



On the Horizon

SPECS	
LOA:	88ft
Beam:	19ft
Draft:	5.5ft
Engines:	2 x Caterpillar C12
Speed (max/cruise):	13/10 knots
Naval architecture/design:	Werner Yacht Design
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Yacht designer Theo Werner has definitely achieved his aim to create a yacht combining grace and splendor with *Orizzonte*, whose name translates from Italian as "horizon". Once on board *Orizzonte*, the craftsmanship of her woodwork demands attention, as does the custom-made stainless-steel work that is so evident. She sports a tremendous seaman-like flair in the bow sections, which runs smoothly aft towards an equally pronounced tumble-home in the stern with an exquisite sheer that is seldom seen on modern-day yachts. Her teak-planked transom incorporates a hydraulic swim platform that opens using an elaborate system of levers and cylinders to give access to a walk-in garage that stores a 12ft jet tender from Williams in Berinsfield, UK.

The entrance into the interior of the yacht is through double opening doors leading to the pilothouse that has two high settees and an electrically operated Recarro seat in front of the helm position. The simple style of the bridge and its controls are directly derived from those of a Dutch commercial vessel with a vertical column of computer screens for engine management, radar and electronic chart navigation.

Descending a few steps, you arrive in the split-level day saloon with steps forward that lead down into the dining area, galley and guest accommodations with steps aft leading to the owners' accommodations. Furnished with leather club chairs and sofas, the saloon has a 1970's feel about it, highlighted in the detailing of the joinery work and the choice of walnut wood for the furniture. This has been combined with off-white paintwork treatment to the deckhead with light curtains.

Moving aft from the saloon, descending five steps reaches the full-beam owners' suite with a stylish en suite aft. Light-switches, doorknobs and handles, and other fittings are all of a square chrome design. Square water taps from the Belgium company Damixa perfectly match other hardware

and help reinforce the 70's feel with sliding control bars that manipulate flow and temperature. A second double cabin with bathroom, and a separate room for laundry equipped with Miele appliances and plenty of storage space completes the area.

Moving forward from the saloon, down a few steps, brings visitors to the dining table to port around which a U-shaped seat is fitted. To starboard is an ample, but not enormous galley fully equipped for family use. Further forward, a modest doubled-bedded guest cabin lies to port and a twin-bedded cabin to starboard, both of which share a rather small, but effective bathroom in the forepeak whose shower is underneath a skylight set into the foredeck.

The owner has specified two Onan generators, a 22.5kW, 50hz, 220v, single phase unit for daytime use, and the other is a smaller 9.5kW version for use during the night. Twin Caterpillar C12 engines output 287kW when turning at 1,800rpm. Using twin disc gearboxes, her shafts drive two 5-blade propellers that give the yacht a useful 10 knots of cruising speed. Capable of a maximum speed of 13 knots, but happier at her cruising speed, her engines are tuned for continuous duty.

Designed for the owner to initially explore the waterways of his own country before heading south to a berth in the Mediterranean, and judging by her behavior so far, there seems very little to be concerned with. This 88-footer is ruggedly constructed by the Cona Vroegh Shipyard in The Netherlands, to withstand a serious beating. The construction of her hull and superstructure meets the standards of Lloyd's Register and achieves the exacting standards set by Germany in order for her to safely navigate the country's large, busy rivers and inland waterways. -MH