

BIG IS BEAUTIFUL

196' Trinity *Bacarella*



Bacarella is Trinity Yachts' latest and largest yacht. We had a chance to step onboard at the shipyard's Mississippi facility and take a private tour with Trinity Yachts' Vice President William S. Smith III and designer Dickie Bannenberg as they worked on putting the finishing touches on the final chapter of a storied project.

Story Danielle Viguerie Photos Forest Johnson and David Churchill (interior)



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Although the main deck features side walkways, the main salon is huge; custom-made furniture and seating areas make the space convivial

Bacarella, Trinity's largest yacht to date, is an old soul. Although only recently launched, she already has a history. Billy Smith calls her the last of the "Katrina Babies," a nickname that the shipyard gave to the yachts that were under construction when Katrina, a category five hurricane, slammed into New Orleans, crippling the city and shipyard. The yacht was in the very early stages of construction when Trinity Yachts relocated its daily operations to Gulfport, Miss., a move that ended up doubling its capacity.

Bacarella's commissioning owners, a couple from California, patiently waited out the one-year delay; but as soon as the project re-started, they enthusiastically resumed their involvement. They wanted a yacht made in America and trusted Trinity Yachts to build to their high standards. But to achieve the interior look they wanted, the owners were willing to pay a little extra and tapped British designers Bannenberg & Rowell and German yacht interior company Metrica. This combination of talent proved to be very exciting. It was the first time that Bannenberg & Rowell and Trinity Yachts had worked together, bridging American practicality with European style, although it was not the first time that the American builder had teamed with a top European designer—Trinity Yachts collaborated with British designer Evan K. Marshall on *Zoom Zoom Zoom*, *Lady Linda* and *Norwegian Queen*.

All yacht builders hope for clients who will be receptive to their ideas. It was the case here; *Bacarella's* original owners listened to Trinity Yachts' arguments about charter and resale



AMERICANS USUALLY GO FOR DARK AND TRADITIONAL, BUT THESE CLIENTS WENT FOR A LIGHTER, MORE CONTEMPORARY LOOK

value, agreeing to integrate a few features in their custom yacht that could appeal to other future owners or charter guests. Thus *Bacarella* has an elevator, five guest cabins plus the master stateroom, a wide beam (36'), a steel displacement hull, a tender garage and a helipad. When the owners decided to sell the project midway through the build process, Trinity Yachts did something the builder had never done before: the shipyard bought the contract back from the owners. "We were so excited by this project that we didn't even think twice about buying her back," Smith said. "The bulk of our work is aluminum semi-displacement, but with *Bacarella*, we have a steel displacement hull. We were happy to showcase our steel abilities that we developed for the naval and commercial vessels."

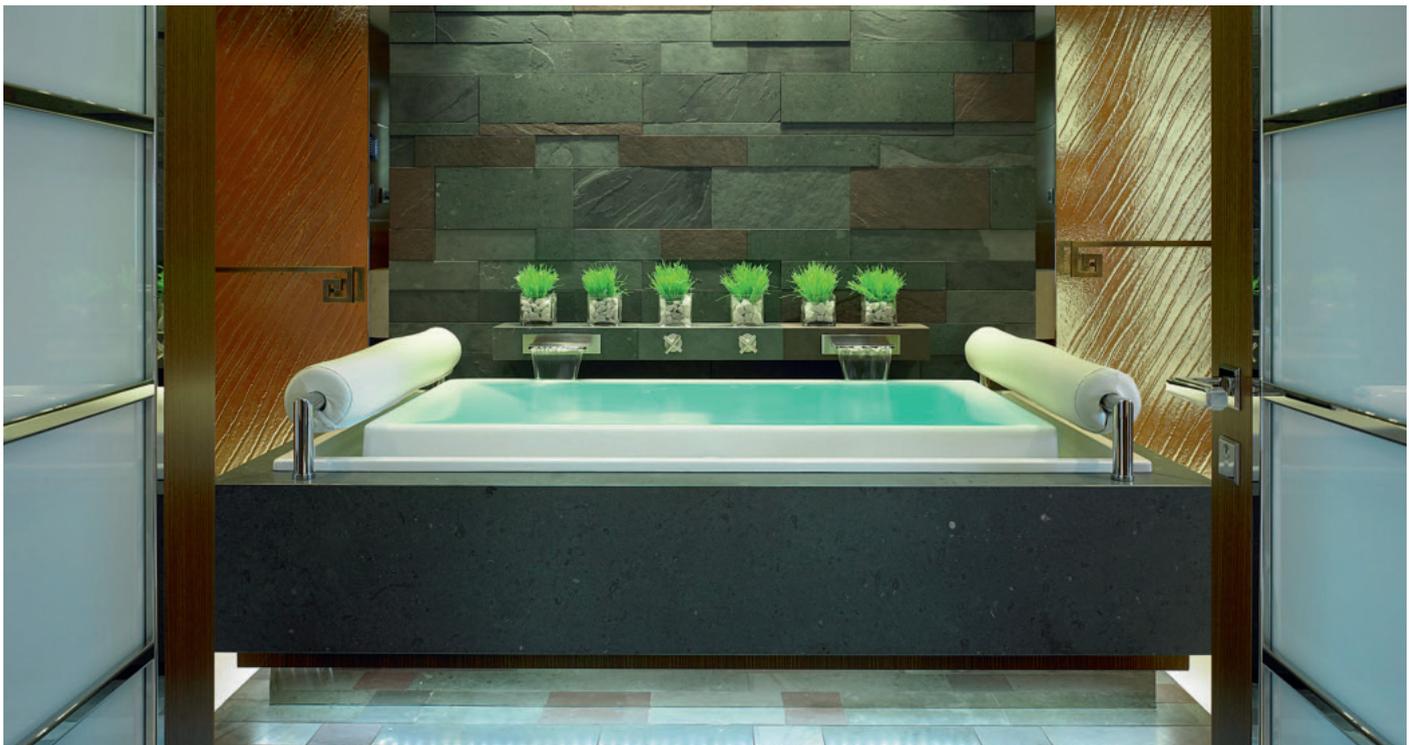
The result is that *Bacarella* is a very versatile yacht, with an ideal balance of indoor and outdoor spaces. There are several areas onboard where all guests can have a meal together, yet the yacht also features many nooks for guests to enjoy privacy. Thanks to her wide beam, *Bacarella* has ample space for crew accesses, allowing them to work without being seen or heard. The yacht accommodates up to 16 crewmembers in comfort. The quality of their accommodations was an important priority for the original owners; the captain's cabin, for instance, has the same fit and finish as the guest cabins. Soon new owners came along, and Bannenberg & Rowell and Metrica were able to resume their work.

"This is one of the longest projects I have worked on. First because of the Katrina delay and



A custom wine cabinets suitable for 250 bottles is one of the focal points in this stunning dining room; the main deck corridor is wide and bright





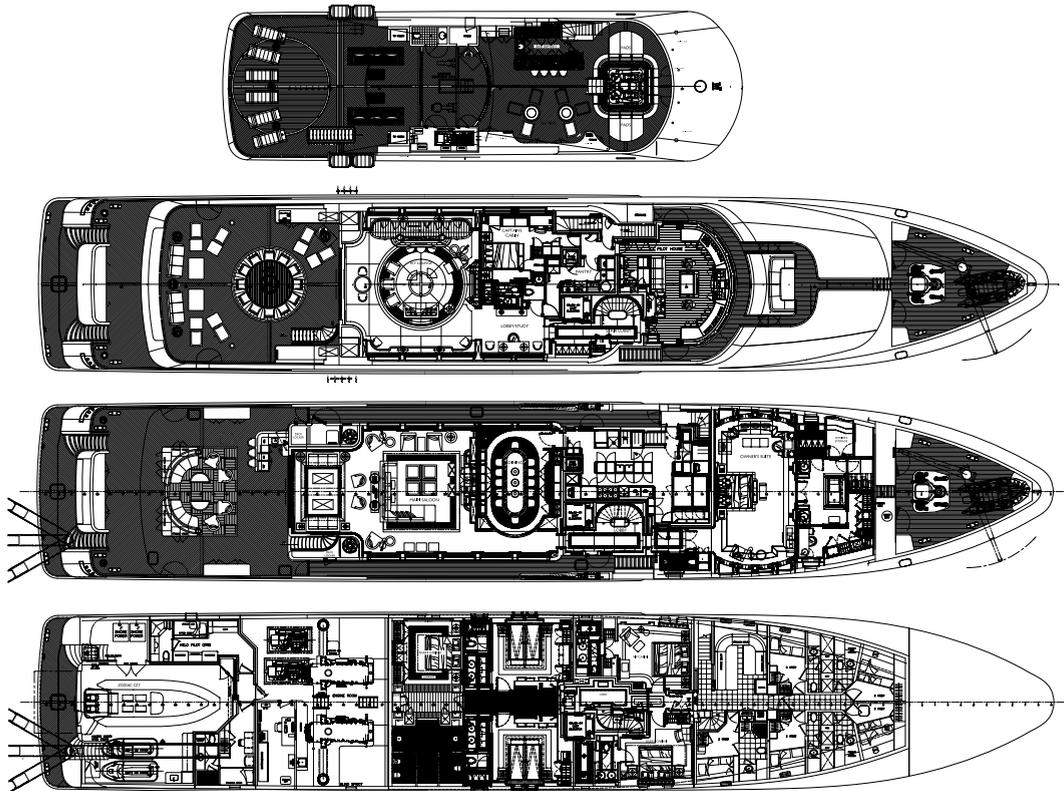
YACHTS

197' Trinity *Bacarella*

LOA: 196'
 MOLDED BEAM: 34'
 DRAFT: 11'5"
 DISPLACEMENT: 1,041 TONS
 FUEL: 53,632 GAL.
 WATER: 6,363 GAL.
 WATERMAKER: FCI NEPTUNE
 ENGINES: 2 x 2,012 HP
 CATERPILLAR 3512 B @1,600 RPM

GEARBOXES:
 REINTJEZ WAF 743
 PROPELLER: MICHIGAN
 WHELL CO 66" NiBRAL
 MAIN GENERATOR:
 2 x 250 kW KILO PAK
 AUXILIARY: 99 kW KILO PAK
 MAXIMUM SPEED: 17.2 KNOTS
 CRUISING SPEED: 13.8 KNOTS

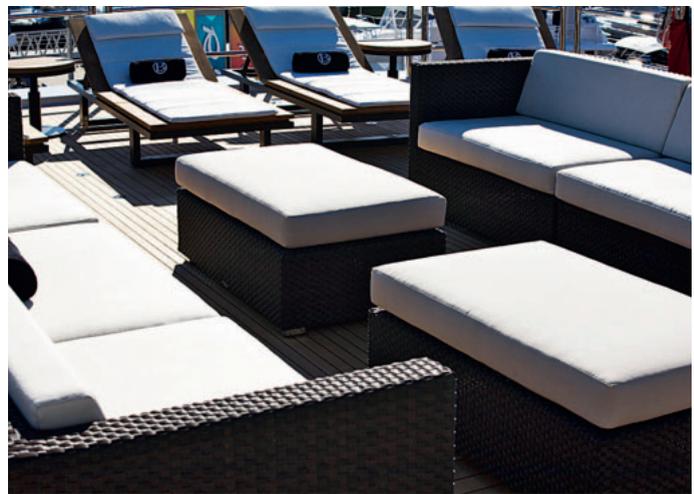
MAXIMUM RANGE:
 ABOUT 11,386 NM@10 KNOTS
 HULL MATERIAL: STEEL
 SUPERSTRUCTURE: ALUMINUM
 STABILIZERS: QUANTUM
 QC-1800 ZERO SPEED
 NAVAL ARCHITECT: TRINITY YACHTS
 BUILDER: TRINITY YACHTS



The ondeck master suite is full-beam and full of light thanks to nearly floor-to-ceiling windows

The master bathroom has the look and feel of a spa; the guest rooms and bathrooms are oversized and equally appealing





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An engraved slate map is the focus of the bridge deck lobby; the sundeck is spacious yet convivial

then the change of ownership; in the end it will be just shy of five years. In fact, it was the first project overseen by Simon Rowell after he joined me in 2003,” Dickie Bannenberg said. The new owners, on the other end, were attracted by the relative quick delivery time (as *Bacarella* was already quite advanced) as well as the yacht’s Pacific range, made possible in part by a fuel capacity of 53,632 Gal. Further enhancing the yacht’s capacity for extended cruising, the tank deck is equipped with immense freezer space: 126 square feet of storage freezers and 86 square feet of garbage freezers.

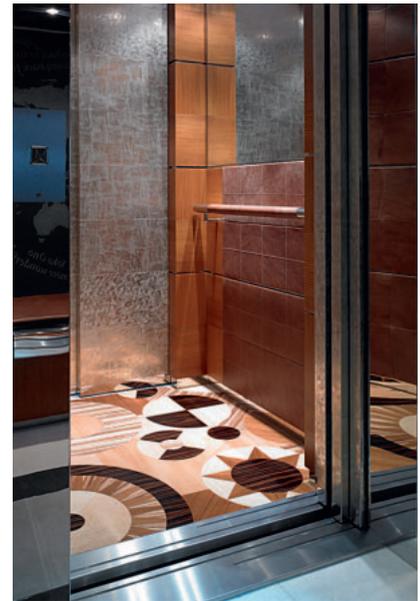
Bacarella is also rather speedy for her size; her maximum speed is about 17 knots thanks to twin Caterpillar 3512B diesel engines of 2,012hp each. The engines are the centerpieces of a massive two-level engine room. *Bacarella*’s engine room boasts an upper level equipped with a soundproof and air-conditioned control room and two generators as well as catwalks around the perimeters of the engines, located on the lower level. A 24’ tender is housed in the yacht’s spacious garage. Still these amazing technical spaces take a back seat to *Bacarella*’s stunning interior.

Bannenberg had just flown from London to finish *Bacarella's* interiors when we got onboard. As he unwrapped pieces, he was re-discovering furniture that he had ordered years before. He explained the “smart-but-easy-going” feel he and the owners sought to achieve using soft textures and a chic décor. As he spoke and worked, the “boutique hotel” atmosphere that he was describing began to reveal itself. “Americans usually go for dark and traditional, but these clients went for a lighter, more contemporary look,” he said. Bannenberg chose a slightly tinted and strongly grained Elm to achieve the calm and “laid-back Malibu tone” the owners so desired. “The volume is amazing,” he said. “This beam was great for planning and the space in the salon just swallows the furniture...We wanted this salon to be used heavily, so we made it very inviting with a lot of seating.” He unwrapped the coffee table custom designed by the Bannenberg & Rowell studio to snugly accommodate four stools under its glass top.

Beautifully curved doors open to reveal a formal dining room, located just forward of the salon. The oval table, mirroring the shape of the room, seats 12. A wine cabinet, in matching Elm, holds 250 bottles. Trendy Italian custom furniture maker Promemoria, created the dining room’s fine leather chairs—just another detail that speaks volumes for the quality of finishes onboard *Bacarella*.

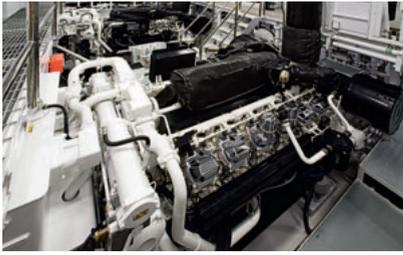
Forward is the master stateroom. Four oval windows on each side bring in natural light that underlines a soothing palette of off-whites and light browns. The use of privacy glass from Priva-Lite in the elegant ensuite bathroom, fitted with brushed platinum fittings, maintains a balance of airiness and privacy. As Bannenberg shut the bathroom door, he smiled. “It sounds just like you are closing the door of a Mercedes,” he said, praising the exacting work the Metrica craftsmen produce. On the way down to the lower deck, he pointed out the discreet LED lights infusing the entire yacht with soft glow. The very spacious five guest state-rooms are all fitted out in the same colors and textures used in the master. Stand-alone furniture pieces help to create a home atmosphere. Wide corridors, ample spaces and spacious and beautiful lobbies make it comfortable to move around.

The bridge deck’s stone lobby, for instance, features an elevator with a hammered silver finish. Right across the entrance is a unique map carved in stone. Richard Kindersley, a well-known British stone carver and calligrapher who has completed commissions for



Bannenberg & Rowell built the custom table at the heart of the skylounge; even the elevator features attractive custom stone work





It's hard to capture the true size of the two-level engine room; the bridge features screens that pivot for optimal views



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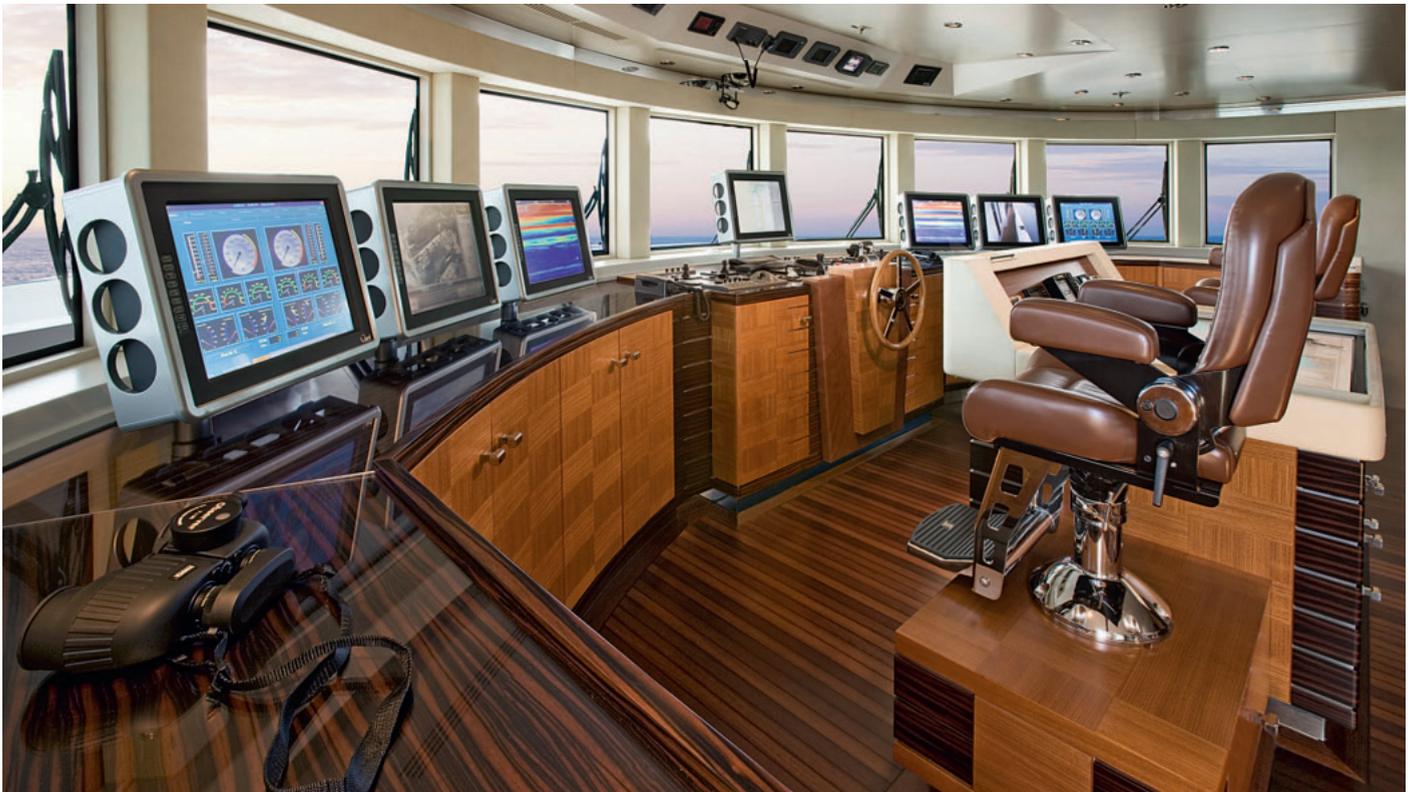
Westminster Abbey, created it especially for *Bacarella*. It features quotes from famous people talking about the sea. One by Yoko Ono reads: "Every drop in the ocean counts".

From the lobby moving aft, we enter the owner's office before crossing into the sky lounge. A sunken bar accommodates comfortable stools facing the sea through large port side windows. A circular pattern in the center of the carpet draws attention to the rest of the room, a convivial area that is ideal for a relaxing cocktail before an "al fresco" dinner. The aft deck dining table seats 10 and, in daytime, benefits from the shade of the upper deck. The rest of this deck is dedicated to the pilothouse and a great captain's cabin. The custom bridge features a masculine décor, great visibility and a unique dashboard with independent monitors that can swivel to offer optimum views.

The sundeck features a fully enclosed gym located beneath the radar arch, which replaced an additional dining area, originally planned for this area. Other amenities include an infinity pool, barbeque and bar and a helipad. The first owners prioritized exterior spaces, and the decks are clutter free.

Despite delays, Trinity and Bannenberg recall fondly this experience. "There were a record amount of emails sent and a lot of converting between metric and imperial, but it all got done," Bannenberg said, "and with a beautiful result."

Bacarella is Trinity's second yacht to be launched using the shipyard's new Synchrolift. With a capacity of 3,700 tons, it is the largest lift made exclusively for yachts. It will prove useful, as Trinity's largest yacht to date is currently underway, a 273' yacht (74m) with interiors by Evan K. Marshall. Thus the American shipyard's work with European designers continues to flourish, a good thing since seven of their latest 10 contracts came from clients from outside of the United States, a complete turnaround from four years ago. ●



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BACARELLA IS A VERY VERSATILE YACHT, WITH AN IDEAL BALANCE OF INDOOR AND OUTDOOR SPACES