

Modern, modern, modern

Designer Giovanni Ceccarelli introduces the NEO 400

Being invited to work with the new brand of Neo Yachts is like a breath of fresh air for us. With a practical but contemporary vision of the boat they wanted and led by top sailor – and sailmaker – Paolo Semeraro, Neo offered us the chance to try to do something special for the mid-size ORCi and IRC market. The new company’s ambition was to create the perfect stylish but dual-purpose modern yacht.

The finished design is visually eye-catching, comfortable, dry and safe for offshore cruising, but at the same time will be fully competitive under both the (steadily converging) ORCi and IRC rules. A lifting bulb keel (which does not require hydraulics) allows draft to be reduced from 2.6m to 1.6m, allowing greatly improved shallow water access when cruising. The deep and very high aspect carbon rudder is also retractable for the same reason.

The hull was created by the same group who worked with me on ACC design for the +39 team in 2007, making extensive use of CFD plus FEA for structural verification. The shape of the final hull flowed from our choice of bow profile, with plenty of volume forward visually disguised by a concave and nicely rounded sheer.

The new boat is strikingly modern, with its reverse raked bow, concave sheerline and the maximum beam carried all the way to the transom – where we were nevertheless careful to minimise transom drag in light air and also take careful account of the changes to ORCi following the ORC’s 2012 study of transom effects.

Displacement choice is critical at this size and we settled upon 4,600kg (lightship) as being a good compromise for both the ORCi and IRC system, with 2,400kg (52%) in the deep bulb keel. The combination of generous stability and a large sailplan, with plenty of headsail area, will ensure easy sailing with good average speeds in all conditions when cruising as well as racing.

The boat is built in female moulds using carbon pre preg in the hull and deck to ensure maximum mechanical stability. Wherever possible, the primary structure doubles up as an active part of a commodious modern interior. Nice finishing details include all of the stanchions plus pushpits and pulpit being supplied in carbon as standard.



One thing ORCi has encouraged is some stylish new designs for Italian skippers who – rightly in our view – think things should look nice as well as go fast. The NEO 400 fits the trend perfectly!

Neo yachts will be offering a choice of interior layout, though most clients are expected to opt for the 3-cabin solution with aft sea berths. The first boat is under construction in South Italy with the aim of being ready for the 2013 ORCi worlds in Ancona.

The predicted ORC gph is 530 sec/mile and the preliminary IRC TCC 1.185.

Giovanni Ceccarelli, Ceccarelli Yacht Design

Custom builds

BOAT	LOA	DESIGNER	BUILDER	LAUNCH	COMMENTS
Mini 6.50	6.5m	Marc Lombard	Sébastien Souchet	May 2013	Lombard's first Proto in a while. Looking to challenge the scow dominance
DSS 6.50	6.5m	Hugh Welbourn	Dominique Pedron	2013	A lot of people are anxious to see this narrow-school Mini 6.50 in action
C-Class	7.62m	VPLP/Hydros	Décision	April 2013	Two C-Class designs building using TPT throughout... exotic or what
C-Class	7.62m	Breeding like rabbits	Italia, Alpha, Mer Agitée	June 2013	Those coming out to play now include Franck Cammas and Michel Desjoyeaux!
Classe 9.50	9.5m	Kevin Dibley	Italy, custom	May 2013	Home-built custom 9.50 for shorthanded racing
NEO 400	12.15m	Ceccarelli Yacht Design	Bari, Italy	April 2013	Pretty-looking new design for ORCi worlds looks equally at home in IRC
Class 40	12.18m	Guillaume Verdier	Italy	April 2013	'Slightly secret' new one-off design for top Italian solo skipper Pietro D'Alì
Botin IRC 40	12.18m	Botin Partners	McConaghy Boats	March 2013	The first modern IRC design at the mid-size from Botin – series run planned
Botin 40	12.18m	Botin Partners	Longitud Cero	March 2013	Plus a custom-built Cat 0 Class 40 with project management by Talpi Piriz
IRC 40	12.2m	Carkeek Design Partners	Premier Composites, Dubai	March 2013	All-carbon new full-on IRC racer. 1.270 is the magic number
Carkeek GP45	14m	Carkeek Design Partners	Premier Composites, Dubai	March 2013	Latest-generation grand prix design is aimed at IRC, ORC and HPR!
Multi 50	15.15m	Guillaume Verdier	Thierry Eluere/X Mas	April 2013	A second Multi 50 design from Verdier; the class keeps on crawling forwards
Dunning 60	18.3m	Dunning & Associates	McConaghy Boats	May 2013	Full-on racer. All-carbon construction. Very light, very simple... very fast
Irens 65	19.72m	Irens and Cabaret	Abu Dhabi Mar	Jan 2014	Swift new racer-cruiser tri – and as elegant and modern-looking as ever
Alia 66	20m	Marc Lombard	Alia, Turkey	2014	All-carbon racer-cruiser with intriguing rotating-keel system
IRC65	20m	Botin Partners	Knierim Yachtbau	Spring 2013	Fast racing – and sailing – and in considerable style
ETNZ 2	21.82m	Emirates TNZ	Cookson Boats	March 2013	(Probably) the most important new raceboat of 2013 is now being fitted out
USA 18	21.82m	Oracle Racing USA	Core Boatbuilders	March 2013	The first wing has been scrapped and now the second platform is being hurried along
Alegre	21.82m	Mark Mills	Longitud Cero	Spring 2013	First mini maxi in a while and so much anticipated
Irens 78	23.9m	Irens and Cabaret	Green Marine	Feb 2014	Should be very cool. Lightweight new 'modernistic' performance cruising tri
WallyCento RP	30.48m	Reichel-Pugh	Wally Europe, Ancona	April 2013	The rush is also now back on to complete the latest <i>Magic Carpet</i> !
WinWin	32.65m	Javier Jaudenes	Baltic Yachts	Dec 2013	Stems are getting wider on these large racer-cruisers as they aim to up the pace
Cheveyo	40.91m	S&S/Stirling Burgess	Spirit Yachts, UK	2015	The 11th J Class will be built in wood-epoxy to one of the six Ranger designs of 1937
Dubois 100	100m	Dubois Naval Architects	Within days...	2015	Unballasted centreboard and a rig the size of the Milky Way



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