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OTAM 65 HT

Built for the brazen, this 60-knot Otam comes from a company with no compromise.

Few boats have as much dockside presence as the Otam 65 HT. This giant, rakish, luxurious piece of pure indulgence epitomises the ultimate in offshore powerboats. A perfect

example is this particular 4000hp version, which was delivered to its new owner last summer, recording a staggering 60 knots in the process.

In developing the 65 HT, this Italian yard has stretched its

limits by recording the fastest speed ever achieved for this model. In reaching a top speed of 60 knots, and a 'frugal' cruising speed of 50 knots, it is now the fastest Otam to date.







This craft has a 21° transom deadrise angle - something not often found in boats this size, but certainly a good feature in any boat intending fast passage in rough offshore conditions. The naval architecture is the work of Umberto Tagliavini, whose company, Marine Design and Services, has many high-performance and superyacht hulls to its credit.

Otam claim that this model achieves better fuel efficiency than any comparable boats currently available on the market. Powered by twin 2000hp MAN V12s, driving through Arneson ASD 14L surface

drives, this 65 HT has some of the most efficient power plants that a 32-tonne high-performance boat is likely to boast. It also enjoys the benefits of Aramat in the construction of the hull and deck. Aramat is a multilayer mixture of fibreglass and Kevlar, producing a lighter and stronger hull material than conventional GRP. By the nature of its tough yet light Kevlar component, Aramat can save up to 12% in hull weight. There is also a healthy amount of carbon fibre in the Otam's construction. There are carbon inserts in the hardtop, and they can be found throughout the deck - from stem

Otam claim that this model achieves better fuel efficiency than any comparable boats currently available on the market.

to stern. As well as creating a chromatic contrast with the white metallic hull, carbon fibre also reduces weight, and is in keeping with this shipyard's tradition of using technologically advanced materials.

This vessel is not just about being able to run from Marseille to Monaco for lunch, but equally importantly it has been conceived to meet the specific demands of its new owner - in effect, a true one-off, built with limitless customisation and freedom, in pure Otam style. At the customer's request, the Francesco Guida team designed the styling details of the internal layout,

1. There is a massive focus on sunbathing. **2.** The helm can comfortably sit three. **3.** Carbon fibre plays a big part in the interior design.

... a true one-off, built with limitless customisation and freedom ...



Colours, shapes and materials have been carefully selected.



SPECIFICATIONS

LOA: 20.30m (67ft 0in)

Beam: 4.68m (15ft 5in)

Draught: 1.3m (4ft 4in)

Displacement: 32 tonnes (dry)

Fuel capacity: 3800L (837 gal)

Water capacity: 500L (110 gal)

Engines: Twin 2000hp MAN V12s with Arneson ASD 14L drives

Performance: 60 knots

CE rating: B

PRICE

The highly bespoke nature of this boat makes this a case of POA.

CONTACT

www.otam.it

This extreme customisation is typical of this yard.

and the external cockpit, while giving the yacht a high degree of individual personality. This extreme customisation is typical of this yard.

There is a strong focus on what the Guida design team define as 'an external design to enjoy the sea'. The hardtop of the Otam 65 HT has also been customised according to the owner's requests, and the most evident aspect of this is the absence of doors leading to the cockpit, creating a large, open-space area to 'better enjoy outdoor life' without affecting any of the yacht's comforts: for example, the entire area has air conditioning. 'In the cockpit, instead of traditional

Right: 1. At 60 knots, an aerodynamic design plays its part. **2.** Even the external appendages are in keeping with its high-performance appearance.



The objective was to make the three cabins below airy and inviting without recourse to natural light.

teak,' explained Francesco Guida, 'we specified grey Esthec, with the "planks" arranged athwartships to accentuate the width rather than the length.' Esthec is a synthetic decking made from a composite of high-quality polymers and synthetic fibres. This creates an authentic appearance while having outstanding insulation qualities, so it stays cool underfoot on hot days. Apparently, the biggest challenge in this open saloon area was the side cabinet, which had to be big enough to house a sink and large fridge, but also other domestic appliances like an ice maker and wine cooler, as well as leaving storage space for tableware. The cabinet's appearance is broken up with strips of brushed stainless steel on the facade, so you get little impression that a five-star galley hides within.

In meeting the customer's requirements, the internal design of the saloon area and helm had to be in the same character as the exterior of the 65 HT. The decor had to highlight the fact that she is the fastest yacht that Otam have ever built, and probably the fastest in her class. Guida explained: 'We achieved these effects in various ways. Pearlescent white paint and black-stained oak are combined with carbon-look coatings for the ceilings and wall units, styled similarly to the overhead storage units on jet planes. The ceilings are also very subtly shaped to mirror the aerodynamic profile of the hardtop. So in terms of materials, shapes and colours, the inside echoes the outside.'

Then there was the design below, which did throw up one significant hurdle to overcome – the lack of hull windows. The objective was to make the three cabins below airy and inviting without recourse to natural light. All the lighting is indirect and uses the white

surfaces to bounce light around the cabins, while emphasising the sculpted interior design. To break up the S-shaped corridor linking the accommodation, the design team inserted an oval-shaped 'lobby' in the middle to provide a 'focal point of interest'.

Colours, shapes and materials have been carefully selected. In particular, the leather-clad beds and side cabinets resemble the cocoon-like sleeping units you find in first-class air travel, and the brushed stainless steel detailing and door handles match the light grey of the soft silk and wool carpeting. A striking feature of the galley is the Striato Olimpico marble. As this is the only traditional material used, it has a distinct impact with its bold horizontal black and grey stripes, creating a contemporary appearance that blends perfectly with the rest of the decor. Cleverly, to keep the weight down, all the marble is mounted on an aluminium honeycomb substrate.

The bathrooms feature free-standing 'totems' as opposed to conventional sinks – all in brushed stainless. Even the WC is covered with a stainless steel lid, not unlike those found in airliners. Every layout is bespoke with Otam, but this particular boat has two giant forward cabins – one in the forepeak and one to port astern of it. A single starboard cabin sits amidships, and all sleeping accommodation, not surprisingly, is en suite. The galley and lower saloon sit astern of all sleeping areas.

This yacht, in keeping with its brand name, is designed for the skipper who enjoys life in the fast lane, and without compromise. This is no easy feat in a 60ft boat, but Otam have managed to achieve this while still retaining sight of the fact that such a creation still needs to look as good as it performs. **PBB**

Right: 1. Note the aircraft-like overhead lockers in the second cabin. **2.** The master en suite is very stainless steel. **3.** The master cabin is very chromatic. **4.** The Striato Olimpico marble is a perfect complement to the internal design.

