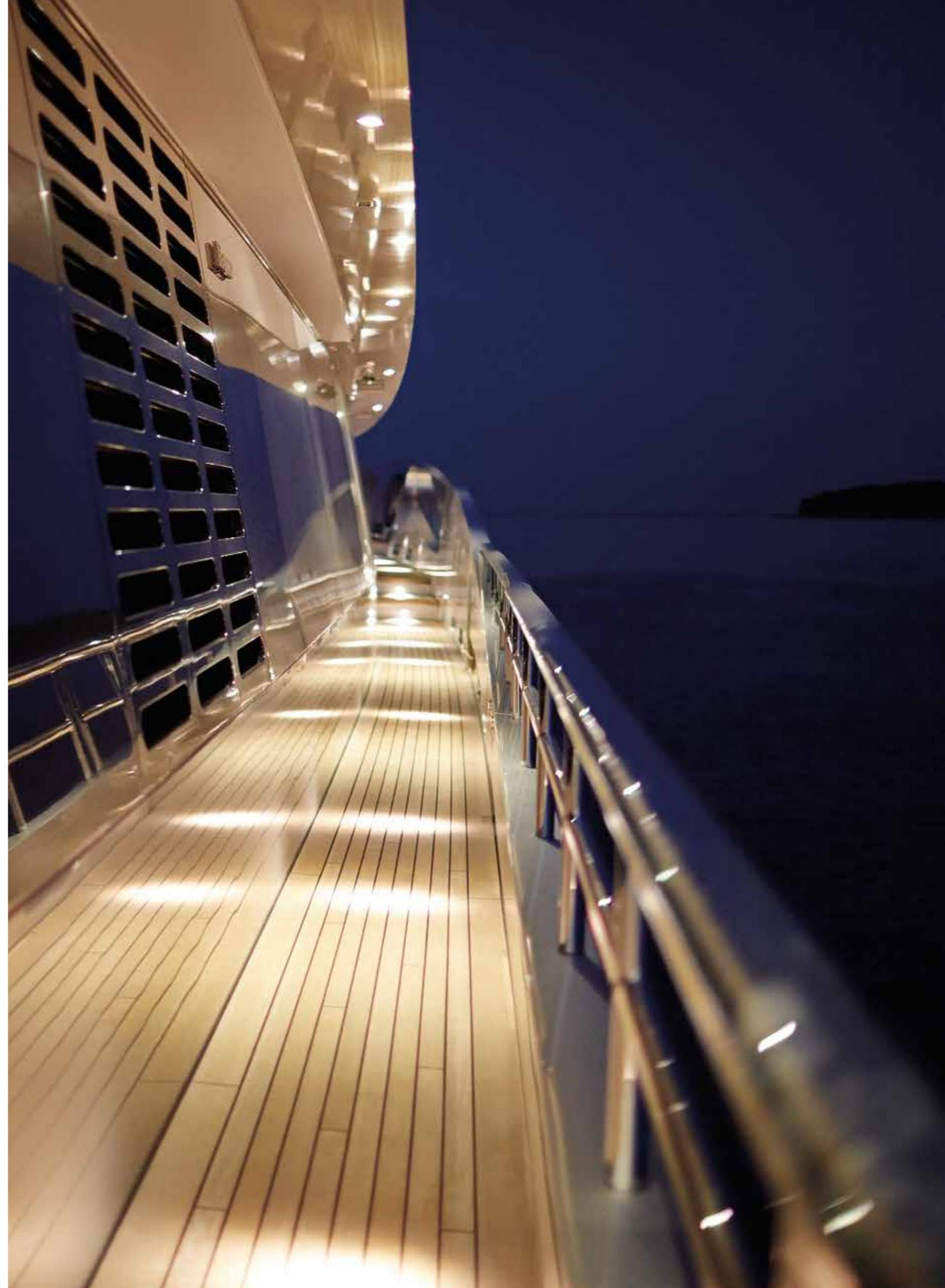
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THERE ARE YACHTS AND THERE ARE FEADSHIPS

Feadship is one of an elite group of yachtbuilders that can truly be said to create custom superyachts. Custom means starting every project literally with a blank page. It entails designing a bespoke superyacht that is entirely individual and unlike any other in the world. 'Custom' should never be confused with 'customising' – which actually involves tweaking an existing platform or concept. That is not our style at Feadship: we work with clients to create a one-off luxury superyacht that exclusively and uniquely reflects their character and use. A Feadship in other words...

On *Como* custom means an unprecedented use of glass panels all the way round the yacht, sliding windows on the flybridge and main deck that facilitate a wide range of outdoor/indoor scenarios, a radically different mast design, a rotating floor in the main lounge and an exceptionally large refrigeration capacity. And then there are the many other bespoke features both large and small that are inevitable when partnering with a very involved owner who knows exactly what he likes.



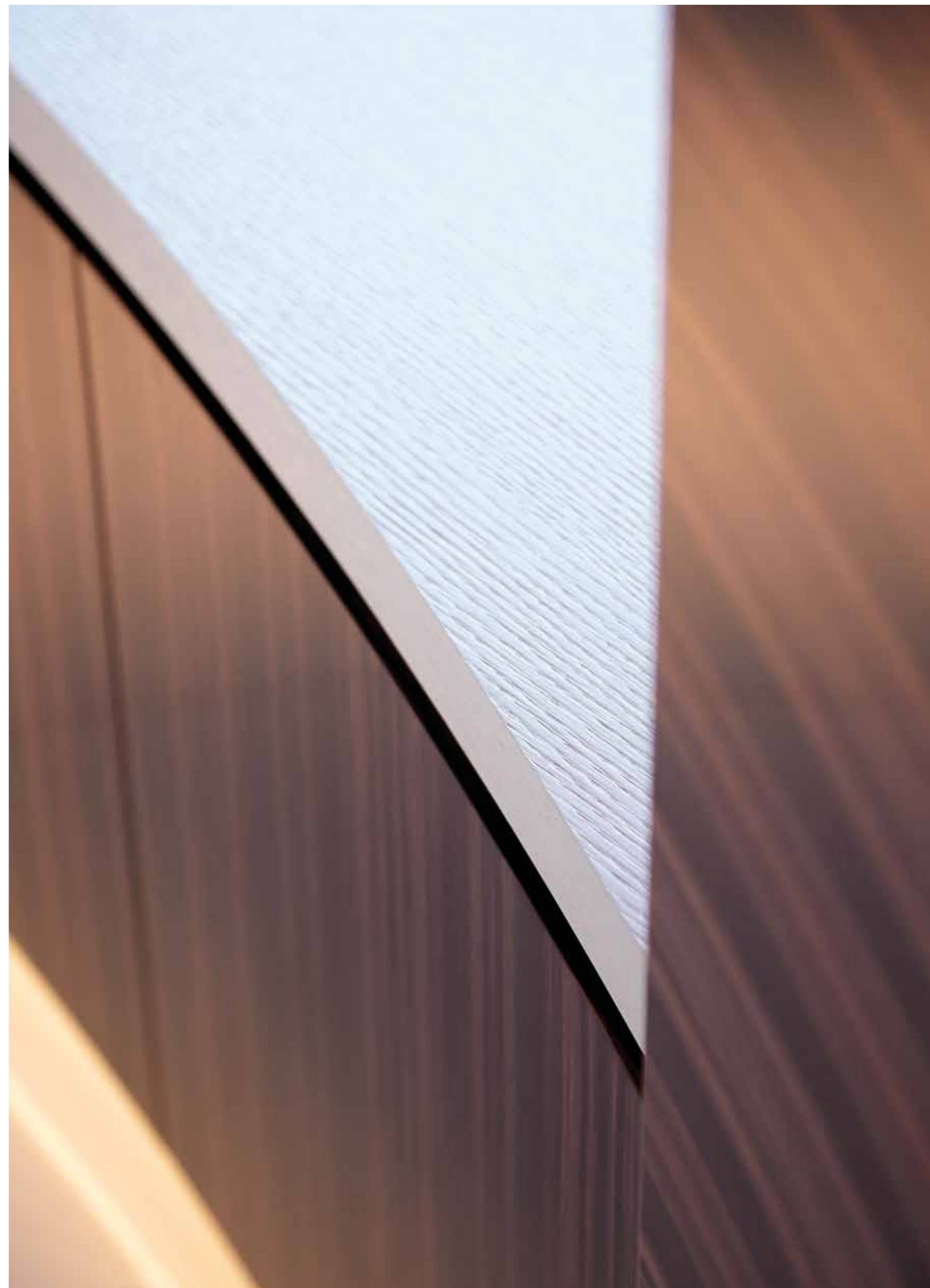




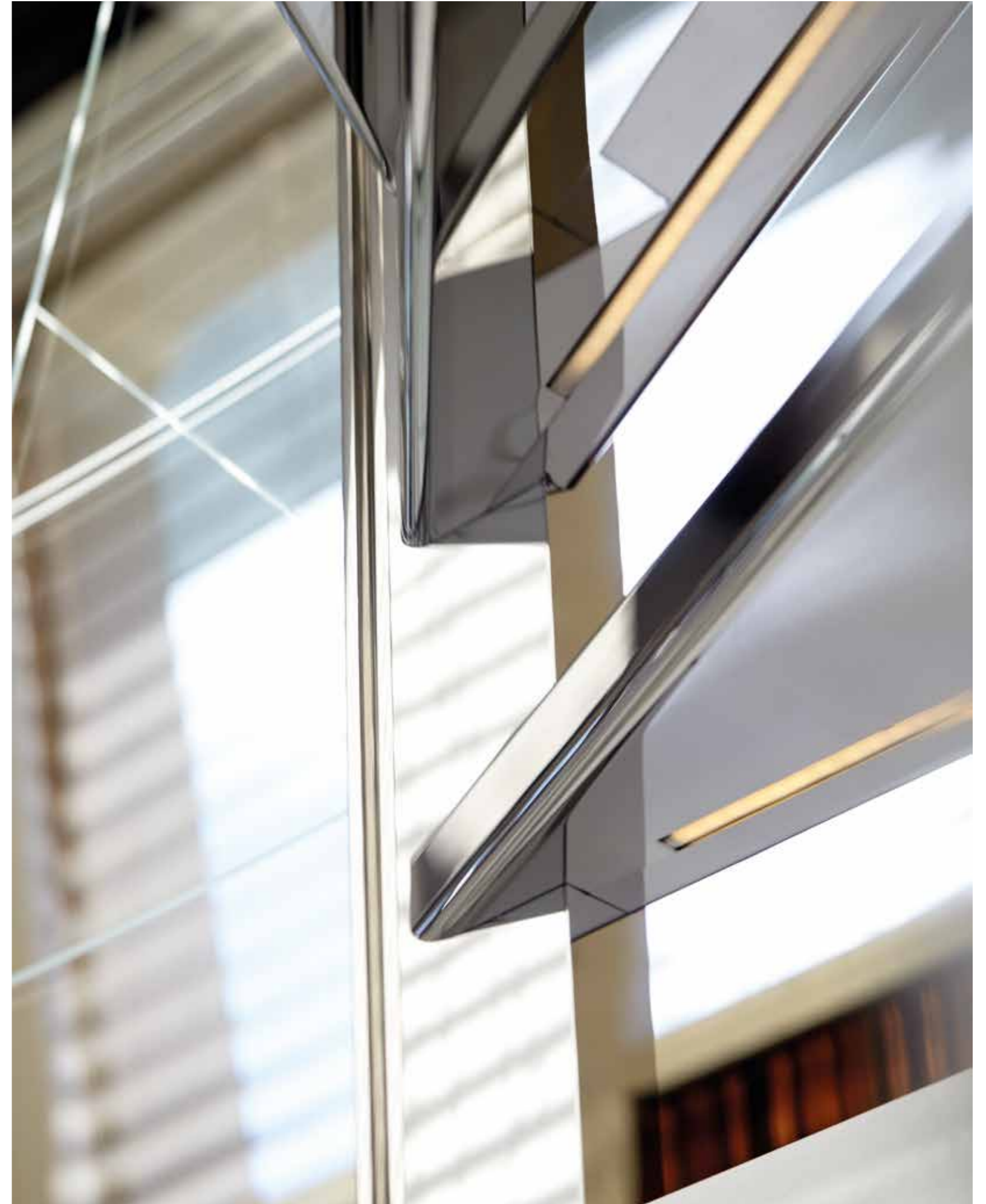
HOW FAR ARE YOU WILLING TO GO FOR PERFECTION?

However distinctive they may be, every Feadship ever launched has something in common: an inherent quality that you can only really feel when you step aboard and which ensures the vessel holds her value. This is the end product of a perfect craftsmanship that has been passed down the generations. Traditional values are upheld in every discipline as the yards draw on an unrivalled heritage dating back to the nineteenth century. As time goes by, each Feadship sets a new benchmark for artistry and the use of technology to maximise comfort.

On *Como*, perfect craftsmanship can be seen in her exterior metallic paint, which was praised by the class association as being truly unprecedented in its beauty. Inside and out, Feadship's carpenters had a field day making the myriad small details and intricate design features in dark timber. Meeting the owner's fondness for stainless steel was very challenging in places with countless super-thin strips required. And the way this has all been blended with white marble to create a compellingly clean interior is, in itself, a true work of craft.



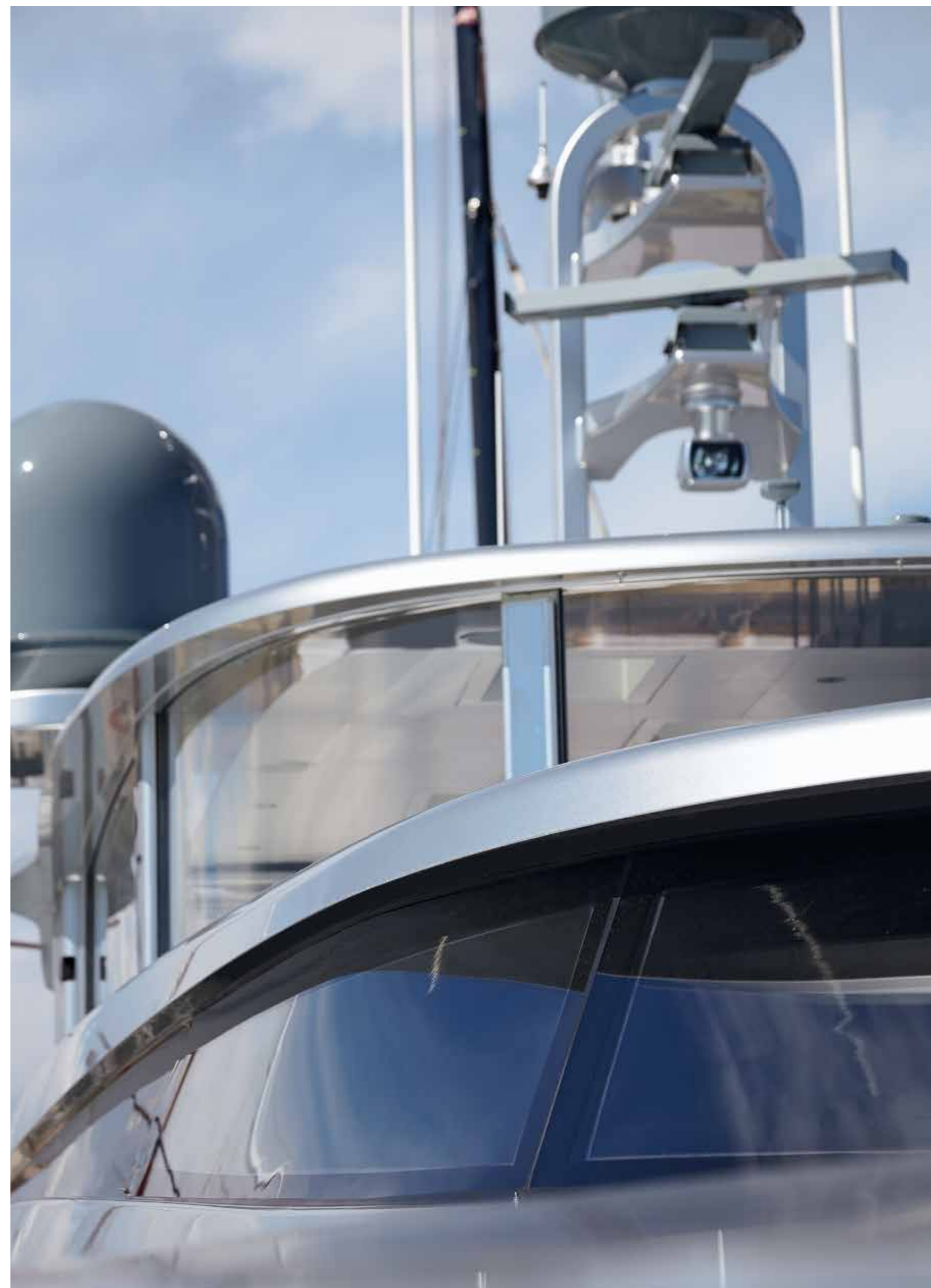




MAKING THE IMPOSSIBLE

Every Feadship also showcases the relentless pursuit of perfection that has always been the hallmark of the men and women who work at Feadship. Many decades of craftsmanship are combined with a future-oriented passion for excellence. And it's not just the designers at Feadship who are busy with innovation – so too are the shipyards, the project managers and the engineers. While setting new standards they are all dedicated to safeguarding the quality, safety and extraordinary comfort for which Feadship is so renowned. And their work is fully supported by our dedicated innovation teams and constant investments in research and development.

On *Como*, innovation is instantly apparent in the pioneering use of glass. The extent of the challenge of using such giant glass structures with such immense curves cannot be overstated. The answer was to place the superstructure glass on top of the metal rather than setting it into it, creating a continuous surface. The bulwark windows measure almost seven metres in length while the portholes in the hull are the maximum allowed under class for that location. Tests on the latter included dropping a steel ball from six metres onto the glass structure as well as the most stringent pressure tests. *Como* truly stretches the physical limitations of glass as they were understood anno 2014.





A GLASS APART

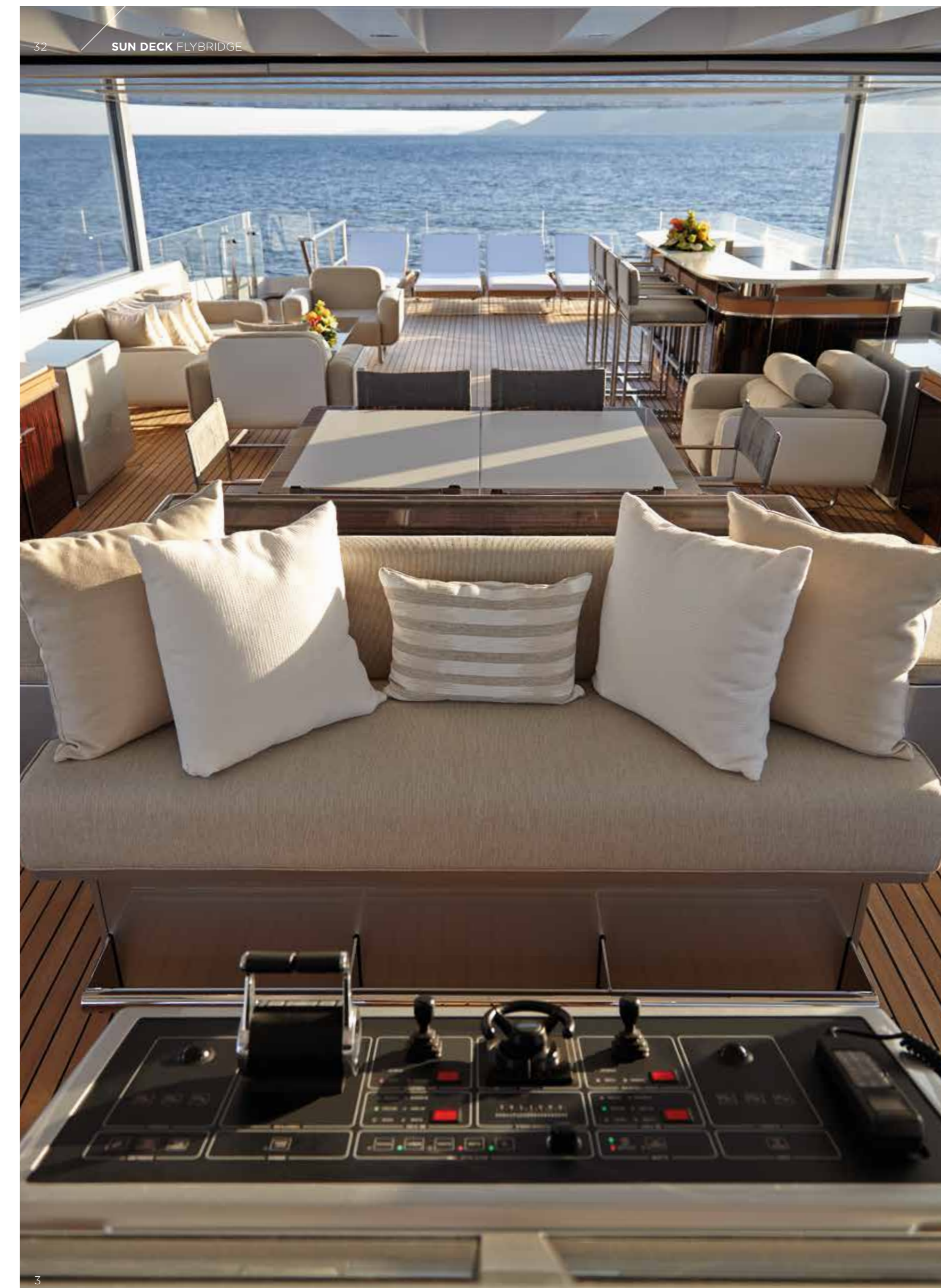
Hugely influenced by her owner's vision on design aesthetics and the lavish use of glass, *Como* is a triumph in every respect. Featuring a modern bow and whaleback sheer, her sleek exterior design is truly a glass apart with a wealth of windows in the overall profile. The tumblehome in the superstructure and the angle in the wall generate a streamlined cockpit look reminiscent of a racing car. You can also sense the hand of exterior designer Dubois Naval Architects, who is primarily known for his work in the sailing yacht world.

Como has a 'two-and-a-half deck' layout in order to incorporate the owner's specific request for a climate-controlled flybridge that serves the raised pilothouse lifestyle he so enjoys. The wheelhouse is slightly recessed into the main deck structure, re-emphasising the speedy look & feel of the design while creating a gigantic outside deck. Combined with the awesome metallic hull and imposing mast design, it all makes for a truly magnificent sight.





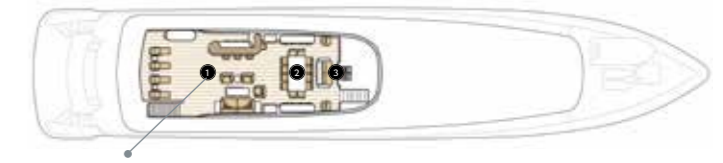


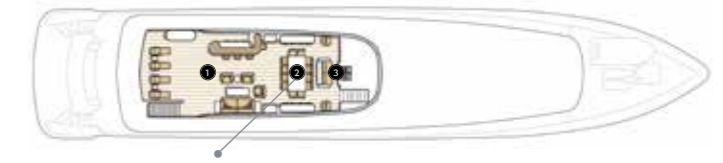


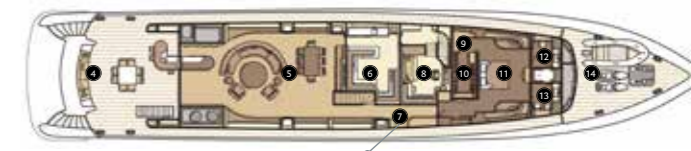
SUN DECK

The sun deck with the flybridge is the favourite spot of the owner. A wonderful party area for up to fifty people is completely covered and surrounded by glass, which can be lowered to facilitate a nice breeze or raised to create a giant terrace protected from the elements. A bimini with a composite beam slides out, removing the need for fixed stanchions on the deck. The ventilation system also allows for heating as well as cooling for evenings when there is a slight chill. The choice of Macassar ebony for an outer deck is unusual and required

some special lacquering solutions. Among the other highlights here are a pop-up TV, a “proper BBQ” to reflect the owner’s New Zealand roots, and a splendid marble-clad cocktail bar. The latter also contains provision for a crane as the sun deck is the MOB location when *Como* embarks on transatlantic trips. Meanwhile, the back end of the wheelhouse slopes down from the front into a fully equipped control station for outdoor helming.





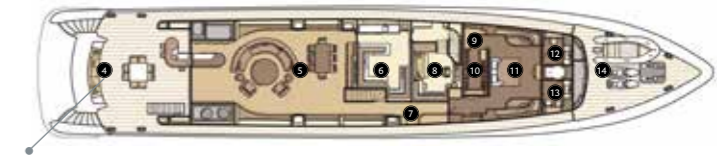


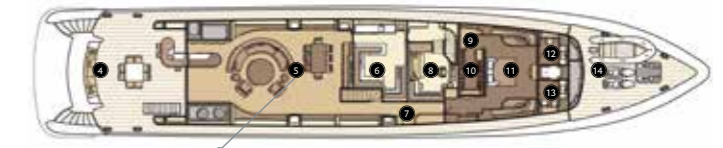
MAIN DECK

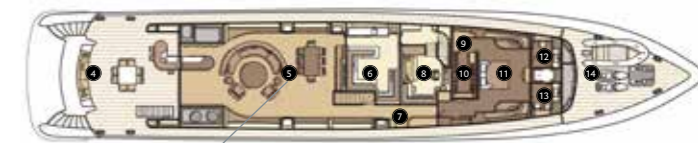
Interior designers Redman Whiteley Dixon have devised a masculine yet calming ambience based primarily on high-gloss Macassar ebony, with white marble in the bathrooms and a more ornate Nero Portoro marble for centrepieces such as the bar unit that straddles the sliding glass doors between the main lounge and the aft deck. The ingenious sliding door mechanism allows this whole area, inside and out, to become one piece.

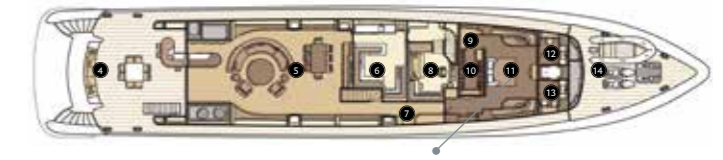
The main deck is the most used when at sea. Its lounge is bathed in natural light while the ceiling is made out of real mirror-raised

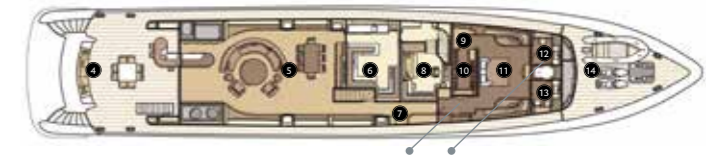
stainless steel. An ingenious seating circle rotates using air cushions depending on use: slide 90° to watch the 82-inch TV or swivel the other way to face the aft deck and connect with the guests enjoying the dining area with dedicated sunshade. On the centreline outdoors the white teak planks are wider in order to match the interior and create a sense of continuity when the doors are open. An extendable dining table made of Macassar with stainless steel detailing is available for more formal occasions. Further forward, the owner's quarters include an office and dressing room, with giant windows offering a grand panorama from the bedroom.













LOWER DECK

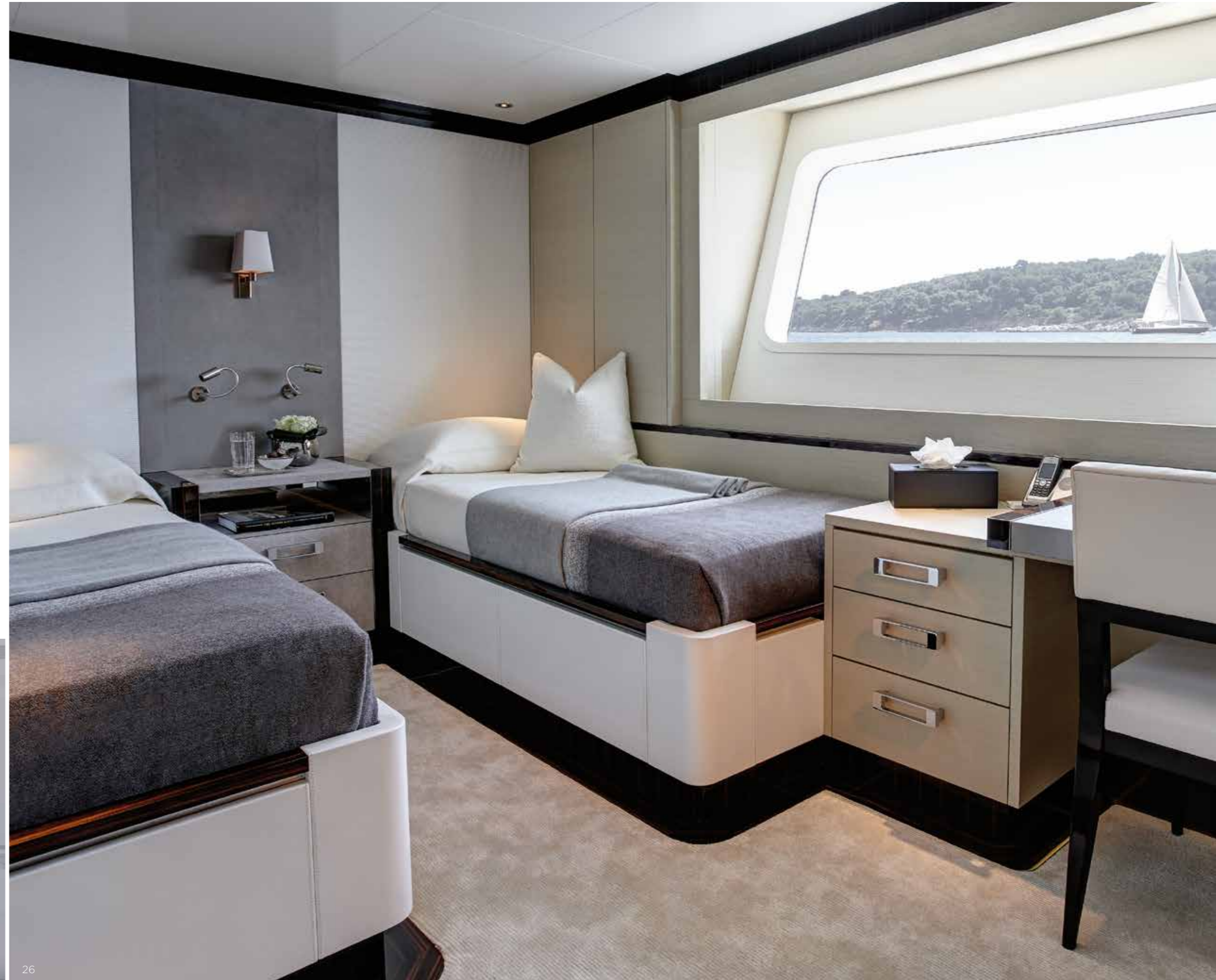
Como's lower deck is home to four delightful guest suites; two doubles aft and two twins forward. All are spacious and the views from the beds which have been placed transversely instead of in the usual longitudinal pattern are truly spectacular, both when at anchor and at sea.

The bathrooms feature a wealth of white marble from Greece that the owner originally saw at a friend's house. Finding this same marble in sufficiently large slabs of the required quality was an enormous task for the Feadship team responsible. Meanwhile, the hatch below the stairs offers access to a dedicated luggage store, one

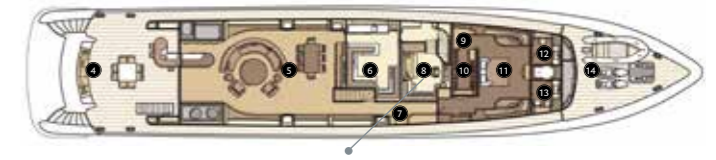
of the many places onboard *Como* that reflects the priority given to storage throughout this splendid vessel.

Let us end with a quote from the owner himself: "There wasn't a single boat that led me to Feadship. Rather it was the pedigree and quality for which Feadship is renowned, which is a key component in the excellent resale value of Feadships. I have owned many boats in my life and the quality that I have received on *Como* is light years ahead of my previous boats."











GENERAL

Year	2014
Length overall	46.22 m / 151'6"
Beam overall	9.00 m / 29'6"
Draught (loaded)	2.20 m / 7'3"
Fuel capacity	51,000 litres / 13,473 US Gallons
Fresh water capacity	16,000 litres / 4,227 US Gallons

DESIGN

Naval architect	Dubois Naval Architects
Exterior styling	Dubois Naval Architects
Interior design	Redman Whiteley Dixon

PROPULSION

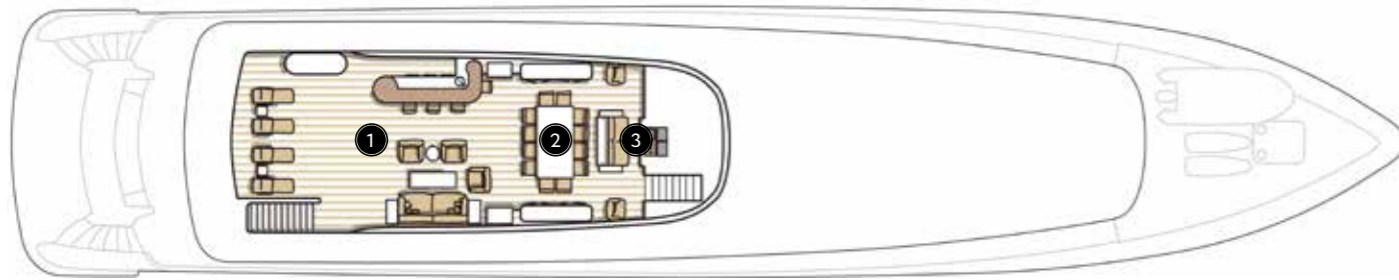
Main engines	2x Caterpillar C32 / 1417 kW @ 2300 rpm
Generators	2x Caterpillar 6.6 – 2x 90.125 kW – 1500 rpm
Stabilizers	Quantum zero-speed stabilizers

Cruising speed	14 knots
Max. speed	19 knots
Range	3,000 NM @ 14 knots

ACCOMMODATIONS

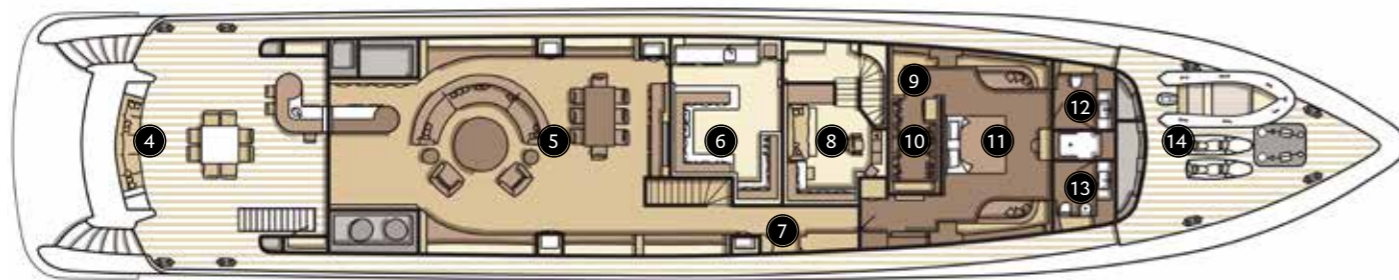
Owner	Two guests in owner's stateroom with separate bathrooms and dressing room
Guests	Four guests in two double guest staterooms and four guests in two twin guest staterooms
Crew	Four crew in two crew cabins; two in captain's cabin, two in engineer's cabin. Storage rooms, laundry, galley and crew mess on lower deck

SUN DECK

**SUN DECK**

1. Sun deck bar
2. Sun deck dining
3. Flybridge

MAIN DECK

**MAIN DECK**

4. Main deck aft
5. Main saloon
6. Galley
7. Main lobby
8. Wheelhouse
9. Study
10. Dressing room
11. Owner's stateroom
12. His bathroom
13. Hers bathroom
14. Fore deck

LOWER DECK

**LOWER DECK**

15. Beach platform
16. Lazarette
17. Engine room
18. VIP guest bathroom
19. VIP guest bathroom
20. VIP guest stateroom
21. VIP guest stateroom
22. Guest bathroom
23. Guest lobby
24. Guest bathroom
25. Guest stateroom
26. Guest stateroom
27. Crew mess
28. Laundry
29. Crew cabins

SCALE 1:250

● GENERAL ● OWNER ● GUEST ○ CREW ● TECHNICAL

Exploring this brochure: the numbers on the general arrangement plans correspond with those given in the photographs.

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