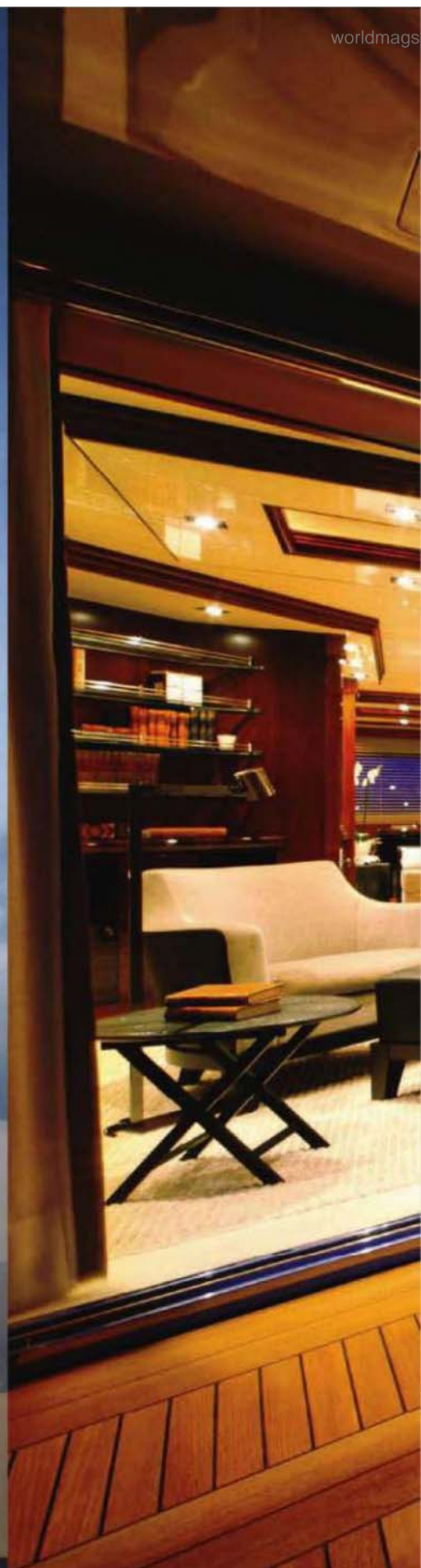


AZTECA

ANY YACHT THAT IS AS LONG AS 236 FEET IS SURE TO PACK A PUNCH, AND THIS EXOTIC CRN IS NO EXCEPTION. GUESTS WILL ENJOY VAST LIVING AND OUTDOOR SPACES, LOOKED AFTER BY A DEDICATED CREW OF 28.

TEXT BY PETER BOULTON PHOTOGRAPHY BY MAURIZIO PARADISI







Azteca, at 236 feet, is the biggest CRN yacht in the water to date. The announcement of her innovative exterior and interior design by Italian firm Nuvolari-Lenard, captivated the press at the Monaco Yacht Show in 2006 with its terrace for the master suite. During the build, the temptation to add a conventional enclosed upper deck was resisted, which, with the silvery gray hull paint, makes her look low and sleek, maximizes her length, and emphasizes an aspect of barely restrained power. Lamberto Tacoli, chairman of CRN in Ancona, Italy, says

the design has the aesthetic of a “Porsche of the sea.”

Originally ordered by a Spaniard—who had owned one of the 151ft CRN Magnifica series also designed by Nuvolari-Lenard—hull 124 was finished as *Clarena 2* and was offered for sale prior to launch. The yacht saw no service until she was purchased by a prominent Mexican yachtsman who reportedly saw the boat and fell instantly in love. So perfect was the fit that according to interior specialist Valentina Zannier, none of the interior was changed prior to handover to her new owner





who renamed her *Azteca*. Internally, the pervading ambiance is bold, unadorned, and masculine, utilizing a base neoclassic décor theme of bronze, leather, and mahogany with subtle variations throughout. What really consolidates and coordinates this yacht so well is the harmonious transition from exterior to interior spaces achieved by designers Nuvolari-Lenard. Add in-house naval architecture by builder CRN, an updating of the characteristic CRN knuckle bow, and the recipe achieves near perfection.

"The main feature of this design is the level of luxury it achieves," says Carlo Nuvolari. "The luxury is not represented by exotic or futuristic exterior design or lavish interior decoration. On the contrary, it is featured by the absence of excess, which I believe is the real luxury of today."

Almost inevitably, everything about steel-hulled *Azteca* is comfortingly massive, not least of which is the 1,076sqft beach club, formed by folding the entire transom out and down—all four tons of it. Flanked by

this page
What is more striking, the play of exterior lines and angles, or the way *Azteca* celebrates outdoor living? In addition to the massive stern beach club, the master suite terrace opens to the sea.





Luxury is to be brave enough to give up the skylounge and any enclosed area on the top deck, gaining an immense Mediterranean-style flybridge and a lower profile in the process.



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From the tender bay or beach club, guests can disappear through a private passage to reach their staterooms and change clothes. The wheelhouse overlooks a Portuguese bridge with a seating area.

stairways from the main deck, this impressive expanse of umbrella-shaded teak extends inside the transom to a lounge with a shaded bar and a cozy sofa, plus an access door to the tender garage and an interior passageway that lets beach occupants escape incognito through a main-deck portside door aft. One garage contains a 23ft Castoldi RIB tender plus a pair of personal watercraft, and the other a 31ft Riva Shuttle. All are launched through foldout hull doors. Nuvolari notes that the entire design keeps in mind the importance of outdoor social

life and watersports from the topmost deck down.

While the aft areas of the main and upper decks are traditional and formal places of entertainment, Nuvolari says that the main scene for outdoor living will be the huge sun deck, its name something of a misnomer as a considerable portion, although open to the breeze, is shaded. This informal area is furnished with "hypercomfortable sofas and beds where guests will relax, dine, and watch movies," says Nuvolari.

"Luxury is to be brave enough to give up the skylounge





enclosed area on the top deck, gaining an immense Mediterranean-style flybridge and a lower profile in the process," he says.

Returning for a moment to the passageway from the beach club that runs past the machinery spaces, it's a strange thing about engine rooms; they're the heart of the ship, yet guests rarely ask to be shown around, maybe because they imagine something dark, unbearably hot, and noisy. True, they can be hot and noisy, but most heat is removed by powerful fans, with noise taken care of by wearing high-tech headsets, and any mechanically minded guest who may be invited by the engineers to visit their domain on *Azteca* is in for a real treat.

On first impression, the whole place dazzles with its vast expanse of white paint, mirror-finish stainless steel, and polished aluminum deck plates. At center stage are the two main engines: Caterpillar 3516B 16-cylinder beauties, each developing around 2,500 horsepower at a mere 1,600 rpm, driving twin, six-blade propellers. The engine room is split-level, so only the upper half of each engine is immediately visible, but a short stairway down to the tank deck, plus removable deck plates, reveals the rest, and everything is accessible. The noise level is only a factor when making physical inspections while underway—hence the headsets—otherwise all engine, general machinery, and electrical functions are monitored from the comfort of the glass-enclosed, soundproofed control room. In another

soundproofed room are the two main generators—both Caterpillar C18s each capable of producing over 275kW. The night genset is a Caterpillar C9 at 175kW. The tank deck is home to most of the essentials that support the ship. The forward space houses a crew gymnasium, twin bow thrusters, and general plumbing distribution. Crew access to this area is via a midships stairway from the mess. The mess itself is full-beam, nicely equipped, and semi-divided into three manageable sections by storage units. Immediately aft, one very practical feature is a service hatch in the starboard hull side for loading supplies straight from the dock or tender, which can then be taken directly to the tank-deck storerooms below.

Crew accommodations adjacent the mess comprise nine twin bed and one double cabins, plus two single cabins, all decorated to guest standards with en suite facilities and likely to fall well within Maritime Labor Convention requirements. The captain's cabin is close to the wheelhouse on the upper deck. Two further "staff" cabins have twin beds and Pullman berths and are somewhat larger, being reserved for the owners' children and nanny. Occupying the full beam on this lower level, tucked between the crew mess and engine room bulkheads are two splendid double guest suites.

It's usually fair to say that a happy chef means happy guests, which must surely apply to *Azteca*. At main-deck level, midships to port, the chef presides over an impres-



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The bridge deck lounge, the owners' theater room, and bridge deck library offer intimate spaces for entertaining. The master suite invites relaxation.



The layout provides the owners and their children spaces to be "alone together" even if Azteca is filled with guests. A private staircase allows the children to pop up from their cabins and join their parents in the theater lounge within the master suite, which is seen as a sort of cocooning room.





right
From doors to light fixtures to armchairs, bronze is the accent in the formal dining salon.



Gloss lacquer overheads are a chic contrast to woven leather accents and carved doors. The dining room chairs and almost all the loose furniture aboard is from the Italian manufacturer Promemoria. The exquisite, silk and wool carpets are by Tai Ping.



sive, well-designed, and spacious galley, truly a space for the creation of culinary marvels. The galley was designed not only to accommodate food preparation for large groups, but also to allow the owner and guests a place from which they can watch the chef at work.

The inner wall of this sanctum forms one side of the access corridor to the owners' apartment from the central lobby. On the opposite side are two double guest suites and a hidden crew staircase to the lower deck. An open staircase provides access down to the children's cabins and a nanny's stateroom. These connecting cabins, adjacent as they are to the crew area, must seem like the perfect hideout.

On main deck, a lobby separates the owners' apartment from the rest of the deck. This suite of rooms includes a massage room and a media room, and the enormous bedroom and twin bathrooms separated by a pair of walk-in showers. Delightfully complementing the lounge area, an entire section of the starboard hull opens

outboard to create a terrace over the water. As delightful as the terrace is, the stars of this suite are the baths. Hers is clad in polar cedarstone and mother-of-pearl, his in mystic brown marble and semi-precious tiger's eye. Walnut, high-gloss-finished rosewood, and satin-finished mahogany are used extensively in the décor, especially as walls and accent frames for the ceiling lights, which adds to the masculine ambiance.

Azteca's dining and salon spaces are light and simply furnished with a few massive pieces. Both have large windows and are separated by a fixed central cabinet housing televisions front and back, with mahogany sliding panels on each side, but the impression of cohesiveness is maintained by the furniture. Oval in shape, the dining table is a massive piece of dark wood, while the light fabric-covered chairs have dark wood frames with elegantly integrated bronze arms. Apart from a grand piano in one corner, the main salon is furnished by two large, brown leather sofas with bronze accents,

facing each other across a group of four rectangular coffee tables and a pair of inviting armchairs.

The owner may like warm interiors, but he evidently enjoys living outside, which is reflected in the expansive decks. Aft, the mostly shaded main deck has ample space for lounging and al fresco dining, while both side decks offer safe passage all the way up to the bridge and on to the foredeck. Each side deck also has its own sideboarding ladder, which can be swung outboard through 90 degrees for dock access.

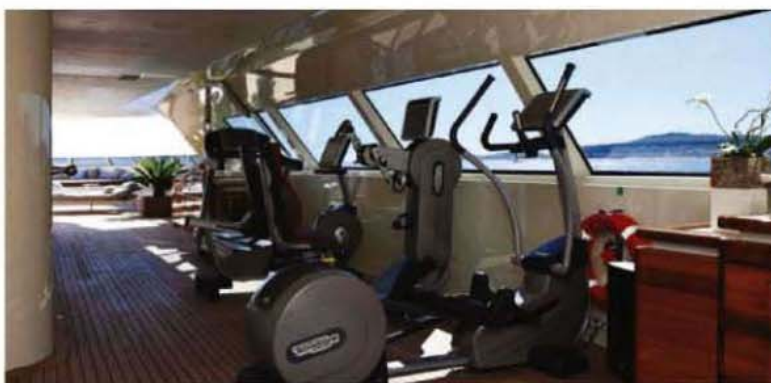
Although the upper deck looks much like intimate owner/family/guest territory, a 270-degree panoramic lounge faces another open deck aft, with an impressive circular 14-place dining table and a huge sunning banquette. A second galley and pantry, plus a service pantry, are perfect for serving informal meals and drinks, and the foyer, used as a library, has a small table and chairs for private conversations. The bridge deck also has a VIP suite to port aft of the bridge, opposite the captain's cabin and ship's office.

Most experienced captains concur with the need for watch keepers to metaphorically and literally remain on their toes while on watch, which is why there is a leaning post instead of a helm seat. The space to port is taken up by a considerable U-shaped sofa and table for the owners' use. The opposite space to starboard is a communications room, which also houses the Kaleidescape entertainment center.

A final comment on outside spaces must go to the sun

deck. Here, the radar and coms antenna arch has been stretched to form a roof with smoked glass sides, beneath which exit the guest elevator and stairway. Just forward of this are built-ins housing the dumbwaiter and a refreshments prep center. Between the two are electrically operated wind protection screens. To port are buffet/cupboard units with a selection of exercise equipment to starboard. All the way forward is a central spa pool and, with the screens open, there is an uninterrupted run aft for the entire deck, ideal for playing children and dancing adults, making *Azteca* altogether a very complete, satisfying, cruise-anywhere family yacht. ■

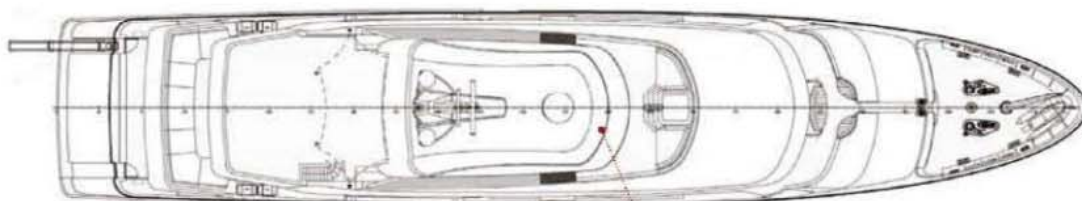
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left and bottom
Formal in their symmetry, simple in their design, the salons are designed as evening use spaces. The gym has views that inspire.

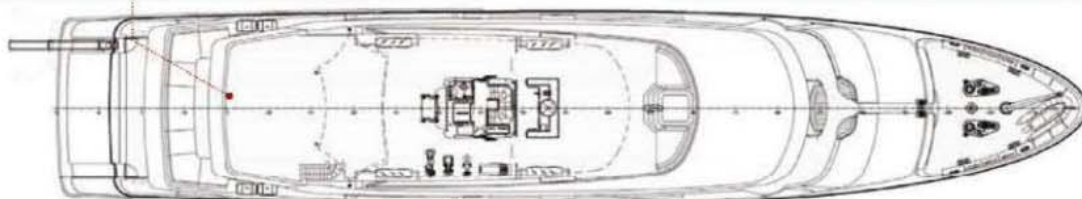


azteca || 236FT CRN



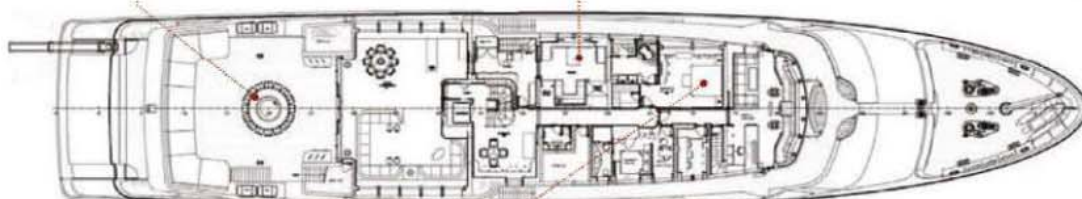
SUN DECK: The aft section of the sun deck is an outdoor living room and can be covered with an awning.

HARDTOP: The hardtop on the sun deck is simply an expanded radar arch. A few glass windscreens provide minimal enclosures.



ALFRESCO DINING: The dining terrace can seat 20 guests for festive, formal meals supported by an enormous additional galley.

DUPLEX GALLEYS: In addition to the large galley on main deck with its observation area, the pantry above is almost a full galley.



GUEST SUITES: Two suites are on main deck, two on the lower deck, and one aft of the bridge.

OWNERS' SUITE: There are separate rooms off the owners' lobby for an office, massage room, and theater lounge.



BEACH CLUB: With the four-ton transom door open, Azteca carries a 1,000sqft beach with her everywhere.

CREW MESS: The crew mess is delightfully separated from the crew cabins and the laundry.



* Tank deck omitted

LOA: 236FT 3IN (72M)
 LWL: 206FT 7IN (63M)
 BEAM: 44FT 4IN (13,5M)
 DRAFT: 11FT 5IN (3,5M)
 DISPLACEMENT: 1,792 TONS
 ENGINES: 2 X CAT 3516B @ 2,682HP
 SPEED (MAX/CRUISE):
 16.5/15 KNOTS
 RANGE: 6,000NM @ 12 KNOTS

MAIN GENERATORS: 2 X CAT
 C18 275KW; 1 X CAT C9 175KW
 EMERGENCY GENSET: 1 X CAT
 C4.4 84KW
 FUEL CAPACITY: 66,043 U.S. GALS.
 FRESHWATER: 10,560 U.S. GALS.
 OWNER & GUESTS: 12
 CREW: 28
 CONSTRUCTION: STEEL/

ALUMINUM
 CLASSIFICATION: LLOYD'S
 REGISTER OF SHIPPING LR @
 100 - A1 - SSC - "Y", MONO, G6,
 * LMC, MCA LY2 COMPLIANCE
 NAVAL ARCHITECTURE: CRN
 ENGINEERING
 EXTERIOR STYLING:
 NUVOLARI-LENARD

INTERIOR DESIGN:
 NUVOLARI-LENARD
 BUILDER/YEAR:
 CRN/2010
 VIA ENRICO MATTEI,
 N. 26, 60125 ANCONA, ITALY
 TEL: +39 071 501 1111
 EMAIL: INFO@CRN-YACHT.COM
 WWW.CRN-YACHT.COM