



# Angra Too

by Giovanni Castagnola with Francesco Rogantin and Andrea Borzelli & Sara Berta

**W**hen launched, the new yacht under construction by master shipbuilders Castagnola will be named after a stunning area on the Brazilian coast, Angra dos Reis, a magical spot in the heart of Ilha Grande Bay, not far from the much more famous Rio de Janeiro. Like this South American gem, the new Castagnola 38 WJ will be an artistic jewel, but from southern Europe: a genuinely unique masterpiece currently being built entirely in wood with techniques drawn from the naval tradition of shipwrights, while at the same time incorporating the most advanced technologies from materials engineering and propulsion systems engineering.

Both the superstructure and the hull are being built using a tried and tested “triple planking” technique in wood, which is nonetheless also combined with fibreglass reinforcement layers added to the structure to increase its resistance to dynamic stress and to increase water and wind proofing. Moreover, instead of the usual propulsion system with propellers and in-line transmission, a modern propulsion system with hydrojets is to be installed to maximise use of the power provided by the engines and achieve high speeds. For the same purpose, the hull lines have been developed specially to suit the individual propulsion setup and have then been carefully tank tested to fully optimise the waterlines.

*A “close up” of the Castagnola fleet’s new flagship, currently under construction, which when launched will be one of the largest motor yachts built entirely of wood.*





## Angra Too

*A masterpiece built entirely in wood using techniques drawn from the naval tradition of shipwrights but whose contemporary aesthetic image is due to the modern exterior design.*

**n** Together with the engineering and technology, the new Castagnola 38 WJ mega yacht will have a contemporary aesthetic defined by a style balanced between the modernity of the exterior design and the classic style of the interior design. Both of these are the admirable result of a collaboration between the experience of master craftsman Giovanni Castagnola and the professionalism of Andrea Borzelli & Sara Berta. The renders previewed in this issue of Yacht Première comprehensively document the external appearance of the vessel together with the interiors. At the modern facilities of the historic Costruzioni Navali Tigullio shipyard in Lavagna, construction of the Castagnola fleet's new flagship is currently underway, since the laying of the keel in September 2012. When launched, Angra Too will be one of the biggest motor yachts built entirely in wood.

### **The main dimensional and technical data**

Based on naval architecture and engineering developed in close collaboration between Giovanni Castagnola and Francesco Rogantin, the Castagnola 38 WJ has a length overall of 38 metres, or 124 feet 8 inches, a length at the waterline of 31.3 metres, or 102 feet 8 inches, and a beam overall of 8.1 metres, or 26 feet 7 inches. Under full load, the hull has a maximum draught of 1.2 metres, or 3 feet 11 inches, and the yacht's maximum displacement is 146 tonnes.

Three MTU 12V 2000 M94 engines are being installed in the engine room, each with maximum power of 1,432 kW/1,948 BHP supplied at 2,450 rpm. Propulsion is provided by three Rolls-Royce KaMeWa 56A3 waterjet units. In terms of performance, the yacht will have a top speed of 31 knots and will be able to maintain a cruising speed of 28 knots.

At cruising speed, the vessel will have a range of 500 nautical miles. The hold will contain fuel tanks with a total capacity of 18,000 litres, equivalent to more than 4,760 US gallons, as well as freshwater tanks with a total capacity of 2,500 litres, equivalent to more than 660 US gallons. The vessel's equipment also includes two Kohler 70EFOZD gensets, each supplying 70 kW.

### **A general overview of the new motor yacht**

We will now consider in brief how the external and internal spaces have been laid out in the design for the new Castagnola 38 WJ, or rather Angra Too. Devised as a proper terrace with an area of more than 65 m<sup>2</sup> and raised 4 m above the sea, the vessel's huge flybridge will be furnished without too many fixed elements so that it can be used as flexibly as possible according to need, thanks to the many practical, intelligent solutions used.

The same applies to the two extendable sunbathing areas available to guests, the relaxation area with chairs and coffee tables facing a practical bar, and the dining table for 12 diners protected by the structural arch of the rollbar that supports the antennas, not to mention the two sofas in the helm station from which navigation can be observed from a privileged position. The exterior spaces on the main deck have also been carefully thought out to guarantee maximum comfort and functional continuity from the forward section, with its large sunbathing area, to the aft section where the wheelhouse is laid out as an alfresco dining area covered by the overhanging flybridge and equipped with a table for 12 diners. ➤





From the wheelhouse, two convenient staircases go down to the swimming platform which provides the point of direct contact with the sea and mooring for the numerous water toys available to the Owner and guests. Inside, the spaces have been developed expressly to ensure maximum liveability in both the daytime and nighttime areas.

On the main deck, the large, light-filled salon features a living area with armchairs, sofas, coffee tables and a bar section, and a dining area with a table for 12 diners. The pantry and the galley are next to the dining area and directly linked to the crew area. Amidships, a staircase leads to the raised helm station on the half deck, which in addition to the bridge also has an office space for the Owner's use.

A cabin with a single bed and en-suite bathroom is located before the Owner's full beam suite, which occupies the forward section.

In addition to the master stateroom, this features a wardrobe and his and hers bathrooms. On the lower deck, the guest area is located forward with four staterooms, each with an en-suite bathroom, two of which have a double bed while the other two have twin beds.

A highly equipped, modern gym is located amidships for the Owners, directly linked to the upper deck via a purpose-built staircase.



The crew quarters are also located amidships with a dinette and three cabins for the captain and crew, each with twin beds and an en-suite bathroom. Beside the crew quarters to aft is the tender garage with a hatch in the starboard side for the launching and recovery of the main tender and water toys. The lazarette and engine room are located in the stern.

*The classic style of the interior design has been wonderfully created by a combination of the experience of the Andrea Borzelli & Sara Berta studio.*

*Jacob Herzog*

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Highlighted in the layout:  
the flybridge with its surface area of over 65 square metres;  
on the lower deck, the tender garage with the side hatch and  
the gym connected to the main deck by a purpose-built stairway.

Fly bridge deck



Wheelhouse deck



Main deck



Lower deck



## TECHNICAL SPECIFICATIONS

Hull	Wood
Superstructure	Wood
LOA	38.00 m / 124'8" ft
LWL	31.30 m / 102'8" ft
Beam max	8.10 m / 26'7" ft
Draught	1,20 m / 3'11" ft
Displacement	146 tons
Cruising speed	28.00 knots
Max speed	31.00 knots
Range at cruise speed	500 nautical miles
Fuel oil	18,000 litres / 4,795.097 US gallons
Fresh water	2,500 litres / 660.4301 US gallons
Main propulsion	3 x MTU 12 V 2000 M94 3 x 1,432 kW (1,948 mhp) @ 2,450 rpm. 3 x ZF 2075 3 x WJ KAMEWA 56A3
Class notation	RINA C ⚙ HULL • MACH Y Unrestricted Navigation
Gensets	2 x Kohler 70 EFOZD 70 kW
Watermaker	IDROMAR MC3 DUPLEX 360 l/h
Naval architecture and engineering	<b>Giovanni Castagnola</b> <b>Francesco Rogantin Naval Architect &amp; Marine Engineer</b>
Interior design	<b>Andrea Borzelli &amp; Sara Berta Architetti</b>
Exterior design	<b>Giovanni Castagnola, Andrea Borzelli &amp; Sara Berta Architetti</b>
Builder	<b>CNT-Giovanni Castagnola Srl</b> <b>www.castagnola.biz</b> <b>info@castagnola.biz</b>