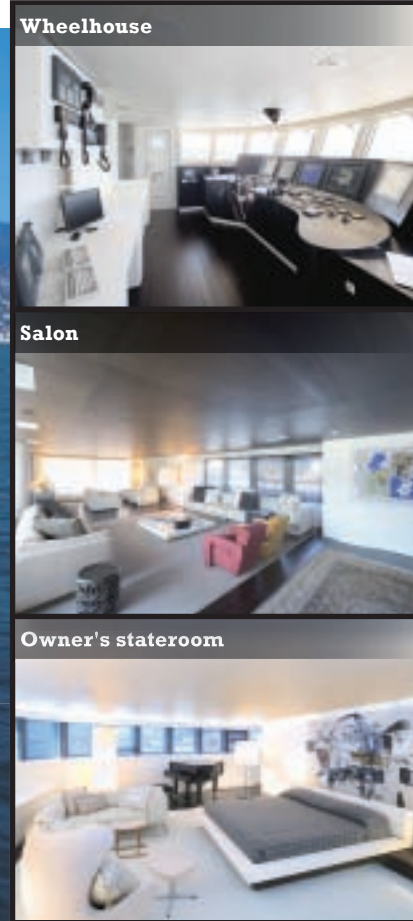




Stylin' on *Tribù*

BY BRANSOM BEAN



PHOTOS COURTESY OF MONDOMARINE



FRANCES HOWORTH

Capt. Luca Mosca

SPECS

BUILDER: MONDOMARINE
CONSTRUCTION: STEEL/ALUMINUM
NAVAL ARCHITECTURE: MONDOMARINE AND SYDAC
EXTERIOR STYLING: LUCA DINI & MASSIMO VIGNELLI
INTERIOR DESIGN: STUDIO LISSMI
LENGTH: 50.5M/165'8"
BEAM: 9.8M/32'2"
DRAFT: 3M/9'10"
DISPLACEMENT: 620 TONS
MAX SPEED: 15 KNOTS
RANGE: 3,200 NM @ 12 KNOTS

THE WORDS “EXPEDITION YACHT” often conjure up a slightly rough-around-the-edges image, reflecting the owner’s intent, in the words of Capt. James T. Kirk, “To boldly go where no man has gone before.” And when a yacht is built of steel, the expectation of indestructibility overpowering elegance is only reinforced. But when the yacht is owned by THE Mr. Luciano Benetton, who’s known to have a gift for doing ordinary things with extraordinary style...

“The boat reflects his personality,” says her proud captain, Luca Mosca.

Boarding over her stern, *Tribù*’s aft weather deck certainly looks robust enough, cambered with solid nautical teak and welds standing proud, coated in cruise-ship white.

But stepping into the main salon you are reminded instantly that for most yacht owners today, their yacht is really their house, which happens – sometimes quite inconveniently – to be at sea. In *Tribù*, this very rectangular space is a case study in contrast and minimalism, with a large, quite old-fashioned pull-down movie screen to starboard and a state-of-the-art flat screen opposite. The salon’s fine leather furniture lends a magnificent bouquet to the entire salon but, interestingly for a vessel headed for heavy seas, nothing is secured to the deck. The owner has substantial business interests in South America; her Naiad stabilizers will get a workout in the stormy waters off Patagonia, one of her destinations in 2009.

Leaving the salon for guest quarters forward, you’ll find one of *Tribù*’s few concessions to being at sea, a magnificent model of the classic 17,000-ton merchant ship *Conte Rosso*. In inevitable contrast, to the right is a portable, plastic Algol Brionvega TV, a classic of design from 1964.

Not surprisingly the four guest rooms, which share a gym, are simply and, of course, very tastefully appointed with, “Everything for wellness,” in the words of Capt. Mosca. One level above, the owner’s deck has a gym, bath with hamman (Turkish bath) and a surprisingly compact forward-facing stateroom with a distinctive grand piano to starboard (thankfully securely fastened to the floor).

The lack of nautical hardware such as handrails and fiddles throughout the vessel extends to a large glass door in the owner’s bath. It slides from front to back with no provision to brake its motion should the Southern Ocean cause *Tribù* to pitch.

On top of the aluminum superstructure, the pilothouse is devoid of the usual nautical décor with the captain’s stateroom and owner’s study just behind.

Conversely the crew accommodation, on the lower level, is actually quite warm and spacious with six VERY ROOMY double cabins and a kitchen that spans the entire 9.8-meter width of the hull.

Tribù was built in Italy by Mondomarine, commercially registered and flies the Italian flag. She received the Green Star for environmental friendliness, which as Capt. Mosca points out, “...also reflects the personality of the owner.”

Her almost apologetic engine room contains two 1,234-hp Deutz Diesels that push *Tribù* along at a stately 12- or 13-knot cruise – 15 knots is her max – for a range of 3,200 nautical miles.

Benetton, though not retired, expects to take *Tribù* around the world, managing the affairs of his empire on board. By the time she arrived for the Monaco Yacht Show she was well on her way; one month after leaving the yard on August 2, *Tribù* had already logged 2,300 nautical miles. ☆