

PROJECT FURY

Redefining superyacht sailing

 **ROB DOYLE DESIGN**
VANGEESTDESIGN

Project Fury

The essence of sailing comes from feeling in control of the elements on a sailboat, it is something felt but not seen. It is amazing to sail through the water in the company of family and friends and this unique experience stays with you forever. You are now a sailor for life.

All sailors want to go faster and the larger the boats, the more luxury is demanded.

The genesis of this project is high performance, fanatical weight reduction and going full beam on the main deck to maximize interior volume. Currently on the market, a 60m to 63m sailing yacht will have a Gross Tonnage of 500gt max. We are pushing 705gt with this design (40% more) and this gives the owner a real gauge of the amount of space they are getting with this new generation of performance sailing yacht.

The envelope of **Project Fury** is defined by these principles and has resulted in an unique sailing yacht in all its aspects.

Performance:

We are pushing to the limits to keep weight off the boat with aluminium in the hull and carbon fibre in the superstructure thus achieving maximum performance but keeping an eye on costs.

A drop-down prop running on a DC bus diesel electric system and a swing keel performance centreboard, that acts as a long keel when up for motoring, give good directional stability and damping when at anchor. The idea of this project is to offer huge performance gains with an alloy hull (you do not always need to go carbon) and have race boat foils and rig package but still have a safe /clean deck that is client friendly.

Cost/Energy Management:

As the concept progressed it became apparent that yacht performance and onboard energy management were two areas which are highly interlinked. Creating a yacht with extremely high performance over a wide wind band has given us the opportunity to explore energy recovery from the propulsion system, which influences the energy storage and generator system capacity & performance. By taking unnecessary equipment off the boat (that has somehow got onto every superyacht and makes them expensive and complicated machines), we have simplified the systems (no roller furling boom etc). We are taking a step back to make a large leap forward.

Circulation while sailing:

Having seen developments in the round the world racing yachts where sailors are navigating fully inside and well protected and the other extreme of latest Americas Cup developments we came up with the general layout and workings of this concept. As the yachts are getting wider the deck spaces are also growing. The designation of functional areas is becoming an important factor. Areas for sailing and controlling the yacht are designed to be situated apart from the leisure areas. This will result in a safer circulation and environment for all on board.

Interior accommodation:

Interior volumes on sailing yachts have always been smaller than on similar sized motor yachts. In **Project Fury** we have addressed this and have achieved greater volumes. The interior space on this yacht is unlike any other yacht of similar length on the market that can also sail fast.

We have maximised the interior spaces for the owner and guests and pushed the engineering spaces to be as efficient as possible but still give a comfortable workspace for the crew to operate the vessel at the highest level.

The reason for the full beam interior main deck is that the side decks are the most expensive square meterage space that an owner and guest rarely get to use while sailing. This is due to the sail handling equipment etc. We have given the area back to the owner and guests.

Overview description:

Space Deck:

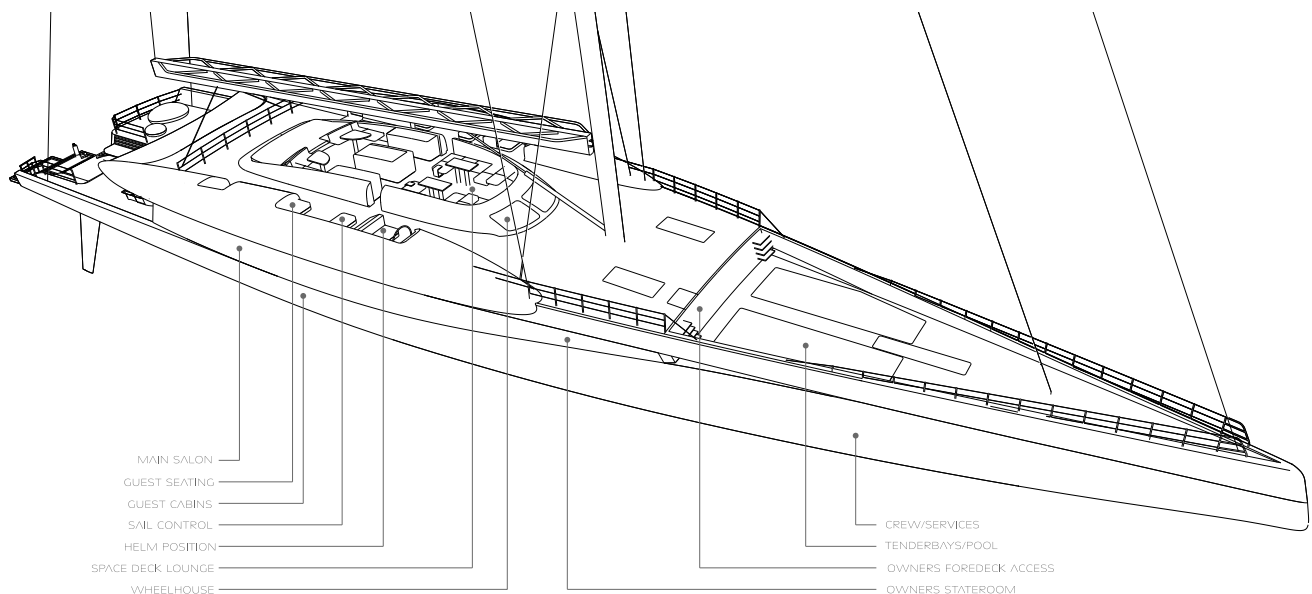
The large Space Deck is twice as big as any similar sized sailing yacht/ motor yacht Skydeck in the market. The pods on either side of the Space Deck house the helm and control stations as well as comfortable guest seating. They also contain space for aft deck access, crew access, captive winches, dumbwaiter, storage, and life rafts. In the centre of the space deck there is a dedicated area for guests to enjoy the sailing while being at ease. This area is divided into sunbathing aft and lounge/dining fwd with bar/counter and access to the main deck in the centre.

Owners Suite:

On the Main Deck forward is located the full beam 95m² Master Stateroom.

With its full beam forward glass looking down on the bow, it is something that has not been seen on any sailing yacht and creates an amazing connection to the outside private spaces.

Its entrance houses the office. The stateroom and office feature large hull windows and balconies for full appreciation of the outdoors.



Foredeck:

The Foredeck is all flush. Two large tender bays can contain two 7-meter tenders which can be launched by hydraulic crane. The tender bays can be converted to pool(s). The owner can have private access to this area from the stateroom.

Main Deck:

The main lobby is the transition area from the owner's stateroom to the 130m² salon. A breakfast area and lounge are set in the large open space with full height, deck to deck, windows giving ample light and 270-degree views to the outside. An interactive galley and crew mess are located on the portside of this deck. The aft deck seating overlooks the back end of the yacht.

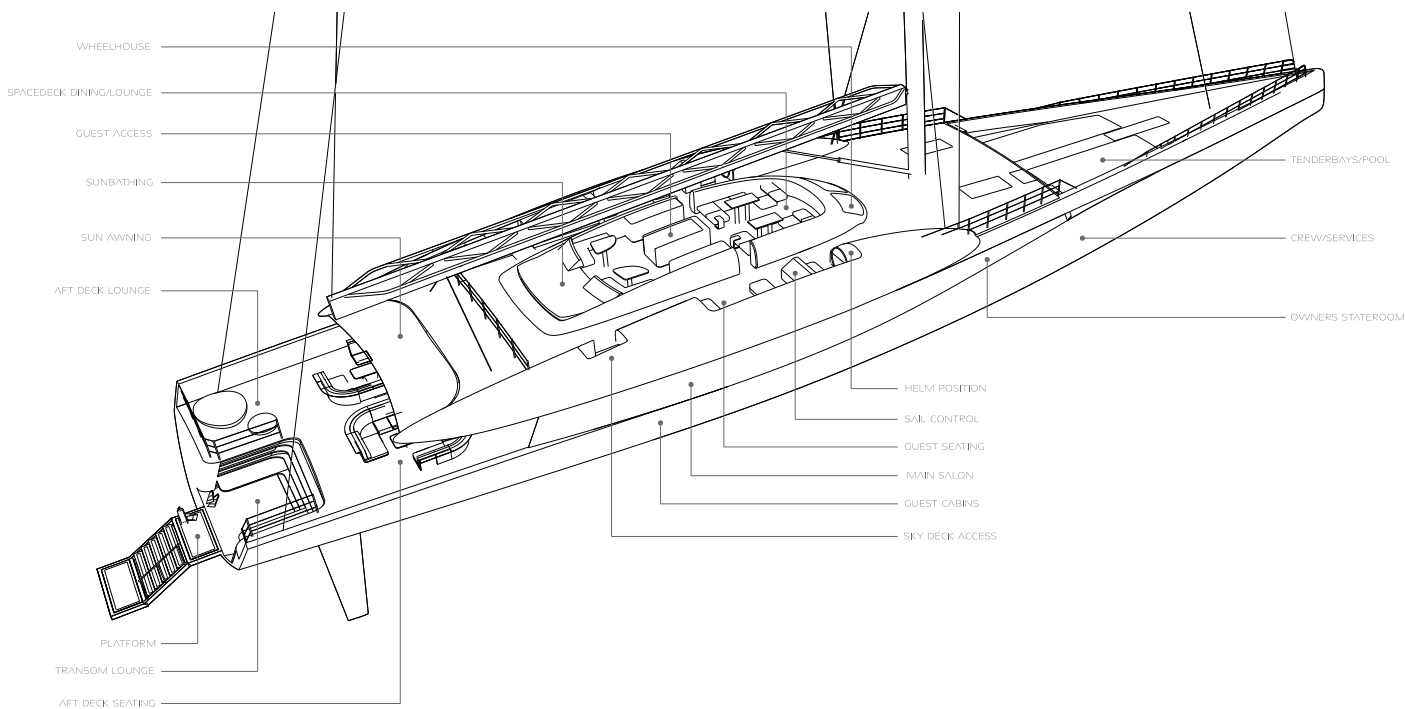
Wheelhouse:

The ½ deck wheelhouse deck gives a commanding view of the vessel from the front of the Space Deck centre pod.

This wheelhouse can be accessed by crew through the office and guests by the lobby on SB.

Lower deck:

The lower deck aft has a large bay to store sports equipment like surfboards, sea bobs as well as all required dive equipment. The aft transom deck has an integrated transformer swimming platform. Forward of these areas is an extensive engine room space. Two double guest cabins and two VIP cabins are situated in the middle of this deck. The crew areas forward are comfortably planned with spacious service areas and one additional multipurpose cabin.



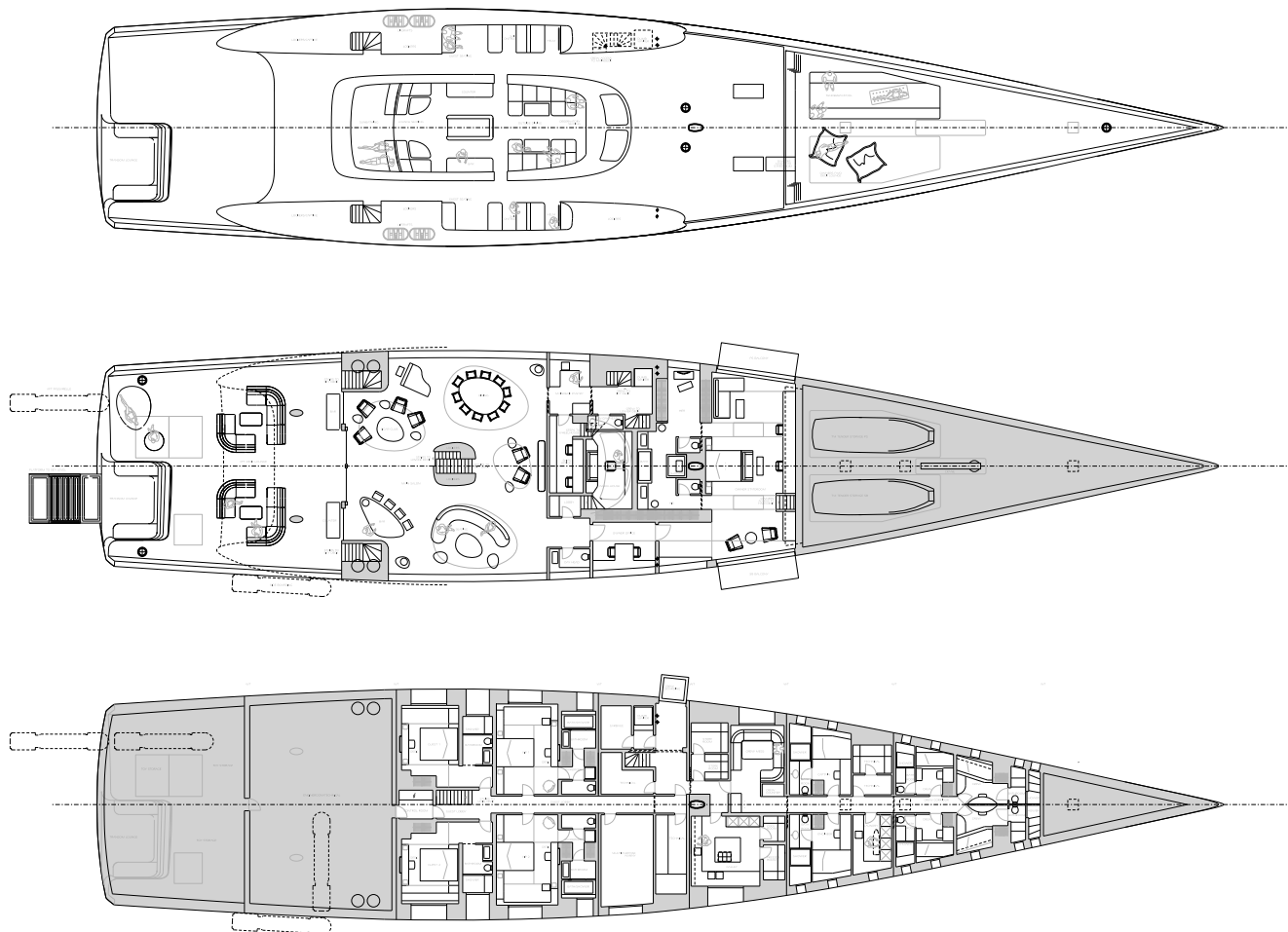
Future:

The approach in **Project Fury** has been from the start “Why Not”. Just because superyachts are what they are now does not mean they should stay this way. New, never done before, seem impossible or too complicated when first suggested, are no reasons to rule it out. We were constantly looking at every aspect of the design and saying, “I know we do it this way normally but is there a better way?”

If we did not have to worry about any financial, practical, or technological limitations what would we do, then is that better than what we have and can we now make it work within the context of the limitations of the project.

This is why we truly believe that this project will redefine what a 63m sailing Superyacht can be, and we also know where we want to and can go next in this development.

As a result of a growing demand for larger sailing yachts we have already been asked to take this design philosophy and implement it for yachts above the 2200GT.



Main Dimensions:

Length Overall:	63 metres
Length at Waterline:	59.6 metres
Beam:	13.35 metres
Min Draught:	4.3 metres
Max Draft:	11.15 metres
Gross Tonnage:	705
Displacement	455tons
Hull:	Aluminium
Superstructure:	Carbon

Accommodation:

Guests: 12
Crew: 10-12
Service staff: 2



Rob Doyle Design's philosophy encompasses performant, pragmatic, timeless design, geared to extend the envelope of naval architecture and exterior styling to the modern limits of material science whilst prioritising safety, speed and comfort.

Rob Doyle is one of the new generation of yacht designers tackling the modern challenges of the large yacht business. With a strong 20-year career evolution in the large yacht sector, his experience is unique in the hands-on field of design, styling, performance, naval architecture and, importantly, classification.

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VANGEESTDESIGN

Van Geest Design strives to keep design pure and uncluttered - not only in the big picture but especially in the detail. The company integrates the interaction between the outside environment and the interior spaces of the yacht. As a result of its technical and production knowledge, Van Geest Design evolves its designs, always featuring something innovative and unique.

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