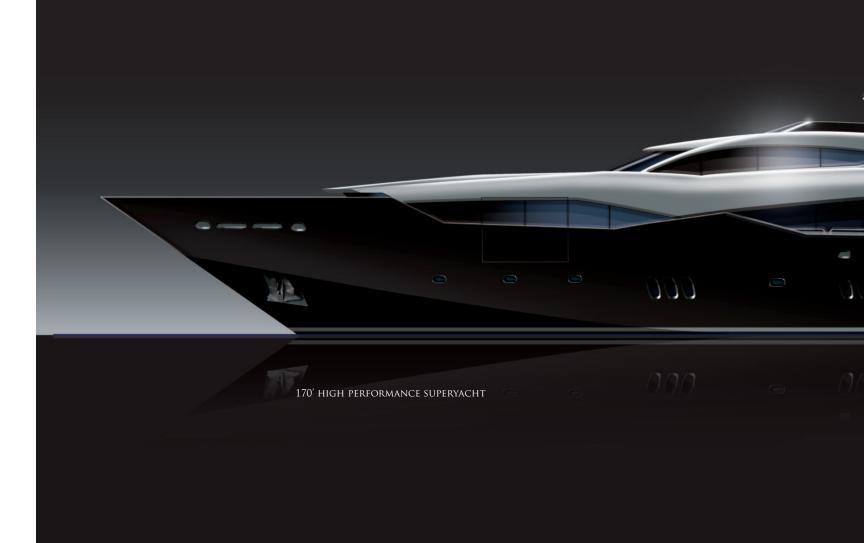






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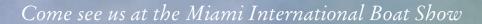






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## EDITORIAL



#### **BRAVE NEW WORLD**

For more than a decade the world of print media, and daily newspapers in particular, has seen some dramatic changes. Many publishers have turned to the web in their search for renewal, as readers have migrated to the internet for their news. Newspapers, moved by a sense of urgency, were among the first to make the leap, then many magazines followed, as publishers recognized the possibilities digital offers to complement newsstand editions. Starting with this issue, *Yachts International* also will be available in this format. Digital opens a whole new avenue for us, allowing pages to come alive with video, sound and even three-dimensional images, and expanding nicely on our glossy paper edition. It

is these qualities that also have made digital a centerpiece of naval architecture and design. Naval architects and designers nowadays build entire vessels using digital technology; owners can see true-to-life interior renderings long before a saw ever cuts a log of mahogany. Gregory C. Marshall and his firm, featured in this issue, entirely created the interior of the 130' Horizon *After You* using 3D software with most pleasing results, as we found during a visit at the Fort Lauderdale International Boat Show last fall. More vessels created in part or in whole using 3D software will be on display in Miami, as the vibrant city hosts not one but two major boat shows. Despite the current economic turmoil, organizers of the Yacht & Brokerage Show, held on Miami Beach, and the Miami International Boat Show & Strictly Sail, have attracted an array of interesting vessels in all sizes. A few of the debut models are featured in these pages, some new to the U.S. market and others making their worldwide debut, like the 160' Christensen *Primadonna* on our cover and a sporty model and colorful express, the Newport 71 Ss4, built in Taiwan. Speaking of Taiwan, in this issue we check in with Jade Yachts, which set out six years ago to become the island's premier builder of steeled-hull aluminum-topside superyachts.

And then, because everyone needs a little escape, we take a trip to some pristine beaches and reefs in French Polynesia onboard the motoryacht *Helios*. We hope you enjoy the journey.

Cecile Gauert



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On the cover: 160' Christensen Primadonna Photo: Stephen Cridland





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An inside look at new designs, products, technologies and current events from our correspondents at home and abroad

### 057

#### **DEBUT BERTRAM 540**

Fully equipped for sport fishing, the latest Bertram is fast, turns on a dime, and from the salon you can enjoy the ocean as far as the eye can see



It's not just wings that make this new model seem to fly, and with joystick controls and Easy Docking, maneuvering is just a breeze

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This Dutch mega yacht builder received a World Yachts Trophy in Cannes for this very private vessel, a masterpiece of design and technology Contracting.

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M/Y T045 190'



M/Y WHEELS 164'



M/Y CARPE DIEM 186'



M/Y BIG ZIP 142'



M/Y BLIND DATE 161'



M/Y LADY LINDA 186'



M/Y NEW HORIZON 242'



M/Y T054 164'



M/Y T053 164'



M/Y T060 164'



M/Y T061 167'



LUXURY CUSTOM YACHTS

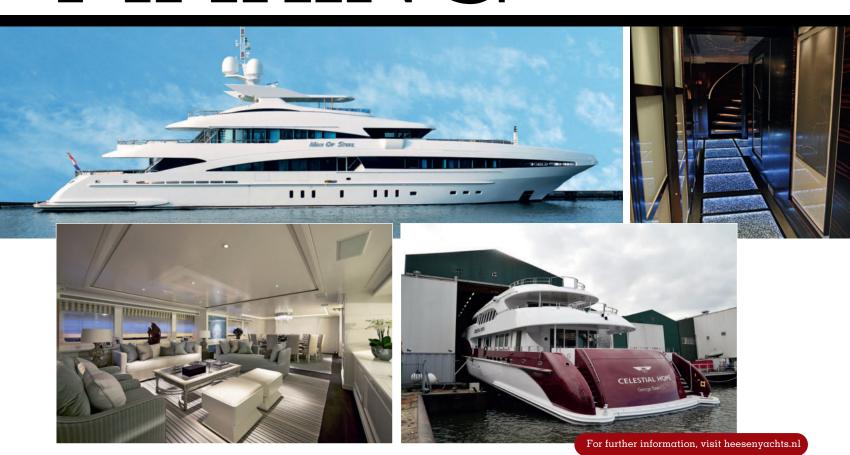
#### CODECASA 51





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## MAKINGWAVES



## CELESTIAL HOPE AND MAN OF STEEL TWO NEW HEESEN YACHTS CRUISE THE OCEANS

Holland's Heesen Yachts has concluded a busy 2008 with the delivery of its largest displacement yacht to date, the 164' *Man of Steel*, preceded by the fall launch of *Celestial Hope*, the second hull in Heesen's 4700 semi-custom series. *Man of Steel*'s owner had a previous Heesen, a speedy 121' aluminum semi-displacement yacht, built three years ago. The latest *Man of Steel*, a custom, displacement yacht much larger than her predecessor, left the yard in November for sea trials in the North Sea and arrived in South Florida this winter after a stopover in the Bahamas. A dramatic greeting lobby with dark Macassar veneer and a decorative floor, illuminated by lighting below, seems to set the tone for a contemporary interior. The owners have a private suite on the bridge deck; additional accommodations for eight guests include a VIP suite with a balcony. A full review of *Man of Steel*, which combines the talents of Heesen, Omega Architects and interior designer Marc Wallace, will be featured in a future issue. A few months earlier Heesen launched the colorful *Celestial Hope*, a 154' yacht developed in close cooperation with the owners' representative, Nakhimov Yachts. *Celestial Hope*, yard number 14247, is the second hull of Heesen's 4700 semi-custom series. It is equipped with a state-of-the-art stabilization system and can reach a maximum speed of 24 knots. Interior design studio Intarya's décor is a spectacular blend of modern and classic with a light color palette warmed by silks and a Moor oak sole. A central staircase links the fully equipped sun deck, the bridge deck, where the private owner's area is located, main deck and the lower accommodations deck. With an ondeck VIP stateroom, the yacht has a total of six spacious staterooms.



#### 106 SPORT YACHT CONCEPT FROM NORDLUND

When Nordlund Yachts' co-owner Gary Nordlund returned last fall from a Middle Eastern boat show, he brought with him insights on regional preferences that, together with a few other ideas concurrently being tossed around at his company's offices in Tacoma, Wash., offered the raw material for a new design brief that he believed would find favor among clients at home and abroad. Back home, he contacted naval architect Ed Monk, who in collaboration with marine engineer Tim Nolan has responded with a racy new 106' X 23' raised pilothouse design that shows promise in meeting that brief. The Monk-Nolan team has designed a number of other Nordlund yachts, all characterized by conservatively contemporary styling and robust structure. While engineered with comparable mettle, the 106 offers considerably more dramatic styling, and the addition of side walkways that connect flybridge and foredeck, plus a novel tender garage configuration and expanses of sunbeds to take full advantage of large open decks.

Contact Nordlund Boat Company, nordlundboat.com

#### ANTICIPATING PERFORMANCE TRINITY 243' NEW HORIZON

Naval architects these days rely on high-tech tools to determine precisely how the yacht they're creating will look, feel, and act before the build begins. Advanced 3-D technology helps configure design, and model tank testing evaluates performance. Oceanic Consulting Corporation recently completed a series of tests on Trinity Yachts' New Horizon hull model, equipped with bow and stern thruster tunnels, roll stabilization fins, engine exhaust cowlings and twin propeller shafts to scale. According to Canada-based Oceanic, a company specialized in marine performance evaluations, flow visualization and calm-water and head-seas resistance tests indicate the hull has excellent resistance and seakeeping abilities. The vessel, which is being built in accordance with major transoceanic classification parameters, is scheduled for a 2010 delivery.

For more information visit trinityyachts.com and oceaniccorp.com

#### SILVER CLOUD 134' SWATH BY A&R

Silver Cloud's owners are said to be on Cloud nine after taking delivery of their 134' SWATH yacht, built by German yacht builder Abeking & Rasmussen. CNI broker Michael Rafferty worked closely with the yard on behalf of the American owners who adopted the proven design for its extraordinary stability. The yacht arrived in Palm Beach, Fla., in December after a perfect Atlantic crossing. Abeking already used the SWATH design successfully on military and commercial ships, but this is the first time they use the concept on a yacht. The SWATH, or "Small Waterplane Area Twin Hull", concept is based on two submerged submarine hulls, connected to the yacht by two struts, so a very small area is exposed to the waves' lifting forces. The very wide beam, about twice that of a normal yacht, contributes to the vessel's stability. London-based Kirschstein Design Ltd and Susan Schuyler Smith of Spectrum Design designed the interior.







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#### **BAGLIETTO 44M SERIES**

Francesco Paszkowski has deigned Baglietto's newest 44m series, a 144' planing yacht in aluminum. The model also serves as the basis for the Italian builder's new 112' yacht to be built in carbon. Francesco Paszkowski Design not only styled the exterior but also created the 44m series' interior layout with five cabins on the upper deck, and a large maindeck salon with a separate dining room. The decor blends light oak and leather. The yacht's eye-catching wheelhouse is located under a large glass panel, a design feature also found on Baglietto's open series. The 144' performance yacht is due to launch at Baglietto's shipyard in Varazze later this year. The Milan-born Paszkowski opened his design firm in Florence in 1990. The firm has designed for shipyards, such as Canados, Rizzardi, Rodriguez, Conam, Sanlorenzo and Heesen Yachts.

#### 125' NORTHCOAST SPRING LAUNCH

The first hull of the semi-custom Northcoast 125' series in composite is nearing completion. Built to class, the yacht features all the latest bells and whistles, including zero-speed stabilizers and the newest in Caterpillar power, twin CAT 32 Acerts. She is speedy at 22 knots and has a generous range of more than 2,000 nm. Designed inhouse by Paul Frederikson, the yacht is being built at Northcoast's Seattle, Wash., shipyard. Yard owner Stephen Yadvish acquired the yard in 2003 and reopened the facilities, which were recently updated with the completion of a new construction hall able to accommodate hulls to 130'. Three build spots are available, and the shipyard builds in fiberglass, steel/fiberglass or steel/aluminum. Thanks in part to its raised pilothouse design, the 125' Northcoast yacht features a roomy interior and ample space for relaxation. Hull one of the Northcoast 125' features four lower-deck cabins, in addition to the sizeable ondeck master suite and an interior design, by Adriel Design, that trends to contemporary to match the yacht's streamlined exterior.

LOA: 125'6" • LWL: 110'0" • Beam: 25'5" **Draft:** 6'3" • Hull material: Composite • Superstructure: Composite • Engines: 2 x 1925 bph Caterpillar C32 ACERT Speed: 22 knots • Range: about 2,750 miles.

Additional information is available at northcoastyachts.com





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IN THE NEW MOONEN 97



Be sure to visit the Moonen 97, Sofia II, at the Miami Yacht & Brokerage Show, slip 414 In the meantime: Sail to www.moonen.com

## SHIPYARDS



#### **HUNT DESIGN CUSTOM TENDERS** EXPAND OFFERING

Rhode Island-based Hunt Yachts and its design and engineering firm Hunt Design have recently delivered a Hunt Surfhunter 25 Center Console with waterjet propulsion as the towed tender for a new 172' megayacht; a Hunt Harrier 25 inboard with internal lifting-points for davit launching from a bow compartment on a new 131' expedition motoryacht; and a Hunt Surfhunter 29 hardtop sedan with enclosed cabin to serve as a power companion tender to a NYYC 42 Sailboat. A fully custom 42' rigid-hull inflatable (RIB) for a 170' Oceanco yacht is currently under construction. These custom orders expand on the builder's existing semicustom Hunt, Surfhunter and Harrier lines, each available in a 25' to 52' range. These models can be customized with various possible seating arrangements. fabrics and detailing, as well as propulsion and fuel. All models are based on the Hunt Design deep-V hull, reputed for its maneuverability and seakeeping abilities. Hunt Yachts builds its semi-custom tenders as well as a few of the Hunt Design custom tenders at its Portsmouth, Rhode Island facilities. Other shipyards around the world also build the Hunt Design custom tenders. The company provides complete engineering information for installation of tender-handling equipment aboard the motherships. Hunt Yachts is exhibiting at the upcoming Miami International Boat Show.

For additional information, contact Hunt Yachts, Inc., tel.: 401.324.4201, email: ldebeer@huntyachts.com or on the web huntyachts.com

#### BEYOND THE WORLD

#### CHARTING WATERS OFF DUBAI

UTEC Survey Ltd., of Aberdeen Scotland, is in phase two of a hydrographic survey offshore Dubai. Scheduled for completion by the end of the year, the survey will provide up-to-date electronic navigation charts for the waters beyond Dubai's Palm and World offshore developments and up to the Emirate's national boundary. The revised charts will reflect any potential changes to the seabed resulting from the massive reclamation work that accompanied the offshore developments. A Dubai National Marine Information System eventually will be in place to collect and dispense hydrographic data.

#### WHALE SEASON **EAST COAST SPEED** LIMIT NOW IN EFFECT

Whales, who often swim close to shore and near the surface, have been casualties of increased marine traffic. On the U.S.'s East Coast, speed regulations now in effect through the end of May, require vessels over 65' to reduce their speed to 10 knots within 20 nautical miles of major mid-Atlantic ports from St. Augustine, Florida to New England. NOAA scientist will evaluate how effective the new speed rules-in effect during whale season November to May until 2012—have been in saving lives.

#### **OCEAN ALEXANDER 125** EVAN K. MARSHALL DESIGN

Ocean Alexander debuted the first product of its new design collaboration with U.K.-based designer Evan K. Marshall at the Fort Lauderdale International Boat Show last year. The Ocean Alexander 125 is the first design released in a complete new series of motoryacht designs developed by Marshall for the Asia-based builder. The 125 trideck yacht has remarkable amenities for a yacht of its type and size, including an ondeck full-beam master suite. Its crew quarters will sleep seven, with a separate cabin for the captain. All crew access is separate from owner and guest areas. "As with all our yachts, the new 125 is designed with an obsession for safety," says John Chueh, Ocean Alexander's president and CEO. "Under its beautiful skin is a vacht eminently capable of long. safe passages offshore.» Ocean Alexander, headquartered in Kaohsiung, Taiwan, has factories in Taiwan and China and currently builds yachts from 50' to 102'. New vessels with a 125' LOA and longer are entering production. Its yachts are available worldwide. and through U.S. Ocean Alexander dealers in Stuart. Florida: Seattle, Washington; Alameda and Newport Beach, California; Kemah, Texas; Annapolis, Maryland and Sturgeon Bay, Wisconsin.





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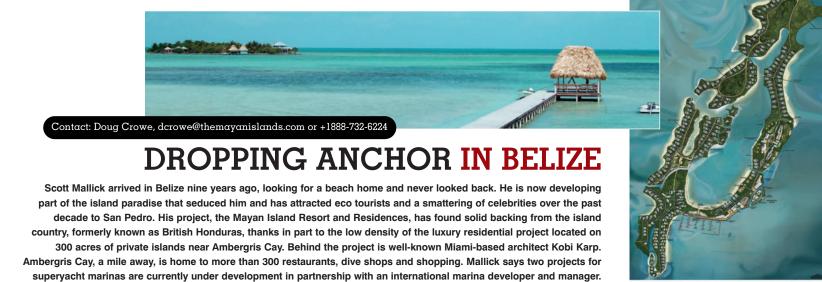




### BURGER BOAT COMPANY AND SETZER DESIGN **BOLDLY FORWARD**

Burger Boat of Wisconsin, well known for its custom classic yachts, such as the recently launched 153' *Ingot* and the 101' Tò-Kalòn, pictured here, has recently released new designs developed in partnership with respected U.S. design firms. After news of motorsailor series developed in collaboration with Sparkman & Stephens, Burger announced it is stepping up its relationship with Setzer Design with a 185' modern vessel based on the designer's Vision Line. "The 185' Specter is a streamlined expression of Setzer's vision of the future and one that complements Burger's already well received classic yacht styling," the shipyard said in a release. The 185' Specter offers possible amenities such as a large theater, a gym with spa, observation rooms and two galley areas. The design can include a helicopter deck and a beach cabana aft. The 185' Specter offers up to five lower deck cabins each with oversized portlights for exceptional views. The owner's suite includes recessed hull-side balconies providing additional living space and private outside retreats. Generous accommodations for a crew of 12 are located forward. Burger Boat Company, the oldest custom yacht builder in America, designs and builds custom motoryachts in aluminum or steel up to 200'.

For further information, contact: Ron Cleveringa, VP Sales and Marketing, Tel: +1 920 686 5117 or email: rcleveringa@burgerboat.com



























#### FIT FOR ADVENTURE **JUMBO SUNREEF POWER 70**

French sailing champion Laurent Bourgnon was on hand at the Cannes boat show last fall to greet visitors touring his new Sunreef power catamaran, built in Poland. He had been intimately involved with the project since 2003 and at the show to celebrate his newest accomplishment (another was winning the Route du Rhum transatlantic sailboard race) before embarking on a lengthy trip around the world. A meeting of the minds between Bourgnon and Sunreef Yachts' boss Francis Lapp happened during the famous Paris to Dakar endurance race. On one hand, Sunreef Yachts, who built sailing catamarans, was looking to add a power Cat to its range, and on the other, Bourgnon had the project to undertake a circumnavigation with his young family onboard a long-range vessel capable of fuel economy. Since he was to be the sole skipper and has four young children, sailing was not an option, at least this time. The result of this meeting was the first Sunreef Power 70, a vessel that is as inviting, practical and unassuming as its skipper. Much of the design centered on issues of propulsion, sea keeping ability and power. The builder and skipper chose to equip this wide composite hull with two 370 hp Volvo Penta engines because at 10 knots they use less than eight gallons per hour, and at eight knots, less than four. The range is a minimum of 6,600 miles. Solar panels and windpropelled alternators were installed to generate extra power stored in a bank of batteries to supplement the yacht's energy requirements. Weight was an issue, of course, and practicality guided choices of what would be onboard. The décor trends to minimalism but it is far from sterile. Warm honey tones from the wood veneer and furniture and a few touches of color through cotton prints make it attractive if simple. Thanks to the twin hulls, the main salon and topsides are incredibly spacious. The flybridge has a surface of about 485 square feet, large enough to add a Jacuzzi, a bar and a second helm station. These options are likely to be found on future hulls of the Sunreef Power 70 or larger models of power catamarans already under development in Gdansk. Bourgnon's vessel omitted many luxuries for reasons of practicality and cost on a vessel he helped design for the family adventure of a lifetime. Others, however, may find in such a catamaran obvious advantages of space and stability, but may prefer to add a few more creature comforts, from richer veneer to whirlpools. Sunreef Yachts is more than willing to entertain most requests and has a full team of craftsmen and in-house designers at their disposal. They currently build sailing catamarans to 150' and ambitious projects currently underway include a 102' double decker and the Sunreef 114 due to be launched in 2009 and 2010. Sunreef Yachts will be at Miami Boat & Strictly Sail Show, at Miamarina at Bayside, showing a 70' sailing catamaran. More on the February Miami boat show events is published elsewhere in this issue.











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#### **PORT LOUIS MARINA** 10 SUPER SLIPS AND COUNTING

The first 10 superyacht berths at Camper & Nicholsons Marinas' Port Louis development on the West Indies' island of Grenada have been fully operational since November. They are part of the first development phase of Port Louis Marina, which includes 50 full-service berths now currently in operation. When completed, the new marina, at the heart of Grenada's capital city, will offer almost 400 berths for craft from 33' to 295' including 73 superyacht berths (82'+ in length). Grenada, the largest island in the Grenadines archipelago, has an international airport with direct flights from the U.S., Canada and Europe. The marina is adjacent to a Maritime Village with shops and restaurants and a residential project, developed by U.K. entrepreneur Peter de Savary. The project includes individual houses, residential units, a luxurious five-star hotel and a spa.

Contact: Danny Donelan, Sales & Marketing Coordinator, phone: +001 473 435 7432, danny.donelan@cnportlouismarina.com or Clyde Rawls, General Manager, phone +001 473 435 7431, clyde.rawls@cnportlouismarina.com



#### STATELY SPEED MULDER 75 WHEELHOUSE

Dutch builder Mulder has recently released the profile of its newly commissioned 75 Wheelhouse. Scheduled for a 2010 launch, this is the newest entry into Mulder Shipyard's growing flybridge, convertible and wheelhouse models portfolio. The 76' steel-hull yacht with aluminum superstructure will be the flagship of Mulder's wheelhouse series. Exterior styling and an interior in cherry wood impart a classic look, consistent with earlier models. Yet each Mulder yacht has its own personality and performance ability. Although Mulder built an all-aluminum 73 Wheelhouse with a top speed of 24 knots, the 75 Wheelhouse is meant to cruise at a stately 10 knots and to peak at 12 knots.

Information is available at muldershipyard.nl

#### TRICON MARINE READY FOR BUSINESS

Tricon Marine reports it has completed construction of its new shipyard in China and is planning to reveal at the time of the facility's official grand opening, slated for the spring, details of a 92' longrange offshore performance motoryacht already under construction for an undisclosed client. Tricon's aim is the to provide OEM manufacturers a world-class luxury yacht facility at competitive prices. "With most segments in the shipbuilding industry contracting and consumers demanding greater value, our timing in offering a solution that addresses these needs and establishes a competitive offering couldn't be better," said Christos Livadas, Tricon Marine's chairman and CEO. "Tricon Marine is committed to strictly adhering to client specifications and contractual obligations while offering unmatched craftsmanship at a price that sets a new value standard in the industry." Although, for now, Tricon Marine will limit production to a maximum of three yachts at a time, at full capacity, the company reports the shipyard will have the ability to handle more than 16 builds simultaneously. Tricon's facility, located just outside the city of Zhuhai in China's Guangdong province (a ferry ride to Hong Kong and Macau), is geared for construction of vessels in composite to 180'.







#### PJ 135

#### BEYOND THE BOUNDARY









#### **NEW FROM VRIPACK ATLANTIC 56**

Dutch firm Vripack has applied its extensive experience on the design of the Atlantic 56. Clever solutions make the most of the relatively small space. For instance extensive storage for fenders and cushions leave the deck space open and clutter-free. A bay houses a 9'8" tender, easily launched and retrieved electronically. The aft deck features an integrated forward-facing banquette and an adjustable table that folds back into the seat for even more deck space. Generous sun pads are located on the teak foredeck. A glass sunroof lets light flow through both main and lower decks thanks to a clever set up that mounts the center steering console onto a glass frame. Thus the two lower-deck guest suites receive plenty of daylight. Leather panels with cherry trim and LED lighting make for a stylish interior. Twin Volvo Penta IPS 600 engines provide the composite planing yacht with a 24-knot top speed.

Please see vripack.com for additional information

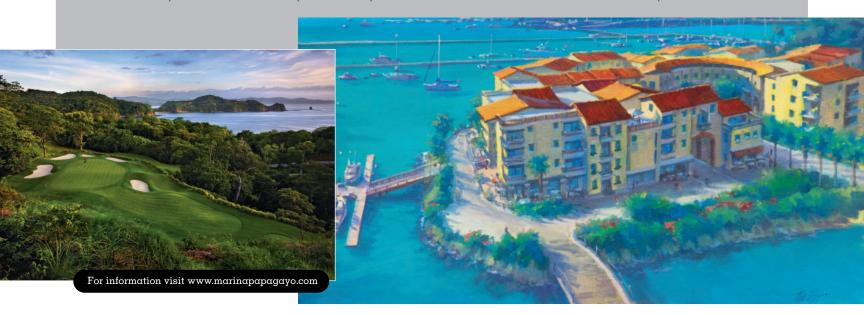


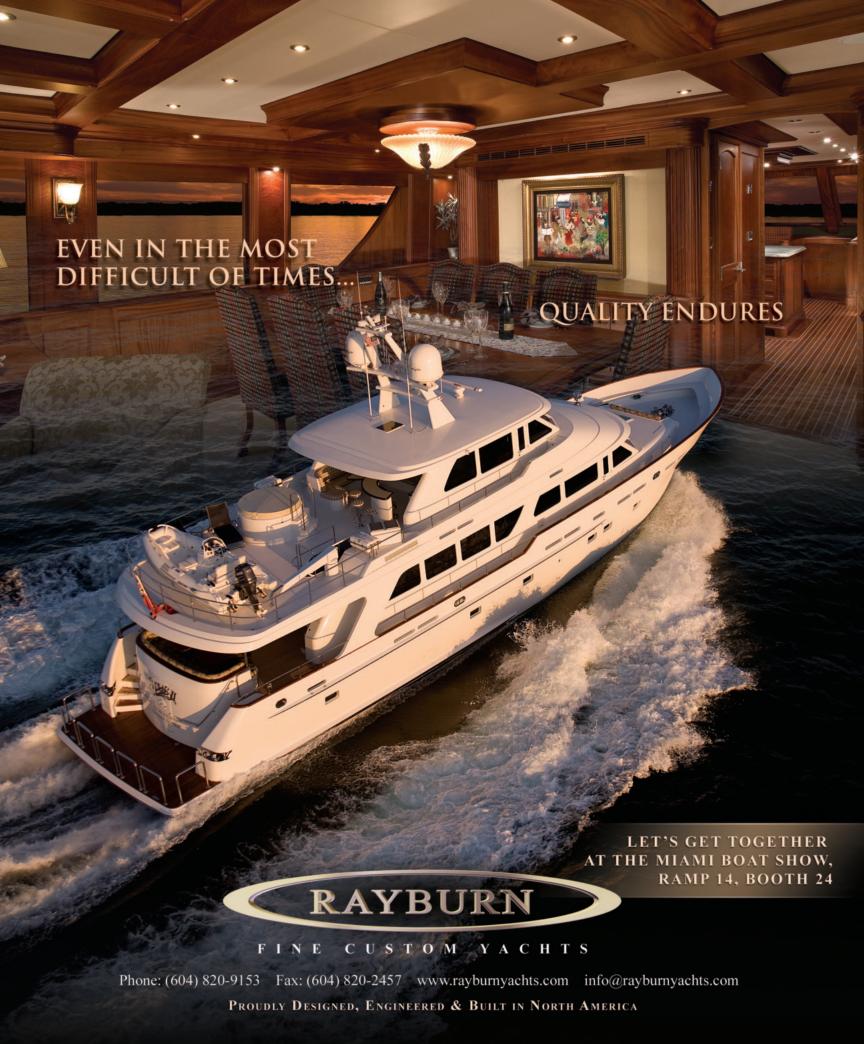
LOA: 56' Beam: 16' Draft: 3' Fuel: 634 Gal. Water: 214 Gal. Engines: 2 x Volvo Penta IPS 600, 435 hp Maximum speed: 20-24 knots

**Design:** Vripack **Builder:** Atlantic Yachts

#### **COSTA RICA UPDATE MARINA PAPAGAYO OPENS**

Phase one of the new full-service, five-star Marina Papagayo opened for business on schedule December 15. Following a ceremonial escort launch, the 164' Westport tri-deck Seaguest entered the marina, the nautical centerpiece of the high-end resort Peninsula Papagayo, as its first customer. Located in Costa Rica's northwestern Guanacaste Province, Marina Papagayo features a ShoreMaster floating dock system with full electrical, telephone, Wi-Fi, concierge, water, fuel and pump-out services, plus shore amenities including, members' lounges, ship's store, fishing charters and crew facilities. Following construction phases will include a 100,000 square-foot marina village with condominiums and a swimming pool. At build-out, anticipated by 2012, the \$15-million marina will offer 350 wet slips for yachts ranging in length from 35' to 240'. With the opening of customs services, the marina will become Costa Rica's northernmost Pacific Coast port of entry. In addition to its Four Seasons resort property, Peninsula Papagayo offers an Arnold Palmer-designed 18-hole golf course, the Prieta Beach Club & Spa, and numerous beaches in a tropical setting. The peninsula is located within a halfhour's drive on paved roads from the provincial capital of Liberia and Daniel Oduber International Airport.





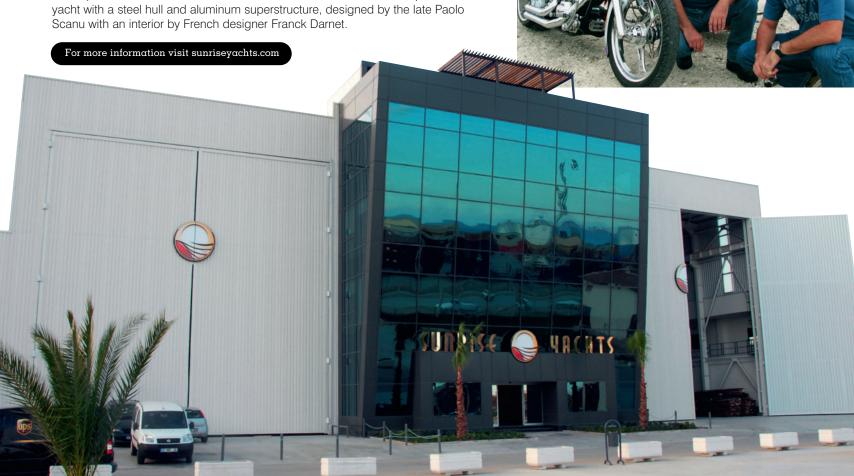
#### RIDING EASY **SUNRISE YACHTS**

Herbert P. Baum and Guillaume Roche, co-founders of Turkey-based shipyard Sunrise yachts, were at FLIBS last fall marketing the newest models in a growing line of semi-custom yachts to be built in their new and modern facility located in Antalva's free-trade zone. Shortly thereafter, they hopped onto Harley Davidson motorcycles and headed for Key West in time for the annual Florida Keys stage of the Power Boat Races. Both Roche and Baum are Harley enthusiasts, and the latter owns an impressive collection of Harley Davidson motorcycles. Little wonder, then, that one of the perks for future owners of Sunrise Yachts is a highly customized Harley, and not just any Harley. The Sunrise Yachts Harley is customized by worldrenowned House of Thunder in Lübeck (Germany), Baum says. The custom-made launching mechanism is a steel bed that slides two thirds of the way to allow the bike to be loaded onto the dock. Baum likes to do things well. As a German entrepreneur who owned one of Europe's largest logistic and transportation companies, which D.H.L. eventually purchased, built the Lufthansa headquarters in Cologne and founded a custom-home building company in Fort Myers, Florida, he seems to be a bit of a perfectionist. So is French-born Guillaume Roche. Raised in Paris until the age of 12, Roche got a worldly education when his father decided to sail around the world with his family. Roche eventually studied naval architecture and started a shipyard in 1998. He later sold his shares and became a consultant to other builders. Baum and Roche had what they call "a meeting of the minds" on a flight to Copenhagen. Baum, an experienced yachtsman, was looking to build a larger vessel and asked Roche how he could reduce the cost. The answer was, build several. From here the idea for Sunrise Yachts was born. Baum and Roche set out to build two yachts, and also built a brand new shipyard with a pleasant environment for the full-time craftsmen, the subcontractors who work onsite and visitors. Along with the modern building and painting sheds are a rooftop terrace, a barbecue area large enough for 300 and a garden with olive and lemon trees. As reported in our previous issue, Sunrise Yachts brought in designer Espen Oeino to develop a series of new models and sold its first vessel, a 149' full-displacement yacht with a steel hull and aluminum superstructure, designed by the late Paolo Scanu with an interior by French designer Franck Darnet.

#### GREENER PRACTICES SOLAR-POWERED MARINAS AND MORE

Developers in Florida are seeking venture capital partners interested in financing the world's first solarpowered marina complex, Ecocove. Harbor Marina, the first marina to receive a Leadership in Energy and Environmental Design certification from the U.S. Green Building Council, has served as a model for the \$10 million fractional ownership project. Designed to be green, sustainable and renewable, the marina, now with permits for 20 slips, would use solar energy and recycled materials. The business partners behind the project hope to double the amount of permitted slips to 40 and start building in 2009 in Fort Pierce. Marine manufacturers are beginning to consider the environmental impact of products during their entire lifecycle, from inception to dismantling. As a result of the escalating use of inorganic materials this issue is rapidly becoming critical. In France, NEOPOLIA, a network of 90 industrial businesses, founded Project SSD (Sustainable Ship Design) to determine the environmental impact vessels have, at different stages of their lives, on the ozone layer, global warming, water and energy consumption, waste production, toxicity and other criteria. The goal is twofold, to provide a platform for information-sharing between marine businesses and to significantly reduce damage to the environment on a global scale.

Herbert Baum and Guillaume Roche







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DAVID CHIPPERFIELD ARCHITECTS Exterior Designer:



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## SANLORENZO'S SD 122 PASZKOWSKI DESIGNS

The Viareggio-based shipyard of Sanlorenzo delivered the first SD 122, a 124' semi-displacement yacht in composite, to her American owner last fall. The Italian firm of Francesco Paszkowski Design is now working on hull N°. two, which is due for delivery this summer. The Florence-based design firm is responsible for this new model's general concept, external lines, layout and interior design. The SD 122's design blends, like the Sanlorenzo brand itself, a retro elegance and contemporary features. One of the yacht's striking exterior features is its pastel color, a shade of cream that recalls sailboats of the 1950s and 60s and provides a pleasing contrast to the mahogany handrail and the teak decking. The gleaming white superstructure features an abundance of windows in various shapes. A large flybridge—with space for free-standing chaise lounge and a

whirlpool tub—is barely noticeable from the sides. The interior décor, elegant but unadorned, puts emphasis on balance, perfect finishes, lighting and occasional splashes of color. Tanganyika walnut adds golden tones that warm the predominantly white interior with lacquered ceilings, white carpeting and steel accents. In a departure from more conventional layouts, the upper deck offers uninterrupted views from the helm station to the sky lounge aft. However, as is customary in many yachts of this size, the lower deck accommodates guest cabins, while the master suite is located on the main deck. Paszkowski has collaborated with Sanlorenzo before, on the stunning Sanlorenzo 40 Alloy and the charmingly retro Sanlorenzo SD 92, both featured in earlier issues of Yachts International. Sanlorenzo Yachts, which celebrated 50 years of history last year, has opened American headquarters, located in Fort Lauderdale. Sanlorenzo of the Americas is headed by former Allied Richard Bertram President George Jousma, who met Sanlorenzo's boss Massimo Perrotti when he was at the head of Azimut (then represented by Allied Richard Bertram).



LOA: 122'9" Beam: 26'3" Draft (half load): 6'6" Staterooms: five Crew cabins: four Hull material: composite Engines: 2 x Caterpillar C32 Acert Maximum speed: 17 knots Maximum range: 3,000 nm









#### FROM AZURE AND GUIDO DE GROOT **JONGERT 161**

Azure Naval Architects and Guido de Groot Design worked in tandem to create this new 161' motoryacht, to be built by Jongert at its modern facility in The Netherlands. Jongert will present the four-deck yacht design at the Dubai International Boat Show and at the first Abu Dhabi Yacht Show in March. The Jongert 49 will be built as a full-displacement steel-hulled yacht, certified for transoceanic cruising. Capacity is for 10 guests and an equal number of crew. Twin Caterpillar C32 Acert engines will allow the yacht to cruise at 13 knots and reach a maximum speed of 15.4 knots. Delivery is expected in 2011. Ocean Independence has been appointed central sales agent.

Additional information is available at jongert.com or oceanindependence.com

#### **BOAT SHOW CALENDAR SPRING 2009**

Dubai, UAE: Dubai International Boat Show, March 3-7 Amsterdam, Netherlands: HISWA Amsterdam Boat Show, March 3-8 Auckland, New Zealand: Auckland International Boat Show, March 5-8 Abu Dhabi, United Arab Emirates: Abu Dhabi Yacht Show, March 12-14 Tokyo, Japan: Japan International Boat Show 2009 in Yokohama, March 12-15 Palm Beach, USA: Palm Beach International Boat Show, March 26-29

Moscow, Russia: Moscow International Boat Show, April 9-12 Shanghai, China: China International Boat Show, April 16-19 Singapore, Marina at Keppel Bay: Boat Asia, April 23-26 Sanctuary Cove, Australia: International Boat Show, May 21-24

#### ST. LUCIA UPDATE

#### IGY COMPLETES RODNEY BAY MARINA

Andrew Farkas, founder and chairman of Island Global Yachting (IGY) was in the Island of St. Lucia a few months ago to toast the newly renovated marina at Rodney Bay during an official ceremony that coincided with the end of the 2008 Atlantic Rally for Cruisers (ARC). For the past 16 years the grueling 2,700-nautical mile sailing race has ended at Rodney Bay Marina, and it did so again last December, with the last contender among 214 yachts arriving at 02 a.m. on the 22<sup>nd</sup>. The multi-million dollar project expanded berths and services at the marina, established in 1986 in a well-protected hurricane hole, part of the picturesque bay on the northern end of St. Lucia. Rodney Bay Marina now encompasses 248 slips and a new pier with 32 berths and support facilities for megayachts up to 250'. The 130' Charisma was one of the first megayachts to take advantage of the new facilities. The scenic, volcanic island part of the West Indies is an ideal stopover for southbound yachts heading for Barbados, St. Vincent, Grenada, and Trinidad.



#### **GAMEFISHERMAN** 130 **EXPLORER** A YACHT FOR THE FISHERMAN

Florida-based EG Designs' Erwin Gerards has set about to create the quintessential yacht for the adventurous sportfisherman. The yacht, designed to access the remotest of locations, is planned with commercial certification in mind. The 130' explorer-style vessel comes standard with a 46' flybridge sportfish outfitted for serious fishing, from the fighting chair to the bait tanks, and set up to tow and refuel from the mothership's well deck. And when the junior ship is out to sea, the well deck becomes a 15' x 45'swimming pool for any remaining non-anglers. The five-deck layout features a sundeck complete with all amenities, plus a crow's nest in the signal mast. The owners' full-beam suite with office, living room and breakfast area, also features a private aft deck with bar and grill. Four guest staterooms are planned for the lower deck along with crew quarters.

#### **EXPLORER 130'**

LOA: 132'6" • Beam: 30' • Draft: 9' • Fuel: 25,000 Gal. Water: 2,500 Gal. • Engines: 2 x CAT 800 hp

#### 46' SPORTFISH

LOA: 46' • Beam: 14' • Draft: 4' • Fuel: 500 Gal. Water: 50 Gal. • Engines: 2 x Cummins 715

Additional information available at gamefisherman.com





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#### 046 ASIAPACIFIC





# AROUND AUSTRALIA IN 380 DAYS ONBOARD INVESTIGATOR

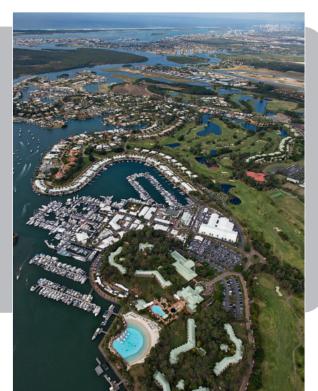
lan Reynolds, who at 80, still runs engineering company CEM International and owns a factory in China, has completed a circumnavigation of Australia, a country the same size as the United States, in his Riviera 56 Enclosed Flybridge motoryacht. His voyage paid homage to *HMS Investigator*'s Capt. Matthew Flinders whose 1804 chart of "Terra Australis or Australia," six years in the making, gave the great southern continent its name. Reynolds' boat, also called *Investigator*, completed the passage from the Gold Coast south past Sydney and hometown Melbourne, across the Great Australian Bight, up the rugged shores of Western Australia to the spectacular Kimberley region, then "across the top end" past Darwin to Queensland and down the 1,500 nm Great Barrier Reef back to the Gold Coast. The 9,000 nm passage took 380 days, including stops. The only additions to the standard Riviera 56 were an extra 188-gallon fuel tank, a watermaker, longer anchor chain and sophisticated electronic navigation gear. There are no protected intracoastal waterways in Australia, so for most of the voyage he faced the open Pacific Ocean, the Southern Ocean, the Indian Ocean, and in the north the Timor, Arafura and Coral Seas. Crew changed from time to time, and Reynolds' wife did the first leg, leaving him "to the boys" after that. The remarkably fit-looking Reynolds is now contemplating other adventures. Riviera is the largest-selling Australian motoryacht in America. The yard builds Open, Enclosed Flybridge and Offshore Express models, as well as Sports Yachts and Sports Cruisers.

#### **2009 SANCTUARY COVE**

#### **BOOKINGS FORECAST STRONG ATTENDANCE**

Australia's leading import-export showcase, the Sanctuary Cove Boat Show held each May on the Gold Coast, sister city to Fort Lauderdale, continues to see buoyant bookings, and a spokeswoman says the Superyacht Pavilion will double in size to cater to exhibitor demand. Two glass walls are being added to present a spectacular view of the adjacent in-water marina displays. Within a month of bookings opening, 160 companies snapped up prime berths or on-land exhibit space, which is well ahead of last year's comparable figure, she said. There were 127 world and Australian marine product launches at Sanctuary Cove in 2008. That boat show had 455 exhibitors, and more than 50,000 visitors inspected 900 boats and watercraft. The resort's general manager for marketing and events, Mark Jensen, said "this is a very positive sign of the event's ongoing value to the Australian and international marine industry." The country remained in positive economic territory in its last quarter, but only just. Lower commodity prices and falling exports to China are expected to affect growth in 2009. Sanctuary Cove was promoted at the Dubai and Tokyo boat shows in March, and Moscow and Shanghai in April.

www.sanctuarycoveboatshow.com.au







#### SYDNEY MARINA FOR LEASE

A superyacht marina in Australia's largest city, Sydney, is for lease. The facility, in Rozelle Bay near the CBD, opened a decade ago, shortly before the 2000 Olympics, and its fortunes have waxed and waned since, although last year it attracted the same level of bookings as in its event-related debut. International supervacht traffic in the Asia-Pacific region is expected to decline short-term, due to turbulent financial waters and Somali pirate activities near the Suez Canal, but steady growth of the local fleet should still ensure a buoyant demand for big boat berths. Largest vessels to use Rozelle Bay are the 228' Oceanfast Floridian, ex Aussie Rules, and the 233' Amels Boadicea, but super sailboats are restricted by their masts, having to clear under the Sydney Harbor and Anzac bridges. There is also a 60' beam limit due to the old Glebe Island Bridge' undemolished pylons in the approaches. Berthing is stern-to, and full power and other services are offered. The lessee is NSW Maritime, an arm of the state government, which has been trying to balance its budget by selling off various infrastructure assets. The lease is flagged at 35 years, and the successful bidder is expected to undertake a re-arrangement that would bring available superyacht berths to 28. An up-front fee and annual lease payment is envisaged. The current surplus is given as \$550,000 a year. Expressions of interest were expected to close late February, but could be extended.

Contact: superyachtEOI@maritime.nsw.gov.au

#### **NEW FROM HORIZON GROUP** 148' BANDITO **EXPLORER SERIES**

Horizon Group of Taiwan, one of the world's top 10 builders in composites, has embarked on its first 148' steel-hulled, aluminum topsides Bandido Explorer supervacht. The vessel is the result of a close collaboration between Horizon dealer Drettmann GmbH of Germany—for which the yard already builds composite Bandido 75s—, designer J.C. Espinosa, and a specialist team at the Group's Premier shipyard.

CEO John Lu, who is also Chairman of the Taiwan Yacht Industry Association, said Horizon Group was entering a new era, and as reported exclusively in a Yachts International special feature last July, the hull is being sub-contracted, a common practice at European superyacht yards. Steel was first cut late 2008, after a traditional Chinese ceremony, and delivery is scheduled in 2010. Each Bandido Explorer will be customized, but all are to be built and certified to BV classification, ice classed and to MCA LY2 compliance. Powered by twin 1,800 hp MTUs, the vessels will have a maximum speed of 15.6 knots and a range of 4.500 nm at 12 knots cruising speed. Accommodations are for eight guests in four staterooms and eight crewmembers on the lower deck. A full-beam master suite is on the principal deck forward, while the captain's cabin is beside the pilothouse. The Group comprises Horizon Yachts, Vision Yachts, Premier Yachts, Q & E Interiors and Atech Composites, and related other brands include a Tournament 52 sportfisher, the composite Bandido series. Elegance and Dynasty motoryachts. Premier Yachts last year began launching a J.C. Espinosa-designed Premier 130







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#### **AUSTRALIAN DOLLAR DOWN** REFIT AND REPAIR UP

Refit and Repair is a boom-time business Down Under as many owners choose to smarten up their existing vessels and wait until turbulent economic waters are a little smoother before embarking on new ventures. U.S. and European superyachts are also taking advantage of a remarkable Australian dollar drop from 97 to 64 U.S. cents in only three months late 2008, making refit projects in the Pacific very attractive. The fact that an estimated quarter of the world's supervacht captains and crew are Australians and New Zealanders helps keep the region in focus too. One beneficiary is Viking Industries, which has three refit and repair locations in Queensland, the country's no. one cruising state with its startling coastline and offshore Great Barrier Reef. These are the famous Cairns Slipways, which has handled passing superyachts for decades, plus the Brisbane Marine Industries Park in the state capital, served from Florida by Dockwise Yacht Transport, and a little further south, Viking Marine Services on the Gold Coast. Brisbane Shiplifts, part of the 215,000-sq. foot Brisbane Marine Industries Park, has just installed a 600-ton travel lift to further increase its capacity, and a lively industry launch party was held to mark this milestone. Another part of the Viking Industries group is FMCA superyacht outfitters, which has been contracted for vessels such as Silver, Norwegian Queen at Trinity Yachts, and Helios, seen in these pages on its South Pacific cruise.



Information is available at vikingindustries.com.au

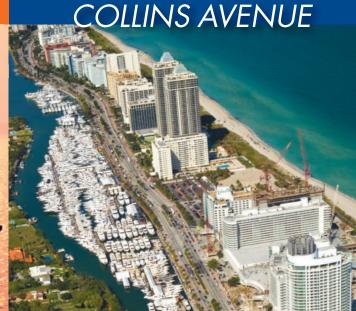
## **MARITIMO** 73' CRUISING MOTOR YACHT MAKES 12

Maritimo, an Australian motorvacht builder sold in America, launches its largest vessel to date, a 73' Cruising Motor Yacht, at the Sydney Boat Show late July. CEO Bill Barry-Cotter says this completes the yard's 12-model range that will hopefully steer a course through troubled financial waters. The range includes four Cruising Motor Yachts, two Offshore Convertibles, three Sports Cabriolets and three Aegean Flybridges. Closely watched as an innovator and trendsetter, especially in tight times, Barry-Cotter displayed the Maritimo C60 Sports Cabriolet at the Fort Lauderdale Boat Show in November and invited Yachts International to test the C55 in December. The C55 cruised comfortably at 20 knots in a bouncy Pacific swell off Australia's Gold Coast, using 35 gallons an hour at 55 percent load. At 30 knots, consumption was 65 gallons an hour. The vessel costs about \$1 million FOB. In Florida, Maritimo has recently switched dealers after Allied Richard Bertram was purchased by the Ferretti group, and now works with Yacht Blue in Fort Lauderdale and Yacht Registry in Dunedin and Naples. It has other outlets in California, Massachusetts, Maryland, New Jersey, Ohio, Washington DC and South Carolina.



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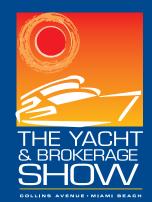












Contact: Danielle J. Butler, Esq. Fowler White Burnett P.A.,100 Southeast 3rd Ave., Suite 1100, Fort Lauderdale, FL 33394, Phone: +1 954 377 8129, e-mail: dbutler@fowler-white.com, web: fowler-white.com

#### LEGAL BRIEFS

(imo.org) the United Nations agency overseeing maritime safety will ratify laws effecting yacht owners that mandate medical coverage, regulate wages and require cost-free repatriation for crewmembers...The now issues temporary visas that allow crewmembers to stay in the country for 12 months when working onboard a yacht. Information and applications are available at immi.gov.au/visitors/superyacht/index.htm...In the U.S. (Transportation Workers Identification Card) compliance is now mandatory for all U.S. personnel requiring unescorted access to secured ports (tsa.gov/twic)



#### WHETHER TO OWN PART OF THE WHOLE?

The current unstable economic environment may help give fractional ownership a boost, since ideally it can give the buyer's wallet a reprieve yet still allow mariners to enjoy sailing the high seas. Danielle J. Butler, Esq. takes a closer look at this form of ownership plan from the legal prospective.

The typical fractional yacht ownership program consists of several individual buyers forming a company to own one vacht and splitting the cost of ownership. Fractional yacht ownership is a viable option, and a well drawn up contract will ensure its success. Below are a few steps that should be part of the process. As always, before entering into a contractual agreement, individual buyers should educate themselves in the critical clauses that should be included in the contract: they should request to view a draft form of the proposed fractional ownership contract, which an attorney is best able to assess as a valid legal document. One of the first issues buyers will need to decide is whether they will enter the contract individually or form a company in which each buyer will be an equal shareholder. The buyers must designate someone able to manage the process; it could be one of the buyers or a third party, such as a fractional yacht management company. Next, buyers will need to confirm their interest, normally by paying a refundable deposit in proportion to the fraction they're interested in purchasing. The contract should specify who will hold the money, and how this deposit money should be returned to each buyer upon their exiting the contract. It is critical to identify who will have legal possession of the yacht and how legal ownership will be documented. The contract will have to state the duration of the fractional ownership scheme and specify if and how the ownership period can be extended. The contract will also have to specify who manages time allocations between owners, maintenance issues, and identify who is best able to resolve disputes. A third party, such as a fractional yacht management company, is probably the best way to go. The buvers must agree to rates and maintenance costs, which will

be outlined in the contract, as well as payment procedures. The contract must also define the consequences of failing to meet payment terms. Industry standard calls for upfront payment of maintenance fees to avoid the need to collect fees from fractional owners on an annual basis, which might be the best way to go. The buyers must determine the maximum and minimum size of the fraction, which must be outlined in the contract. Minimum fraction sizes are important to prevent the fractional scheme from becoming too large and maximum fraction sizes are important to stop one fractional owner from taking over the fractional scheme. A potential source of litigation in fractional yacht ownership schemes can stem from the lack of defined parameters regarding the buyers' use of the yacht. The contract should be clear on restrictions concerning the yacht's use, such as assignment of rights and chartering regulations. The contract should also address changeover times, arrangements and the consequences of non-compliance (this includes for instance cleaning after use). The contract should also address issues such as the lack of availability of the yacht for any period due to damages for instance, and define compensation for owners who have missed their time allocation. Along with this provision, the contract should address exceptional maintenance and cost issues. As with all contracts, a successful and enjoyable fractional yacht ownership starts with a meeting of the minds between the buyers and the drafting of a concise and legal contract signed by all parties. Fractional yacht ownership may come with more legal quagmires than the individual yacht ownership scheme, but when all is said and done, the fractional yacht owner should enjoy the yacht at a fraction of the cost of owning it outright.



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## **INDUSTRY**

VEI's (vei-systems.com) Oceanview Apollo II thermal imaging, shown at the 2008 Fort Lauderdale Boat Show features new digital zoom, controller, and remote access features...SatCollect (satcollect.com), a division of Global Satellite, is a long distance phone service that issues a local number to route calls, which providers claim saves 60% to 90% on calls to any phone in the world including satellite phones... U.S. Submarines has created an 18-page downloadable brochure (tritonsubs.com/files/tritonbrochure.pdf) that, although written for their Triton series, is helpful in understanding basic yacht-based submersible operations ... Admiral Maritime Electronics (admiralchart.no) just released Version 5.0 Electronic Chart System that uses C-Map Pro+ vector chart databases now MS Vista compatible and with Real Time Update service to remotely update automatically anywhere in the world...

#### lately available for a fraction under \$80 million...Neptune Group Yachting (ngyi.com), founded by charter specialist DJ Parker, has recently added the newly refit 103' Broward Trilogy to its charter fleet with introductory rates available for charters in Florida and the Bahamas...Vripack (vripack.com) has sold Putty VI (ex Turmoil), the 151'5" Palmer Johnson Expedition, considered to be the

forerunner of the Explorer, which Vripack designed

and was launched in 1996... Ocean Independence

Merle Wood & Associates (merlewood.com), has

listed the elegant 204' Feadship Fortunato, ex

Cakewalk; Feadship craftsmen were hired to do a

substantial refit a few years ago and the vessel is

Harmony II, a 1954 classic launch by Jadranska Linjska Plovidba, to their extensive sales listings of fully restored classic yachts... Northrop and Johnson Sales Division (njyachts.com) has listed the 2006 98' MCP yacht Obrigado, an expedition-style vessel with charter experience in the Mediterranean and Caribbean, with flexible accommodations for a total of 10 guests...International Yacht Collection (iyc.com) has announced new central listings, including the 121' Heesen Totally Nuts, built in 2005, and listed by Thom Comboy, the 145' Relentless, a 2001 Trinity, and a 81' Cheoy Lee D-Version, both listed by Frank Grzeszcak and Chany Sabates III; IYC's Jim Eden sold the 1994 Broward yacht Summer Breeze...

# **PRODUCT**

Espen Oeino has published, Luxury Toys Mega Yachts, a hardcover volume of 20 innovative projects with descriptions authored by Nick Jeffery available in five languages through teneues-usa.com... Design and engineering firm Vripack has announced that Marnix J. Hoekstra (sales director), Bart Bouwhuis (director of design) and Christian Poorte (director of engineering) have bought the firm, as Peter Naeyé, who took over the company from its founder in the 1990s, has decided to dedicate his life to working with children suffering from cancer... Fairline Florida (fairlineflorida.com) has relocated its sales office to the Bahia Mar Resort and Yachting Center, Fort Lauderdale, and will maintain its service department at Lauderdale Marine Center...Paradox Marine (paradoxmarine.com) appoints Barrow International to further expand sales of their security, tracking and monitoring systems throughout European markets... Hatteland Display (hatteland-display.com) maritime display and computer technology providers based in Norway, welcomes Trond K. Johannessen as their new President and CEO...





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# THE GIFT OF SPEED CONTRACTOR 540

It was a perfect day for a sea trial. The wind picked up in the morning and by early afternoon, the Miami marine forecast called for five- to seven-foot seas. Whitecaps broke the monotony of a perfectly turquoise winter sea, and windsurfers flew rather than sailed. These are the types of conditions Bertram sport fishing boats are built to handle.

> Story Cecile Gauert Photos Forest Johnson and Shaw McCutcheon

#### THE NEW 540, INTRODUCED at the Fort Lauderdale International

Boat Show last fall, is no exception. Although the design was created to make this new sporfishing machine more versatile, with creature comforts that would also appeal to non-anglers, Bertram and Ferretti's Advanced Yacht Technology (AYT) engineering group did not forget to give it all the muscle and tone that this type of boat requires, white leather couches with ostrich-style imprint, LED lights and Ipod connections notwithstanding. We had a chance to test the Bertram 540 in a strong sea and wind, and the Bertram hull proved more than able to negotiate the tough ride back to the inlet in a very unsettled environment. A slow but steady pace kept us on course even as sea spray occasionally clouded the view through the bimini protecting the open bridge. Under these conditions it was hard to tell if the boat's Anti Rolling Gyro (ARG) stabilizer helped make our progress more comfortable; the better test came earlier that day in the more serene environment of Biscayne Bay, where our captain crossed the wake left by a passing boat. The Bertram 540 reacted with a side roll as expected, but steadied itself quickly. We did not have a chance to compare the boat's behavior without the assistance of the stabilizer; the ARG takes time to spool up, and the system was already on and operational when we stepped aboard. Beyond eight or nine knots, however, the stabilizer's effect is not quite as noticeable as at slower speeds.

Our test boat, equipped with the top-end power package available on this particular model—twin 1,676 hp CAT C32s—is a gifted performer. From 19.7 knots (with engines at 1,410 rpm), the hull quickly climbs through 26.3 knots, then 34 knots (2,030 rpm), finally reaching 41.8 knots at full throttle. The best way to keep track of speed is checking the Northstar 6000 GPS on the console; while the Bertram 540 steadily increases speed, the hull remains perfectly stable, and there is no noticeable change in engine noise or vibrations, at least from the flybridge. At this rate, we've



quickly reached the end of the channel and the captain comes to a full stop before starting a U-turn. The Bertram 540 turns on a dime.

Bertram, acquired by Ferretti a decade ago, has applied ideas from other sport and cruiser models produced by the Ferretti group, whose companies work closely with Zuccon International Studio. Accordingly, the 540's interior is airy and surprisingly spacious for a 54' boat. The most outstanding features are the main deck windows, especially engineered to withstand tough fishing conditions, which provide excellent visibility forward and all around the salon. The designers located a nice-sized galley, with ample refrigerator and freezer space, close to the cockpit. A window that recedes into the bulkhead makes it convenient to pass food and drinks outdoors.

The convivial arrangement that features a comfortable sofa on either side of the salon, finished in light hues from honey-colored oak to white leather, contribute to making guests feel quite at home in this fully air-conditioned setting. At one point during our sea trial, five of us are seated indoors, and the salon accommodates all of us quite comfortably. Overnight accommodations consist of a full-beam ensuite master, a forward VIP with double bed, a cabin with twin beds, and a shared head with shower.

All the attention to comfort has not distracted designers from their mission to create a boat perfectly suited for anglers. The completely redesigned hull still is based on a deep V, which has been a hallmark of Bertram fishing boats since the brand's inception, with a deadrise of 16 degrees at the transom, and 44 degrees at the forward waterline. The Bertram 540 has storage for 25 fishing rods, and the mezzanine is fully equipped with tackle storage, a baitwell and freezer. One of two deep fish boxes, located on either side of the fighting chair, also serves as an alternate baitwell or converts to an icemaker. Bertram also offers this yacht with an optional lower control helm station, and two additional engine options are available.

In addition to the master, above left, and a VIP, the boat has a cabin with twin berths, next page









Two main deck layouts are available; option 2 shows the main deck with a lower helm station



LOA (with bow pulpit): 57'1"

Length hull

(standard ISO 8666): 54'2" Beam: 17'10"

**Draft:** 5'5"

Cockpit area: 178 sq. ft Fuel: 1,524 Gal.

**Displacement:** 83,737 lbs **Fresh water:** 225 Gal.

Engineering: Bertram Yacht

Ferretti Group

#### **ENGINES**

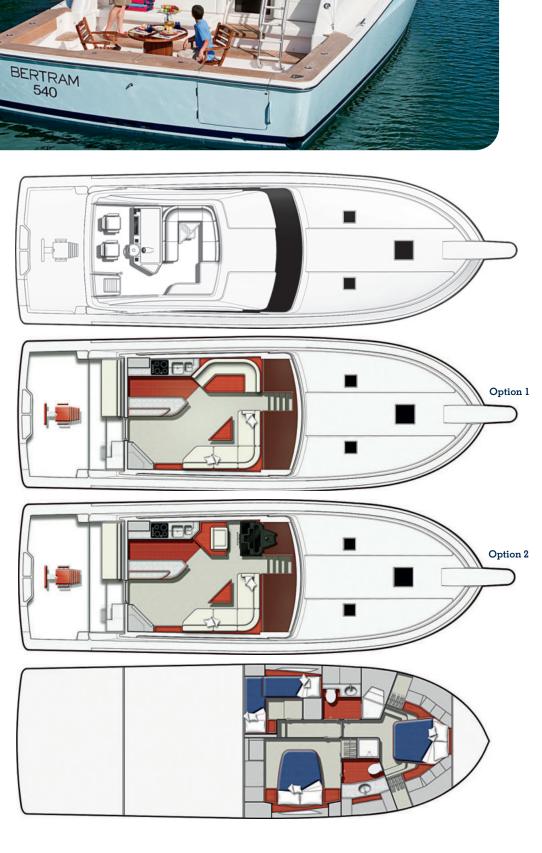
Standard: 2 x MAN V-12 1224 hp CR
Option 1: 2 x MAN V-12 1360 hp CR
Option 2: 2 x CAT C-32 167 6hp
Cruising speed: 29 to 36 knots,
according to engine package
Maximum speed: 33.5 knots to
41 knots according to engine package

#### Designer

(superstructure and interior):

Zuccon International Project **Interior décor:** Marty A. Lowe, Inc.

Contact: Bertram, 3663 NW 21 St., Miami, FL 33142, phone: (305) 633-8011, bertram.com







# A FLYBRIDGE WITH WINGS

# Azimut 70

An original profile, four staterooms and a new joystick maneuvering capability are among the most outstanding features of the new Azimut 70, introduced at the Cannes boat show last fall. Herewith, a sneak preview of this innovative flybridge model not yet seen in the U.S. Story Alain Brousse Photos Azimut



# THE AZIMUT 70, DESIGNED FOR the Italian shipyard by Stefano Righini, is the latest in a range of flybridge yachts that comprises 17 models from 39' to 116'. Two of the new model's immediately noticeable design features are the trademark side windows and the winglike extensions aft of the flybridge. The main deck windows now extend all the way down to the level of the side walkways, providing panoramic views to guests seated on the salon's comfortable sofas. Also more prominent are the wings on each side of the flybridge, where we start our tour. It is a pleasant space, well designed for navigation or relaxation. An optional hard top equipped with a central opening and a sliding eletric shade is available. A centrally located dining area with seating for eight features a rectangular table with a teak top. A refrigerator, ice maker, grill and storage are within reach in a nearby built-in cabinet. There is room aft for free-standing lounge chairs or a tenderal allocated to the standard of the s

maker, grill and storage are within reach in a nearby built-in cabinet. There is room aft for free-standing lounge chairs or a tender, and a large sun pad is located forward, next to the starboard-side helm station. The latter is well equipped with a console that includes four flat screens, with two easy-to-read 12" displays.

While we toured the top deck, the captain powered up the twin 1,360 hp MAN engines, and they are now ready for our sea trial. The flybridge console offers two options for maneuvering. Aside from the usual wheel, a four-inch joystick also is available, which is part of the Easy Docking system built by Xenta in cooperation with the shipyard's R&D Department. The electronic system automatically controls the engines and thruster, and allows the yacht to dock, pull away and pivot with remarkable



The yacht has four cabins, including two twins, a fullbeam owners' cabin (above) and a VIP accuracy. The Azimut 70 also comes equipped with an Automatic Trim Control (ATC) system, which becomes operational at higher engine rpm and helps ensure the yacht is well balanced according to engine speed and sea conditions.

The Genoa-based naval architecture firm Sydac designed the Azimut 70' hull with a waterline entry angle of 22.5 degrees to negotiate waves with ease. The yacht's top speed of 32 knots (with engines at 2,400 rpm) results in a speed fuel consumption rate of 142.6 gallons per hour. A cruising speed of 25 knots (2,150 rpm) gives the yacht a 250 nm range. From the flybridge, the engine noise level is pleasantly low, and the engines are appropriately discreet on the main deck as well. The stylish interior helm is equipped with two adjustable pilot chairs upholstered in finely crafted, sturdy leather. They are ideally positioned to take advantage of 180-degree views.

Once again, Azimut has turned to Carlo Galeazzi to create the interior décor, which combines a palette of rich earth tones with white-washed oak and cherry wood. The galley feels like a trendy bar and opens onto the dining room, where a table, finished in crocodile, matches the nearby helm console. The same degree of refinement is evident in the salon.

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The aft deck offers yet another option for meals al fresco



equipped with separate berths that convert to one double bed. This type of layout is well-suited to accommodate charters of up to eight passengers.

On the Azimut 70, the usual tender garage aft has been designed instead as crew quarters suitable for three. Although a bit tight, the space includes a small galley and shower. The yacht's swim platform can accommodate a Jet Ski. In Cannes this comfortably luxurious yacht generated considerable interest, and we can see why. We would not mind staying onboard a little while longer.

LOA: 70'10"

Beam: 18'3"

**Draft:** 3'9"

Displacement (full load): 46.5 tons

Fuel capacity: 1,268 Gal.

Water capacity: 317 Gal.

Maximum speed: 32 knots

Cruising speed: 25 knots

Range@cruising speed: 250 nm

Construction material: composite

Engines: 2 x 1,360 hp MAN CR V2

Generators: Kohler 20 kW

Bow thruster: SP200TC 13.4 hp

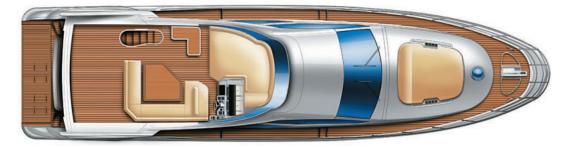
Naval architecture:

Azimut and Sydac

Designer: Stefano Righini

Interior design: Carlo Galeazzi

For contact and dealer information visit: azimutyachts.com





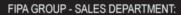


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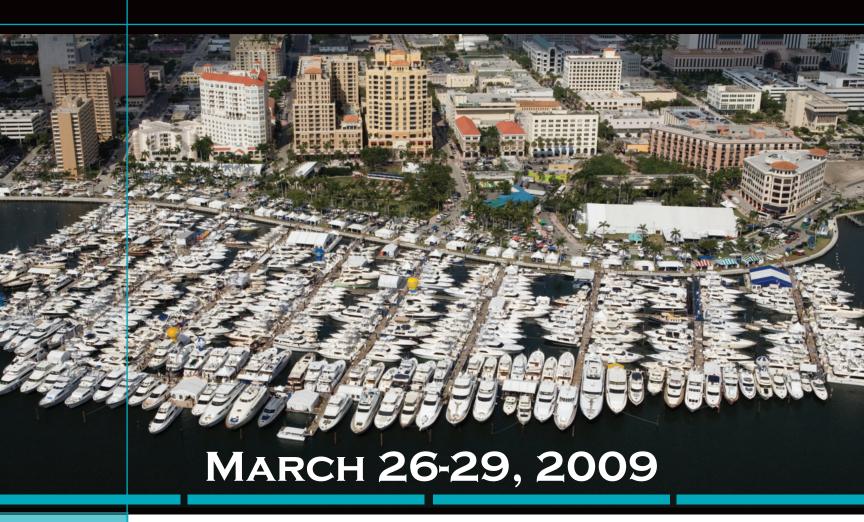




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# PALM BEACH INTERNATIONAL BOAT SHOW



#### AMERICA'S FAVORITE BOAT SHOW

The 24th Annual Palm Beach International Boat Show features more than \$350 million worth of boats, superyachts and accessories from every major marine manufacturer worldwide, including more than 1,000 boats from inflatables to superyachts, plus FREE Kids' Fishing Clinics, Xtreme Sport Fishing Seminars and family-fun entertainment.

The show encompasses more than 1 million sq. ft. of exhibit space on land and in water all along Flager Drive in downtown West Palm Beach.

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SEE VESSELS & PURCHASE TICKETS ONLINE at showmanagement.com For additional information: 800.940.7642 • 954.764.7642 • info@showmanagement.com 100 Evernia Street, West Palm Beach



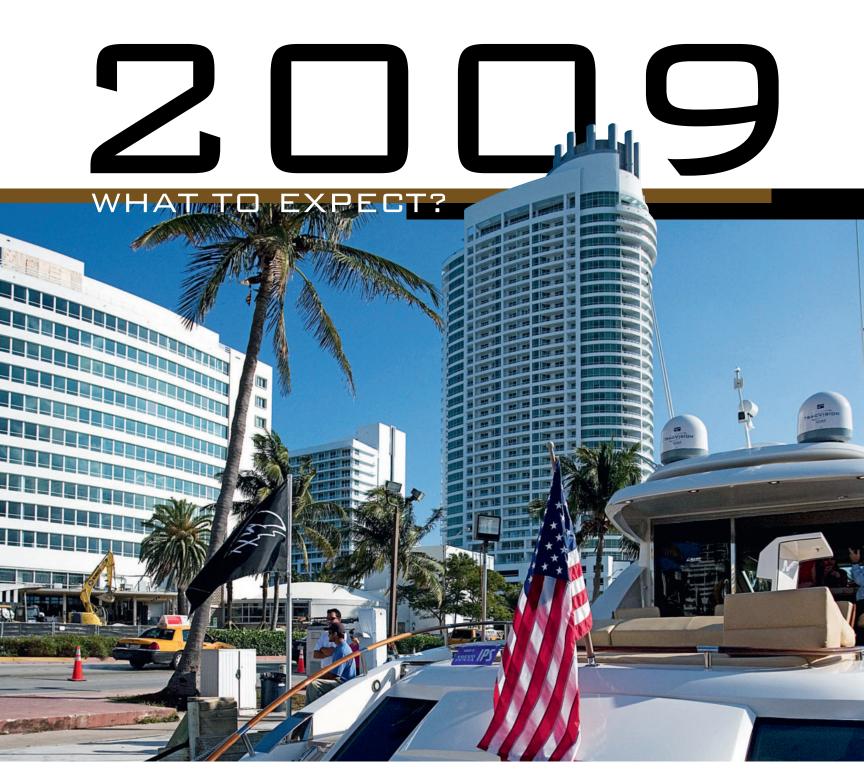












# MIAMI BOAT SHOWS

February in Miami equates boat show time. Despite this year's challenging economic climate, organizers of not one but two large boat shows that take place February 12-16, 2009 have done their best to bring the latest and greatest boats to Miami. Here is a sneak preview of new models expected at the Yacht & Brokerage Show and at the Miami International Boat Show & Strictly Sail this year.

Story Lisa Larsen

The 21st Miami Yacht and Brokerage Show takes over a section of the vibrant city of Miami Beach with a giant in-water showcase stretching along Collins Avenue within sight of landmark resorts, such as the newly renovated Fontainebleau and the Eden Roc. At least 500 boats and yachts, ranging in size from 20' to 162' are expected to attend the show, owned by the Florida Yacht Brokers Association, Accordingly. more than 100 international brands are represented in some fashion through the brokers' exhibits. Builders are here too and, although many of the yachts are encore presentations, others like the 160' Christensen Primadonna, seen on our cover as she started a Vancouver-to-Miami journey to attend the show, are making their U.S. or world debut here. This 1.2-million sq.-foot showcase is where the largest yachts will be. New boats are also on display in three locations that comprise the Miami International Boat Show & Strictly Sail, which runs concurrently. This well established show is produced by the National Marine Manufacturers Association (NMMA). On-land exhibits, featuring a plethora of marine services and products, occupy the entire Miami Beach Convention Center, where smaller-size boats are also located. A likely theme for MIBS this year is green boating. Several of the boats scheduled to appear at the Miami show are equipped with technology able to harness alternative energy sources. Such is the case with the Island Pilot, which premiered at the Fort Lauderdale International Boat Show as the first hybrid yacht with solar-diesel-electric drive, easy to spot thanks to its photovoltaic panels, Mamba Marine's 350, designed with hydrofoils and asymmetrical hulls, is equally unique. Marlow Yachts has equipped its newest 65' Explorer yacht with solar panels and another Marlow has been fitted with a Smart Car for low-impact driving. All are expected to be there. NMMA president Thom Dammrich expressed optimism about attendance and sales at the 2009 Miami boat show and also said he liked the idea of a theme such as green boating as an attractive way to reach out to new boaters. "There's a really high quality buying crowd that's coming to shows this year looking for good deals, and the dealers and manufacturers are offering their best deals in decades, and boats are getting sold," he said. Green has become part of a general trend in boating, and among the new models expected at the Yacht & Brokerage show, several have engine systems designed to be more fuel efficient. The Newport 71 SS4 Express, the Riviera 43 Offshore Express and the Cranchi Atlantique 43' Flybridge, all are equipped with Volvo Penta IPS, reputed to be 25 to 30 percent more fuel efficient than conventional diesels. Stealth Yachts is expected to introduce its 520 and 540 series dual-hull power yachts that boast high speed and low fuel consumption rates. An enticing sample of boats expected at the shows follows.

#### MORE INFORMATION

#### 21<sup>ST</sup> YACHT AND BROKERAGE SHOW

On the Indian Creek Waterway along Collins Avenue from 41st to 51st Streets, Miami Beach

#### **SHOW SCHEDULE**

Thursday February 12, 10am - 7pm

Friday February 13, 10am - 7pm

Saturday February 14, 10am - 7pm

Sunday February 15, 10am - 7pm Monday February 16, 10am - 6pm

FREE admission

See details at showmanagement.com

#### 68<sup>TH</sup> MIAMI INTERNATIONAL BOAT SHOW AND STRICTLY SAIL

Miamarina at Bayside, Sea Isle Marina, Miami, and Miami Beach Convention Center

#### SHOW SCHEDULE

Thursday, February 12, 10am - 6pm (premier day)

Friday, February 13, 10am - 8pm

Saturday, February 14, 10am - 8pm

Sunday, February 15, 10am - 8pm

Monday, February 16, 10am - 6pm

Widilday, rebitally 10, Todin - Opin

Marina locations open at 10:00am and close at 6:00pm daily

Tickets required for admission at the convention Center and Miamarina.

See details at miamiboatshow.com



The most recent launch from Christensen Shipyard, the 160' *Primadonna*, traveled on her own bottom to debut at the Miami Show. Among her novel features is a touch-and-go helicopter pad, a first for the Washington-Statebased shipyard. A complete review is featured is this issue.

Location: Yacht & Brokerage Show, Christensen Shipyards, Ramp 13, Slip 608



Hargrave is showing the newest born of its 100' Raised Pilothouse custom series, the brand new *King Baby*, a yacht designed for extended cruising with four staterooms for eight guests, and berths for four crew. Fort Lauderdale-based design firm Interiors by Shelley created a classic interior with warm cherry wood and richly upholstered furnishings. The flybridge with Jacuzzi and ample seating is the perfect spot for sunning or enjoying a cool drink from the bar. Caterpillar C-32 1675 hp engines power the yacht to a maximum speed of 21 knots with a cruising speed of 18 knots. The 2008 *Seafarer*, also a 100' Raised pilothouse, is also expected to be there, which may provide a perfect opportunity to see a variety of layouts and decors. Also on display is the Hargrave 84 featured in this issue.

Location: Yacht & Brokerage Show, Hargrave Custom Yachts, Ramp 21, Slips 36-38, Ramp 21, Slip 45

### Palmer Johnson 123

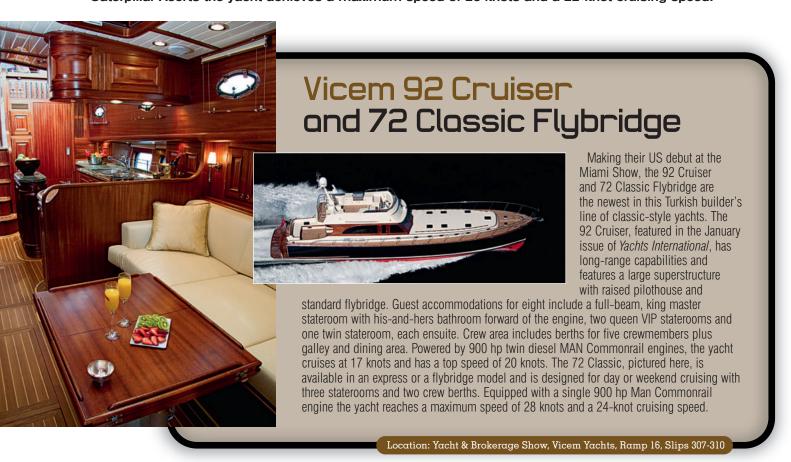


The Yacht & Brokerage Show offers a rare opportunity to catch up on the latest from PJ, as this is the only U.S. show to feature brand new yachts from the Wisconsin yard, which very much gears its eyecatching, Italian-designed yachts to the international market. Although not new models per se, two recent launches in Palmer Johnson's semi-custom series sport different interior and paint schemes than earlier hulls. The PJ135-3 and the third in the 123' raised pilothouse series, Ocean Drive, pictured, are both built to class and MCA-certified. Designers Nuvolari &

Lenard have endowed the yachts' interiors with their usual contemporary flair. Aboard Ocean Drive, the only PJ series in composite, gold and bronze upholstery warm a selection of white marble, black walnut and sycamore. A spacious master suite, with king bed and ensuite bathroom is one of four staterooms. The yacht also has ample space for dining and socializing, including on its appealing flybridge, fully equipped with hot tub, bar and barbeque. A platform at transom unfolds hydraulically into a beach area. Twin 2,400 hp MTU 16V 2000 Common Rail engines give Ocean Drive a maximum speed of 24 knots.



First introduced in Europe last year, this 95' Azimut flybridge model is expected to make its U.S. debut in Miami this year, as part of the Italian builder's usually large showcase off Collins Avenue. The Azimut 82, introduced at the 2008 Genoa Boat Show, also is expected to be here. The 95's centerpiece certainly is the expansive flybridge, attractively laid-out with a large sunbathing area, Jacuzzi, bar with three pedestal stools, and a u-shaped outdoor salon. Yet, in spite of the flybridge's size exterior styling by Stefano Righini gives the sporty yacht an elegant, streamlined look. Interior designer Carlo Galeazzi gave the interior a contemporary feel with a classic touch. The main salon and dining area flow out to the aft deck when the four-panel sliding aft glass door is open. Natural light floods interiors through three scenic windows surrounding the deck house. Four cabins accommodate eight guests with an aft crew cabin. Equipped with twin 1825 hp Caterpillar Acerts the yacht achieves a maximum speed of 26 knots and a 22-knot cruising speed.



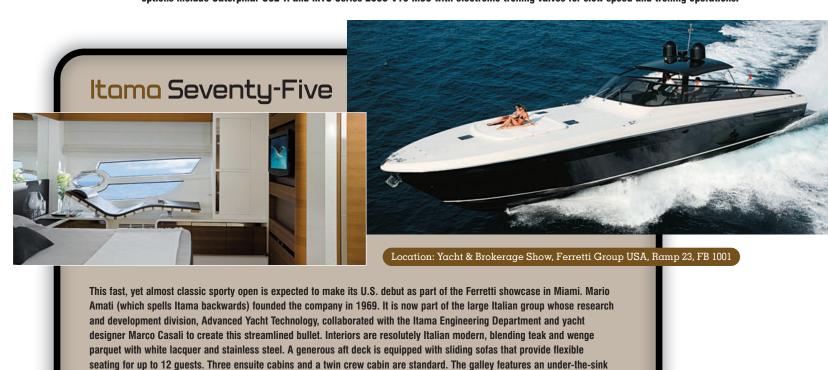


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Early glimpses of the new Viking 82 Convertible in action in rough surf suggest it to be an impressive vessel. The new Viking flagship makes its debut in Miami. Research aboard the tournament Viking 74 provided invaluable information to the Viking's design and engineering team who gave the boat 255 square feet of working cockpit space with under-mount freezers, tackle and gear stowage, insulated fiberglass bait and fish wells. Inside, the salon benefits from a wraparound windshield for optimal views. The dinette comfortably seats five and faces a granite-topped island in the galley, with three additional pedestal stools. The lower deck features four ensuite staterooms with ample stowage and a full-beam master suite amidships. Crew quarters are available. The open flybridge features a center helm console, hydraulic steering, Moritz monitor and state-of-the-art navigation electronics. Engine options include Caterpillar C32-A and MTU Series 2000-V16 M93 with electronic trolling valves for slow speed and trolling operations.



slide-out breakfast table with Poltrona Frau foldaway leather chairs. Twin 1823 hp MTU engines combined with Arneson ASD 14 drives produce a top speed of 43 knots. The (Very High Performance (VHP) series has a dizzying 60-knot top speed.

### Newport 71554 Express



This brand new yacht was launched in Taiwan only a few weeks ago. Sea trials at the yard showed it to be speedy. Quad Volvo IPS 600s with joystick control for easy maneuvering power this composite yacht to 32 knots. At the yacht's cruising speed of 25 knots, the engines burn 60 gallons of fuel per hour. Other notable features include a built-in cold and hot shower on the swim platform, and a well-equipped aft deck, with wet bar and BBQ grill. The deck salon, with cherry wood veneer, has an L-shaped leather sofa facing a sliding hi/lo table. A complete galley with practical Corian counter tops includes a four-burner cook top. At the main helm the custom console houses engine instruments and electronics with Raymarine integrated display, radar/plotter, GPS and depth sounder. The full-beam master has a king bed and walk-in closet; the VIP has a queen bed, and the port guest cabin, a double bed. Options include an electrically retractable sunroof, hydraulic swim platform with tender lift, custom tender or Jet Ski garage, and aft crew cabin.

### Rivo 68 Ego Super

Launched in Europe last year, this newer model, dubbed Super version, of the slick Ego 68 is making her U.S. debut in Miami. The dynamic hull and superstructure lines make the yacht appear fast even as it is still. A bold exterior paint theme—black hull and bronze superstructure—hints at the interior theme, which is contemporary and blends black walnut veneer, teak, stainless steel, leather and glass. Wraparound windows complement the open interior floor plan. The Ego Super is a refinement on the successful model designed by Mauro Micheli and Italiana Design and launched in 2005. The standard layout includes three guest cabins and a crew cabin with two berths. Innovative amenities include the electronic mini-bimini that emerges to shade the forward sun bed at the touch of a button, and a matching electric shade over the well appointed aft deck. Outfitted with two 1,550 hp MAN diesels the Riva 68 Ego Super reaches a maximum speed of 38 knots.





# Offshore 64 Pilothouse

The new Offshore 64' Voyager is engineered with a modified semi-displacement, planning hull for speed and fuel efficiency. Exterior features accessible via the dual door Portuguese Bridge include walk-around decks with a large forward deck seating area and ample storage. Below deck, the full-beam master stateroom located amidships floods with daylight from oversized windows and features his and hers facilities with connecting shower. Forward is the VIP cabin and to portside a roomy side-by-side twin cabin. The main deck has a spacious salon with open galley and cooking island. On the flybridge, a complete dining and entertainment center on the 260-sq.-foot deck are sure to beckon a crowd. Standard equipment includes twin Caterpillar 575 hp Acert engines, ABT bow thruster and stabilizers and dual Muir windlasses.



Manufacturers of the Stealth 540 Flybridge and the 520 Resort Utility Vessel put the concept of green at the forefront of the design board. With impressive top speeds of 47 knots, the Stealth models are engineered with notable fuel efficiency. The Stealth 540 has an economic consumption rate of 55 gallons per hour at a cruising speed of 38 knots that allows a range of 300 nm. This model has a spacious 18' beam and features three well-appointed guest cabins with private head and ample storage. Practical features include a built-in passerelle for stern-to boarding, and dinghy and water toy retrieval. The Stealth 520 is offered in various configurations to suit commercial applications, including seating for 40 passengers with 360-degree visibility. Both models are powered by twin 800 hp MAN R-6 engines and feature the HYSUCAT (hydrofoil supported catamaran) hull design that provides a wave-dampening effect.

### Stealth 540 and 520 Power Cat



#### 2009 MIAMI BOAT SHOWS



Sessa Marine C52 and Open 30

An updated version of Sessa Marine's flagship model, the C52, and a brand new Open 30' Cruiser, will both debut at the Miami Show. The new Open 30 is a compact weekender that incorporates a cabin and cruiser amenities in the layout. Special features include suspension helm seats, a cushioned bow for sunbathing, and a cockpit refreshment center with wetbar and refrigerator. Below deck is a functional galley, a head with shower, and u-shaped seating with telescoping dinette table that converts to an additional berth. The boat has a cruising speed of 35 knots with a top speed of 44 knots powered by twin Yamaha 250 4-stroke outboards. An article on Sessa Marine is featured in this issue.



### Tiara 4800

Location MIBS, Sea Isle Marina, Pier 1, Slips 150-153

Tiara Yachts' 4800 Convertible is built to be fishing-capable, cruiser-viable and family friendly. The wide-open design of the well-equipped cockpit features aft-facing mezzanine seating with cooler tub beneath. The walk-around deck with bow pulpit, protected by a brushed aluminum rail, helps ease maneuvers. Interiors are pleasantly light thanks to a squared window installed in the windshield and hatches on deck. Tiara craftsmanship is evident in the glasswork, joinery and surfaces throughout. The standard three cabin layout comprises a fully-equipped galley and salon with teak hardwood flooring. Engine options include twin Caterpillar C18 Diesels, 885 hp or upgrade to 1,015 hp.

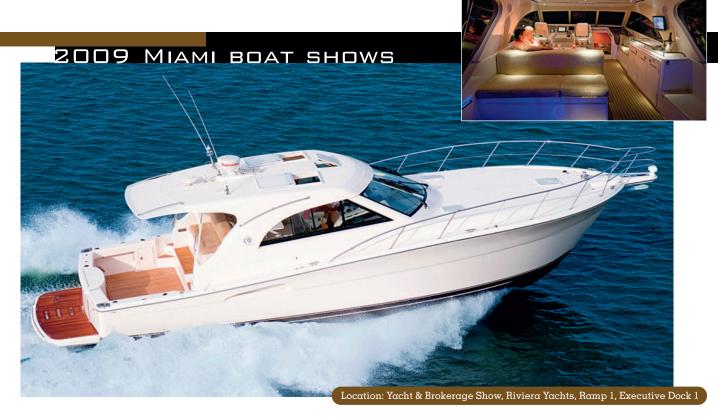




Location: Yacht & Brokerage Show, Ferretti Group USA, Ramp 23, FB 1001

Ferretti 47(

Ferretti's newest model at the Miami show, the 470, once again owes its design and engineering to the team of Advanced Yacht Technology, the Ferretti engineering division and Studio Zuccon International Project. Ferretti points to the near- seamless wraparound windows—the most expansive in the entire Ferretti collection—as one of this yacht's biggest assets. White interiors only amplify the feeling of airiness. Three cabins are neatly arranged on the lower deck, opposite the engine room, including a V-berth ensuite master, while a crew cabin with private head is located aft. The flybridge, devoid of a roll bar or arch, seems dedicated to sun worshippers. The Ferretti 470, powered by twin 600hp Cummins QSC 8.3, is projected to have a cruising speed of 28 knots, a maximum of 31 knots, and a range of 220 nm.



### Riviero 43 Offshore Express

Dubbed a sport utility vessel, the compact 43' Offshore hardtop seems well-suited for a family cruise, while the cockpit is large enough to install a fighting chair and designed to drain water quickly for the serious game fishermen. The boat comes standard with joystick control and twin Volvo Penta IPS 500 turbo diesel engines. Options include twin 600s for additional power and maneuvering capabilities, and a sportfish mode feature on the helm controls. A full-beam cabin is located aft and a double master stateroom is positioned forward. The helm deck features skipper and companion chairs, an L-shaped lounge with hi-low table and an aft-facing mezzanine seat. The Riviera 43 is available in three design versions, open, targa and hardtop.





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### NORTHCOAST YACHTS 125



Scheduled to be launched in the spring of 2009, the Northcoast 125 Motoryacht is the culmination of over twentyfive years in the pursuit of perfection. This latest masterpiece establishes the standard for luxury motoryachts worldwide.

Interested parties have the opportunity to select interior colors if arrangements are made with Northcoast Yachts and Adriel Design prior to the decision making process. Contact Northcoast Yachts for more detailed information.

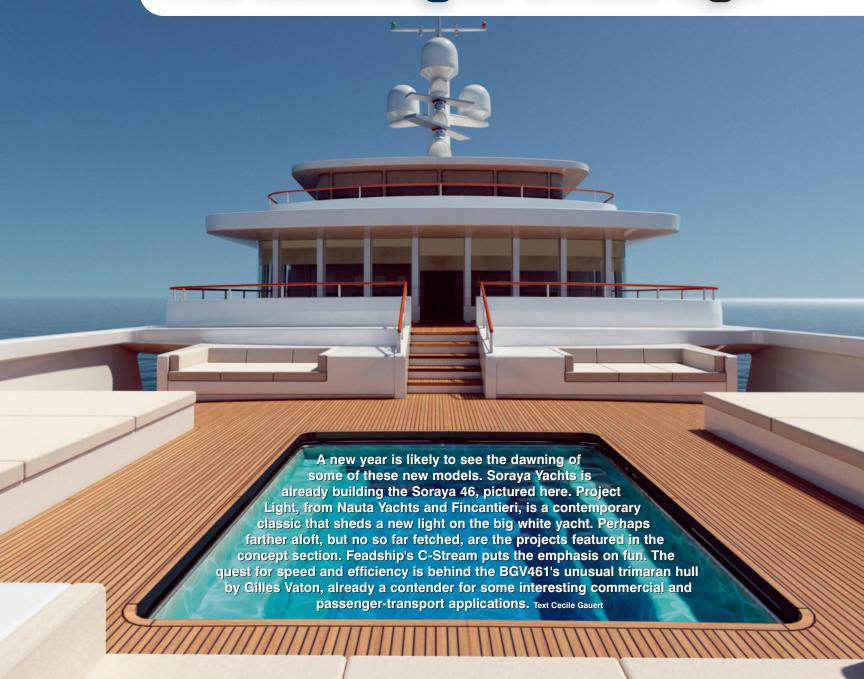






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### Forward landing

### **SDRAYA YACHTS**

After working with Nuvolari & Lenard on the *Alfa Nero* project and the Palmer Johnson range, the Slovenian design firm UNIELLé has recently released details of the first project it has developed in-house from A to Z. The 152' steel-hulled yacht is under construction at the Gentech shipyard in Turkey and is being built in accordance with MCA rules. Among the yacht's notable features is a "touch-and-go" helipad on the yacht's forward deck, remarkable given the yacht's relatively "modest" LOA. The yacht's bulbous bow helps add stability for helicopter landings. Two tender garages are located forward and aft, which allows using the flybridge exclusively for entertainment and relaxation. The extra large swimming platform, which opens aft to reveal a real beach house, is particularly attractive. From a technical standpoint, the yard is not looking to revolutionize this segment but rather to produce a well-built and comfortable yacht with outstanding finishes and insulation. Alès Bratina created the yacht's contemporary interior. We look forward to test the IP network developed in collaboration with Cisco Systems to manage all onboard functions.











LOA: 152'6" Beam: 29'6" Draft: 8'

Displacement: 479 tons Engines: 2 x 1,300 hp Caterpillar Maximum speed: 16 knots Range: 5,040 miles@10 knots Naval architecture: Mecano Engineering

Exterior design: UNIELLé Yacht Design Interior design: Alès Bratina Builder: Gentech Yachts Ltd.

Contact: sorayayachts.com

### NAUTA YACHTS/FINCANTIERI

Italian design firm Nauta Yachts and superyacht builder Fincantieri collaborated on this design, called Project Light for obvious reasons. Despite its imposing 262' length and 46' beam, the classic yacht, reinterpreted for modern times, is meant to be light and airy. The project has been thoroughly engineered and tested, including at Holland's MARIN Maritime Research Institute and is practically ready to be built, although prospective owners could still have the layout and décor slightly modified. The voluminous interior includes more than 8,200 square feet of living space, and the outer decks stretch over a nearly 7,000 sq.-foot area. The first contact with the yacht for boarding guests is a particularly large aft deck, perfectly set up as a spacious relaxation and cocktail area. A beach club on the lower deck provides direct access to the sea and to a Hammam, sauna and massage room. The upper deck is dedicated to the owner's suite and includes a spectacular bedroom with nearly floor-to-ceiling wraparound windows and a spacious private terrace. A sizeable pool and sunbathing area, accessible directly from the owner's suite or from the main deck through side staircases, stretches across the forward deck. In addition to seven suites for owners and guests, there is room for 22 crewmembers accommodated on the lower deck.





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Unfortunately many of the most beautiful locations in the world are not accessible to many superyachts, simply because the anchorage is often exposed to heavy seas and weather, leading to an uncomfortable experience. Since luxury yachts spend more time at anchor than underway, especially with guests onboard, this can be a problem.

Quantum's ZERO SPEED<sup>TM</sup> stabilization system has been designed to reduce up to 90% of vessel roll motion while underway and most importantly at anchor. With Quantum's ZERO SPEED<sup>TM</sup> stabilization system installed, that uneasy queasy feeling is now a thing of the past.



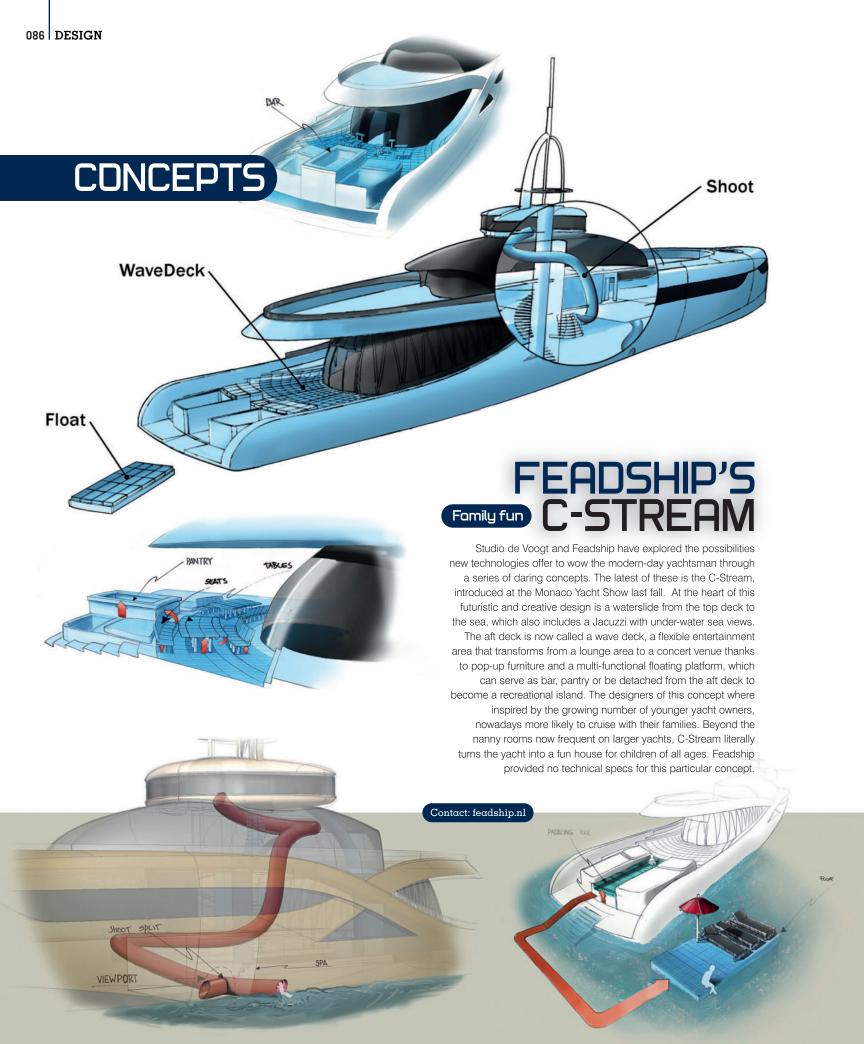
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So if you're building a new superyacht or retro-fitting an existing one, especially for the charter business, call Quantum Marine Engineering today and discover how comfortable paradise can really be with ZERO SPEED™ stabilization.



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This imposing BGV461 megayacht concept was on display at the Monaco Yacht Show last fall. "BGV" for "Bateau a Grande Vitesse", a play on the French fast train TGV's acronym, is the brainchild of French naval architect Gilles Vaton. "We first had the idea for reduced-size outriggers and associated foils in the 80s when we were designing big competition trimarans," says Vaton, who set out to apply his design first to fast passenger transport ferries, commercial shipping and military vessels, and finally to the superyacht market. The BGV461 is based on an aluminum semi-displacement wave-piercing central hull with very fine entry and a moderate beam, with outriggers that are located aft. Foils, located under the outriggers provide active stabilization. Extensive research and development, including tank testing, support the claim that this very large hull, powered by gas turbines and waterjets, is able to achieve 60 knots. The shape of the yacht's lateral "wings"—creating a sort of archway through which air flows— contribute to provide lift, reducing the vessel's weight. In addition to increasing speed by lightening up the vessel, they provide exceptional stability. Commercial applications of this patented hull are already in the works. For the superyacht application Vaton Design has developed innovative interior arrangements on five decks, which include a panoramic master suite.



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Sessa Marine is a family business now

in its third generation



# SPOTLIGHT CONTROLL SPOTLIGHT CON

Sessa Marine will exhibit two new models at the Miami Yacht & Brokerage show this year, a brand new 30-footer and a redesign of its 52' flagship, introduced in Fort Lauderdale in 2007. Sessa's boats show attention to design, with creative ideas that make the most of tight spaces, and a palette of pastel colors that give them a unique look, all instrumental in the continued success of this family business now half a century old.

Text Cecile Gauert Photos Sessa Marine



### ITALIAN BOAT MANUFACTURER Sessa Marine still is little known in the U.S.,

yet it has built boats in the thousands, about 30,000 in fact, since inception. It is a family business that has grown over the years thanks to a successful recipe using passion, a taste for innovative design and a keen interest in technology. The boats also are slowly growing in size, as part of a well-thought plan to gradually move into the larger boat market.

Camillo Braga founded the business, initially focused on the manufacturing of moulded plastics and resins for varnishes, in 1958. Camillo's daughter, Raffaella, joined the family business fresh out of school and was only 25 when the unexpected death of her father left her to decide the company's and its employees' future. She and her husband, Roberto Radice, thought for some time about focusing on a product with creativity, fantasy and added value, and the company switched to boat building in 1972.

Raffaella Radice, president of Sessa Marine, has watched over the fortunes of the family business for more than 40 years. Now with her at the helm are two of her children, Massimo—a business school graduate, now the company's vice president and project manager— and his younger brother Riccardo Radice, who sudied architecture at the University of Milan. Riccardo, who is charge of sales and marketing, also is president of Sessa Marine America.

From the time it embraced boat building in 1972, the company focused on small leisure craft. Sessa Marine quickly imposed itself as an innovator and explored alternate modes of propulsion, such as jets. The company's attention to design, translated in lively colors, helped it grow quickly on the domestic market and also attracted attention of consumers abroad. Like most Italian companies, Sessa dedicates the lion's share of the business to exports, with 68 to 70 percent of its production sold outside Italy, mostly in Europe.

In 1988 Sessa Marine acquired Fyberstamp, a subcontractor that built large hulls for other boat builders and started a gradual move into the larger boat market. Since 2002, Sessa has increased production of larger models. The largest model currently available is the C52, which the company recently redesigned with more aft deck space and

Sessa Marine works with Siemens PLM Software and last year inaugurated a dedicated product development center

more power. It is on display at the Miami boat show this year. An innovative 65-footer, with three guest cabins and a fourth for crew or young children, is due to launch in Europe this summer.

As Sessa Marine began focusing on larger units, the need for expansion became a priority. The company tripled the capacity of its Cividate al Piano plant, in Italy's Lombardy region, which became the company's main production unit in 1988. Today it has about 172,000 square feet of covered manufacturing space in a total area of just under 400,000 square feet. A smaller manufacturing facility located in Roccelletta di Borgia was also expanded. In 2005 the company invested in new corporate headquarters near Italy's northern capital of Milan, and in October 2006 opened its North American headquarters (located in Dania Beach, Florida) from which it reaches markets in both North and South America. A steady increase in the company's revenue year after year helped finance invesments.

While the company already builds about 1,000 boats a year, Sessa Marine has an active Research and Development division that constantly works on new prototypes. The production comprises four lines: the open, cruiser, fishing and yacht line, with models currently ranging from 20' to 52'. The soon-to-launch C65 features a design by

young and profilic Italian designer Christian Grande. He studied automative design at the University of Modena, a course of study that strongly influenced his approach to boat design. His automotive concept cars share the same attractively rounded forms that shape the boats he creates, and his helm stations have the look and feel of cockpits on race cars. He started contributing ideas and sketches to Sessa Marine in 1992 while still at school, and he started Christian Grande Design Works in 1999 in his hometown of Parma. Although the firm designs for a variety of industries, nautical design is an important part of the business, and he works closely if not exclusively with Sessa Marine.

Design is accurately translated by Sessa's crafstmen and engineers who rely on advanced 3D technology. Sessa Marine started working with Siemens PLM Software several years ago, and in 2008 inaugurated a dedicated product development center, which handles design, modeling and all pre-fabrication activities. Two flybridge models are currently in the development phase there, and as of 2009 this new facility, which represented an investment of about \$2.6 million, will be able to handle all of Sessa Marine's new designs.



The C52
is the current
company
flagship. A
redesigned
version is on
display at the
Miami boat
show this year





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grown larger, first to 150', then 155' and 157', incorporating a few enhancements along the way. With hull 26, launched in 2004, the yard augmented beam by a foot and a half to 29' 6", then in 2007, starting with Barchetta, adopted a bulbous bow to help attenuate pitch and allow achieving maximum range at a higher speed. Casino Royale is the first Christensen yacht to carry the "Millenium Edition" sobriquet, indicating that it features a widebody skylounge among other accoutrements. The new Primadonna features yet another Christensen first, a helicopter pad aft on the sun deck for touch-and-go operations.

What hasn't changed is an array of signature characteristics that according to more than one happy owner have placed Chrisity that the Christensen design team places on crew well-being. Accordingly, Primadonna's crew accommodation, forward on the lower deck, features large, functional and comfortable spaces that include a mess area with expansive lounge, four good-sized ensuite double cabins, and conveniently located utility areas housing laundry facilities, housekeeping storage, extra freezers and a walk-in cooler. Service access to guest suites on the same level permits efficient stateroom make-up.

Invisible to all but the most deliberate scrutiny is the manner in which operating systems—electrical, hydraulic, plumbing, air handling and mechanical—have been installed. The removal of a Whisper Wall panel in Primadonna's skylounge overhead, howev-



Top and left: Impeccable high-gloss finishes reflect interior features and lighting er, reveals a system of mounting, support and routing that borders on the obsessive. Buricles of healty parallel wiring (each strand clearly labeled) and piping (blue for cold water, red for hot) crisscross ceiling bays in logical and geometric fashion to and from switches, breaker panels, manifolds and pumps, all readily accessible and secured with sound- and vibration-isolating hardware as necessary. Even the wooden framework to which finish panels are secured has been sanded and stained to match cabinetry finishes, leaving some to wonder why Christensen even bothers to conceal workmanship of this caliber. It's said that an owner once insisted, as a condition of making his boat available for display at a southeastern yacht show, on replacing a fabric overhead panel with a clear plastic equivalent, the better to show off the functional artwork that lay within. True quality zealots would understand.

Primadonna's owners collaborated with Christensen regular Carol Williamson to create a décor that, while discernibly more subtle than its predecessor's, is no less elegant. A muted but contrasty palette in upholstery, window coverings and sculptured carpet is right at home with the raised-panel woodwork, and imparts a welcom-

Semi-gloss joinery offers a soothing influence in the owners' suite (bottom and top right) and guest staterooms; the master bath gleams with white onyx stonework



ing, low-key ambience consistent with a cruise agenda weighted in favor of family and friends. In lower- main- and upper-deck foyers, stone floors by Jeff Homchick feature detailed medallions accented with stainless steel inlays and rope-style borders, a theme repeated in the etched treads of the curved central staircase.

Williamson takes care to establish and preserve an appropriate scale in her selection and arrangement of furnishings, and in Primadonna's main-deck salon, chairs, sofas and tables are invitingly large and comfy. A comparably-sized island cabinet with four columns and a pop-up television screen separates the salon from a gleaming 10-seat dining table set beneath a domed ceiling with indirect lighting and two suspended fixtures playing on the platinum and silver-leaf surface. "We wanted to capture a sense of elegance throughout the boat," Williamson says, "but in a warm, inviting manner following traditional influences." The commercial-grade galley provides distinct areas for cooking, prep and plating; provisioning space includes a large pantry in addition to the cooling units on the lower deck.

Entry to the full-beam master suite is by way of an owner's office and sitting room whose coffered overhead offers a decidedly club-like feel. Here, large view windows with agreeably low sills frame a panoramic view. The master bedroom features a forward-facing island king bed, vanity, intimate seating area and lighted ceiling dome, and the his-and-hers bath includes a shared shower, spa tub and, tucked into the port-side wardrobe, a washer and dryer for personal use.

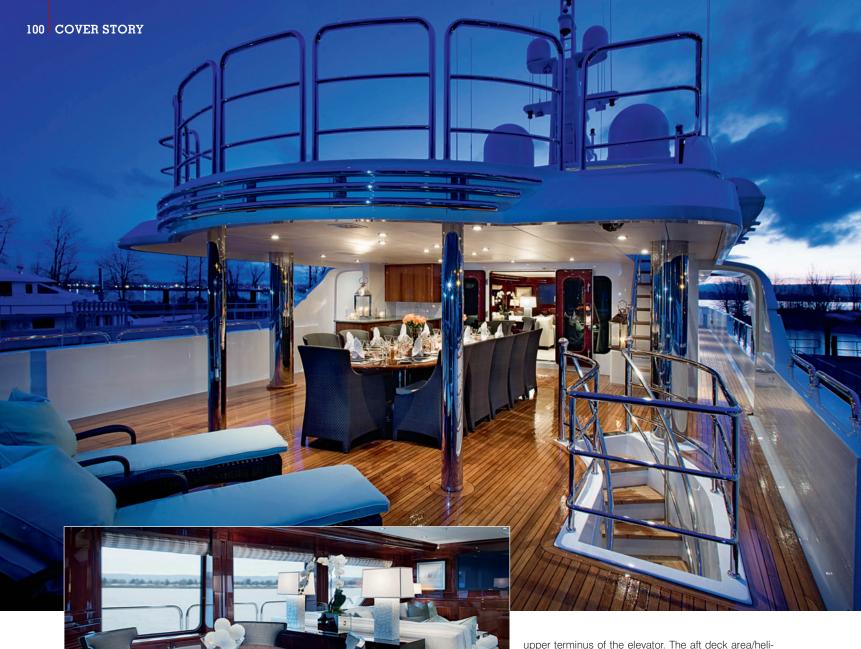
Five guest suites surround a central hallway on the lower deck, and include a full-beam VIP accommodation aft with king-size bed and, to port, a large bath with spa tub and shower amid a lavish display of blue achelio stone. Forward are four mirror-image suites, two with king-size beds and two with double and single beds plus a fold-down Pullman berth. Also opening to the lower-deck hallway are a service pantry, the central stairway and an elevator for access to main, bridge and sun decks.

Christensen habitually earns high marks for its pilothouse designs, which in this case features a centerline helm, raised observers' lounge on the port side and to starboard a navigation desk. For optimal forward visibility, designers have lowered the helm display panel into an angled recess in the console, and have extended side windows well aft to offer the pilot a panorama of nearly 270 degrees. Just aft are the port-side captain's suite, a day head and hallway leading to the skylounge. Here, guests may choose to relax in a television viewing area, at a game table, in comfortable occasional seating or at a sunken full-service bar. Just outside through double doors is a covered deck with a dining table that seats twelve. Further aft is a tender storage area directly below a crane mounted on the top deck; a second davit on the foredeck handles a crew tender.

A stairway from the boat deck ascends to flybridge level, where a composite hardtop shelters an open-air bar with adjoining grill and, opposite, a large banquette with cocktail table. A jetted tub is angled into the forward port corner between expanses of sun pads and the



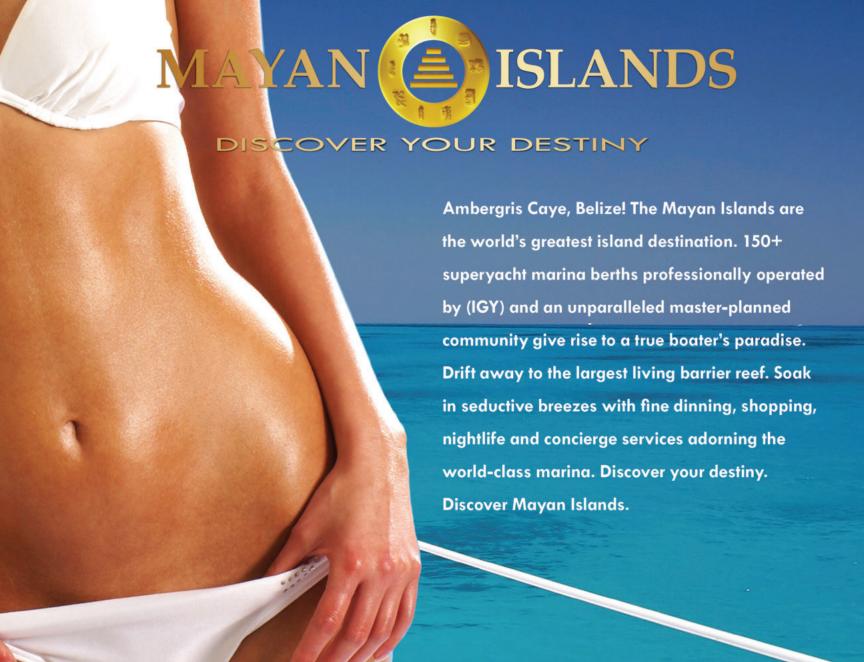




Hinged stanchions fold away for touch-and-go helicopter operations; the skylounge has a relaxed feel upper terminus of the elevator. The aft deck area/helicopter pad is surrounded by stainless steel stanchions that hinge down to accommodate landings and takeoffs. A ladder leading to the substantial signal mast swings upward when not in use to lock against a door set into the aft face of the mast, where it offers ready access to antenna and electrical cabling within.

The swim platform and adjacent engineer's space are designed to serve as a functional base for active watersports, especially SCUBA diving, underwater photography and fishing, and should prove a popular feature during the yacht's planned exploration of South

Pacific islands. A freezer is recessed into the transom on the port side just below the Sanguinetti hydraulic passerelle, and large lockers on either side of the main transom door conceal generous gear storage space. Just below are a complete Brownie's nitrox compressor and hanging lockers for dive suits and foul weather gear. The centerpiece of the engine room, of course, is a pair of 1800-hp MTUs, in this case painted a bright Ferrari red (like those of the original Primadonna), a nod to the owner's passion for the legendary Italian automobile. Robert Emerson, who also served as project manager on the earlier *Primadonna*, is quick to credit the owner for the smooth progress and timely completion of its successor. "He's easy to work with and open to new ideas, but decisive in his planning," Emerson says, "so there were very few changes during the build." Indeed, the finished yacht reveals an admirable continuity in appearance and purpose, and clearly indicates that it has fulfilled its owners' vision.



### Only 10 Slips Remaining. \$95k Total Investment



LOA: 160' 0" Beam: 29' 6" **Draft:** 7' 10" Tonnage: 499 gross tons **Displacement** (full load): 835,000 lbs

Main engines: 2 X MTU 2V4000 @ 1800 hp

Fuel capacity: 14,300 gal. Water capacity: 3,600 gal. Speed (maximum): 18 knots Speed (cruise): 14 knots.

**Range:** +4,000 nm

Generators: 2 X 125 kW Kohler, 1 X 65 kW Kohler

> Shore power converter: Hyak integrated system

Air conditioning: CruiseAir 30 ton reverse cycle

Watermakers: 2 X Village Marine @ 2,000 gpd Stabilizers: Quantum

QC1800 Zero Speed Bow thruster: American Bow Thruster 100 hp electric

Steering system:

2 X Jastram with emergency manual helm pump

> Fuel separator: Alfa Laval MAB-103

Sewage system: FAST Systems MX-IS, IMO approved Dive gear: Brownie's nitrox dive compressor

Radar: (1) Furuno X-band; (1) Furuno S-band, both with ARPA

**Gyrocompass:** 

Anschutz Standard 22

Magnetic compass: Delta Magnetic

Autopilot: Anschutz Pilotstar D Depth sounder: (1) B&G; (1) Furuno FCV1200BB Color Video GPS: (2) Northstar NS006061 with plotter

Ship's computer: VEI **Electronic chart plotter:** 

Transas NS3000 ECSi with World Chart Folio

Night vision camera:

NVT model 5100 Thermal Imaging Camera with Stabilizer

Classification/certification:

ABS +A1-AMS & MCA Unlimited Cruising Naval architecture:

Christensen Shipyards **Exterior styling:** 

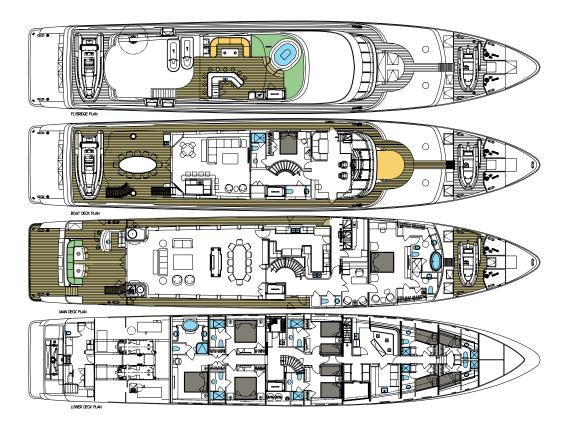
Christensen Shipyards

Interior design:

Carol Williamson & Associates **Builder:** Christensen Shipyards (USA)

> For information visit www.christensenyachts.com











### MUSIC IN MOTION

# Maestro

The Apreamare shipyard may have strayed from its traditional gozzo-inspired designs, but its Maestro 82, although getting large with an 80' LOA, retains all the character and originality that has distinguished earlier models. A recent sea trial revealed that, under the guise of a cruiser, the latest born in Apreamare's Maestro line is dynamic, with a top speed of 29 knots.

Story Gian Paolo Nari Photos Apreamare





Under the guise of a classic cruiser the Maestro 82 is dynamic

#### APREAMARE'S HISTORY BEGINS in 1849 when the original shipyard

starts building rowing and sailing boats popular with fishermen in this part of the Mediterranean. Eventually, like many shipyards before it, the Italian boat builder makes the transition to leisure craft. No doubt owing to the yard's deep roots in this historic area in the shadows of Mount Vesuvius, the first models draw inspiration from the traditional "gozzo sorrentino". Like the centuries-old Italian fishing boats found in the region, the first leisure boats the shipyard builds have appealing rounded shapes, but they are also speedy. The Smeraldo 7, shown at the 1987 Naples Boat Show, is a great success, which inspires the shipyard to develop a full line ranging from about 26' to 66', expanding on its original design.

The formula works for a good decade, but Apreamare, which today belongs to the Ferretti Group, has the fore-sight to recognize that its needs to innovate again to keep growing. In 2003, Cataldo Aprea launches a new line, designed in collaboration with Ferretti's Advanced Yacht Technology (AYT) and Zuccon International Project, of what can be best described as fast cruisers. The Italians call them "navettas". In order to preserve the brand image, original, charming and slightly retro, the new models feature, among other original characteristics, a vertical windshield that wraps around the pilothouse. At the time, this look, which has become a hallmark of the Apreamare brand, is quite original. Then, at the 2005 Festival de la Plaisance in Cannes, Apreamare debuts the Maestro 65, a yacht very unlike any other. "Maestro is a way to look to the future without forgetting the past," Cataldo Aprea saiys at the time. "The brand's assets are its excellent seakeeping abilities, maximum comfort and close contact with the sea and nature. The idea is to create models making the most of innovative technology and materials with classic lines." A year later, Apreamare launches the Maestro 51, and in 2008 the Maestro 82. Cataldo already hints at a fourth and perhaps even fifth model yet to come, which will be in the same spirit.

The Zuccon design studio meanwhile explains that there are vast differences between the 65 and 82, especially where the aft deck is concerned. On the Mastro 82, The aft deck is equipped with a dining area, well protected by an overhang. Aesthetically speaking, however, the Maestro 82 closely relates to the previous models, with a vintage feel that, whether you love it or not, doesn't leave anyone indifferent.





ways and a tall bulkwark make it easy to move around. The very complete flybridge offers all comforts including a galley, bar, dining area for six and a Jacuzzi that converts into a sunbathing pad. There is room left over for a

Inside, the salon at first may appear a bit sparse but proves to be quite comfortable. A square table—an ideal shape to facilitate interaction between diners—accommodates eight. Just aft of the dining area, the independent galley partly conceals the helm station, which is well equipped with an impressive dashboard displaying vertical screens and easily accessible controls. The captain enjoys clear visibility from his adjustable pilot chair, as do the passengers seated behind him on an elevated banquette that seats three. Beside the screens dedicated to navigation, the console also includes a closed-circuit camera screen to monitor the entire vessel. Also clearly visitble on the console are the letters "ARG", signifying that the Maestro 82 is equipped, like many other yachts within the Ferretti family, with Anti-Roll Gyro technology, which is particularly effective in limiting side motion at anchor and low speeds. Stairs lead from the interior helm station to its counterpart installed on the flybridge, which is most useful for maneuvering into and out of marinas.

The yacht's exterior profile presents a series of round and vertical portlights, created by the Zuccon design team to allow passengers to enjoy sea views at all times. They flood the main deck and lower deck interior with natural light, certainly one of this yacht's great assets.

With its light wood veneer and cream-colored carpeting and ceiling, the master suite's decor is in keeping with the main-deck salon's theme. Japanese-style doors open onto the elegant bathroom, located on the starboard side; a portlight is located above the vanity. On the port side, a desk and couch face a large TV screen. The VIP cabin, in the bow, and the guest cabins—one with a double bed and the other with twin berths— are all finished with the same attention to details and comfort. Each cabin has its own bathroom, an advantage for chartering. Crew accommodations, located aft, consist of two bunk beds and a head with shower.

Just like Ferretti's Chairman Norberto Ferretti, Cataldo Aprea likes to cast off whenever he can, be it to test his shipyard's creation or for the sheer pleasure of navigating. "At sea, I like to cruise at a leisurely and steady 10 knots, but I also like planing hulls for their ability to quickly reach a port or a mooring," he says. The Maestro 82 embodies this dual personality. Two 1,850 hp MTU diesels and two ARGs allow it to cruise at a stately 12 knots and to deliver a maximum range of approximately 300 nm; with the ARGs engaged, it reveals an appreciable stability. At full throttle, the Maestro 82 tops 29 knots and slices easily through the waves. Apreamare's boss, with Zuccon's supports, anticipates his line will continue to expand with luxurious and larger boats, which like the new Maestro 82, will be comfortable, speedy and exhibit strong character, even with a 130' LOA.

The Jaccuzzi on the flybridge converts into a sunpad



Wraparound vertical windows are a signature of the Maestro line

**LOA:** 79'3"

Beam: 21'4"

**Draft:** 6'5"

Displacement (empty): 73 tons

Displacement (full load): 86 tons

Fuel capacity: 1,955 Gal.

Water capacity: 349 Gal.

Maximum speed; 29 knots

Cruising speed: 20 knots

Range@12 knots: 300 nm

Construction material: composite

Naval architecture: AYT

Interior/exterior design: Zuccon

International Design

**Builder:** Apreamare

**Engines:** 12V 2000 M93 MTU

**Power:** 1,800 hp

Maximum rpm: 2,450 rpm

**Cylinders:** 12 in V

Weight: 6,195 lbs

Average consumption: 66 gph



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#### **DURING THE MONACO YACHT SHOW,** we had a chance to visit *Vinydrea*, an impressive yacht with a well-balanced and powerful profile, and to sit down with the shipyard's President, Hayati Kamhi to learn more about the project.

Proteksan-Turquoise built the yacht for a repeat client who previously owned the 128' *Vinidrea II*, launched in 2003. This time the owner elected to build a full-displacement yacht, so that *Vinydrea* cruises at a lower speed than her predecessor, a semi-displacement vessel with a 20-knot cruising speed. Although there is a trade off in terms of speed, the choice presents other advantages. *Vinydrea* proves exceptionally stable at anchor, but her outstanding interior volume and her 4,000-nm range at 13 knots make her ideally suited for long-distance voyages. This said, the yacht's twin 1,750 hp Caterpillars allow *Vinydrea* to reach a more than respectable 14-knot cruising speed and a top speed of 16 knots.

Proteksan's newest launch shares a few characteristics with *Cameleon B*, a project produced in collaboration with Paolo Caliari; among these are large vertical portholes and a superstructure located well forward so as to leave ample space on the main deck aft. This presents an advantage that becomes immediately noticeable as we step onboard and settle comfortably on the yacht's sizeable aft deck. One of our first impressions is that the yacht is very innovative, starting with the articulated passerelle, which doubles as a swim ladder. A clever mechanism allows deploying the passerelle, housed inside a storage compartment in the aft platform, horizontally to reach a dock, or at an angle, to slope into the sea. Critics might argue that a mechanism exposed to salt water deteriorates too quickly, and that the lower position of the gangway may complicate access from a tall dock, but what a nice way for swimmers to reach the water, descending to the big blue via a gentle slope. In any case the feature reveals creativity and resourcefulness on the yard's part, skills that are also evident in the retractable staircase that engineers devised to link the Portuguese bridge to the forward deck without detracting from the yacht's overall line. The complicated mechanism illustrates the builder's ability to tackle technical challenges.

The owner called upon French designer Jean Guy Vergès, who decorated his previous yacht, to create an interior that integrated his desires for volume, light and brightness. The underlying inspiration for the yacht's décor is a holiday on Hampton Beach. The overall effect is that of a refined, comfortable, relaxing, even voluptuous interior that alternates natural colors and materials with white.



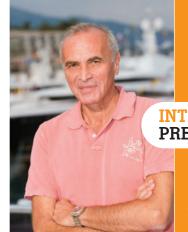
Paolo Caliari and Jean Guy Vergès worked closely on defining the arrangements, which are both straightforward and original. Deviating from the usual layout of two walkways located on either side of the main deck, for example, *Vinydrea* only has one corridor, which is located on the port side. This solution has allowed expanding considerably the volume of the main-deck salon, which is a particularly luminous space thanks to its 20 nearly floor-to-ceiling windows. Deep sofas and a giant plasma screen television invite relaxation. The full-beam and bi-level master suite is located forward on the main deck, a position that makes it very private. A set of stairs leads from the owner's office and private salon to the main bedroom, which sprawls across 26'. The ensuite bathroom, featuring an abundance of striking white and "lilac" Turkish marble, offers panoramic views through vertical windows and direct access to a private balcony.

An additional salon and a remarkable dining room, set in a circular space with removable glass panels, are located on the bridge deck. The dining room opens onto a spacious after deck area that, once the tender and Jet Skis are launched, could accommodate as many as 40 guests. The forward part of the deck is dedicated to the professional bridge, equipped with the latest in navigational electronics, and the captain's cabin. The sun deck is equally complete, with a large gymnasium, Jacuzzi and numerous sunpads for relaxation.

Guest accommodations, located on the lower deck, consist of five suites, including a full-beam VIP. The forward part of the deck is dedicated to five double crew cabins and a large crew mess. The garage, as is usual, is located aft and accommodates a nice-sized tender.

Vinydrea is a well-conceived, original and pleasant live-aboard yacht. While the volumes and surfaces are impressive, the quality of finishes and construction stands out. Philippe Simona, the owner's project manager and yacht's captain, Nedim Sukas, Proteksan's project manager and interior designer Jean-Guy Vergès have produced quality work that can only shore up the shipyard's order book.

The master suite is very private with direct access to the forward deck



The ensuite master bathroom features a seldom-seen Turkish marble





#### INTERVIEW WITH PROTEKSAN-TURQUOISE PRESIDENT HAYATI KAMHI

Dutch, German and Italian builders have upstaged Turkish shipyards in the past few years, but when we discovered *Vinydrea* a few months ago, we realized that the Proteksan shipyard is quietly but effectively making its way toward the front of the stage. M. Hayati Kamhi, Proteksan's president, told us about his passion for the business and the pleasure of yachting. This unassuming man spontaneously answered our questions and revealed an emotional attachment to his past creations and frequent collaborators.

#### YI: What can you tell us about your shipyard's history?

HK: The Proteksan saga began during a meal that my father and Paolo Caliari shared in Monaco. I was 14 when I witnessed this meeting and was already in awe of Mr. Caliari with whom I dreamed to build a yacht someday. He collaborated with my family for many years. Later on my father, who managed several companies, decided to sell the shipyard. I, on the other hand, wished to continue this adventure by creating a new yard. In 1998, I rented 108,000 square feet of space from the new owner to build my first boat. The 164' Mosaique became an instant success.

#### YI: What are some of the other yachts you've built?

HK: We built Bernie Ecclestone's yacht, the first *Petara*. *Cameleon B*, designed by Paolo Caliari, came next and represented a milestone for the yard. It was shown at the Monaco Yacht Show and was incredibly successful. I could have sold 10 the first year if I had been able to build them. In 2002 the first *Vinidrea* appeared. Then we delivered the second *Petara* for Mr. Ecclestone; *Talisman C*, which received numerous awards, and then *Odessa*. As far as *Vinydrea* is concerned, it is our latest jewel.

#### YI: Have you ever thought of creating a semi-custom line?

HK: Once more with the help of Paolo Caliari, who is a gentleman, we have created a 147' semi-custom series based on the design of *Cameleon B*. It will be built in a new shipyard. We already have five orders on the books.

#### YI: What do you say to people who question the quality of yachts built in Turkey?

HK: Come see the latest *Vinydrea*. I have cruised for more than 30 years, and I had originally designed it for myself. I am very picky and my associates and I have personally overseen all the construction details. All the people who work with us are proud of what they build. The more we grow, the more people seek to find the mistakes. Our clients, and their fidelity, are our best ambassadors.

#### YI: What other shipyard would Proteksan compare to?

HK: It would sound pretentious to state the name that comes to mind, but I believe that we are reaching the level of Dutch and German shipyards. In Turkey, for now, we have almost no competition.

#### YI: What is your production capacity?

HK: We can build up to 12 yachts. Currently we have seven under construction, ranging in length from 174' to 230'. We are going to grow. Although we currently only build custom yachts, it will change with our semi-custom series. We are now just about full until 2012.

#### YI: What is your goal?

HK: I would like to build a 295' yacht. All will depend upon the project.



The pilothouse is designed  $\alpha s$ a functional and yet attractive space

Displacement: 755 tons Fuel capacity: 2,642 Gal. Water capacity: 7,293 Gal. Maximum speed: 16 knots Cruising speed: 13.5 knots

Construction: Steel hull and aluminum superstructure

Classification: ABS, MCA LY2

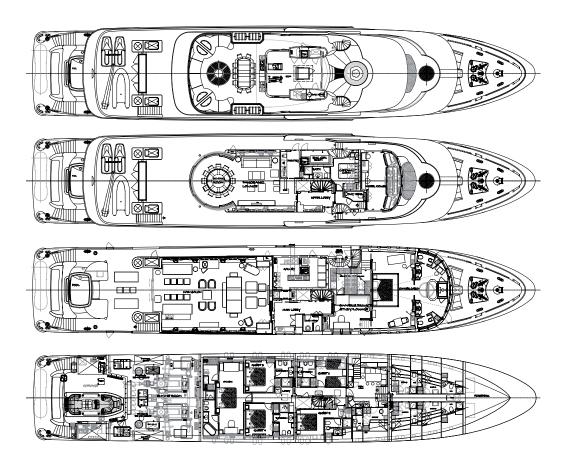
Engines: 2 x Caterpillar 3612B HD-B **Power:** 1,750 hp (1,300 kW) Cylinders: 12 in V Weight: 7 tons Consumption per engine: 79 gph Transmission: straight shaft

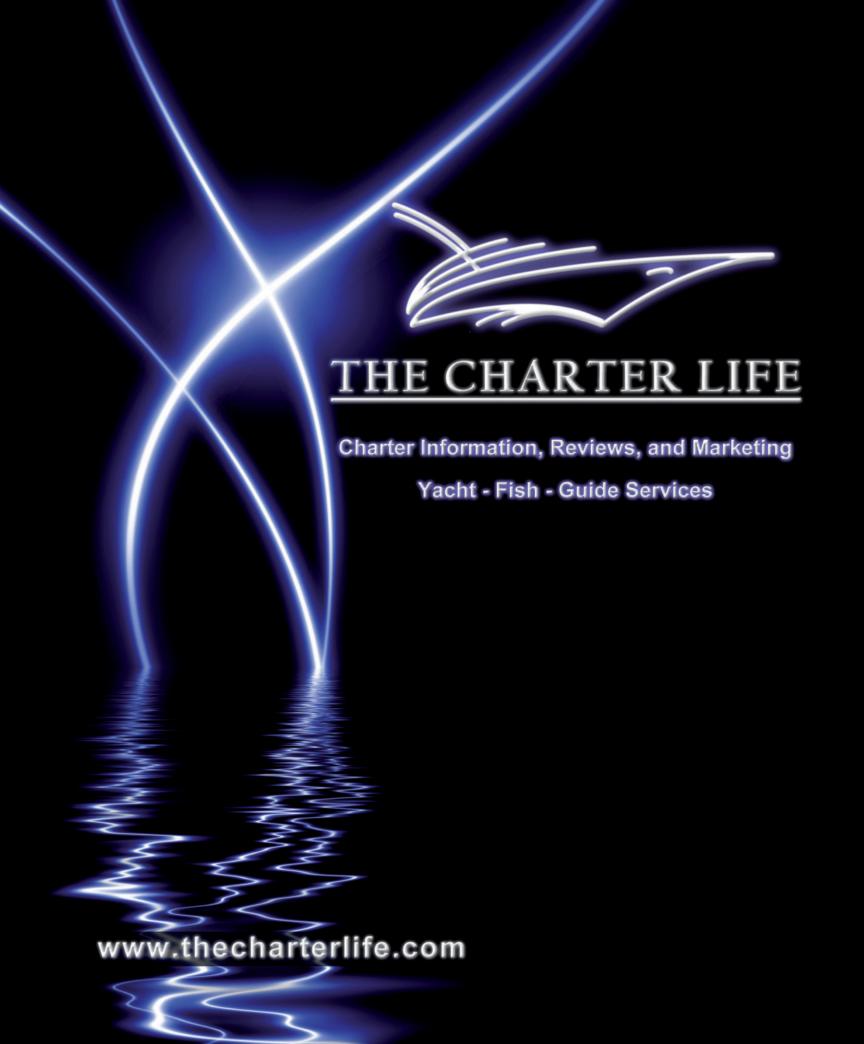
#### **Auxiliary generators:**

3 x Caterpillar 86 kW + 1 x Westerbeke 80 kW Stabilizers: Quantum zero speed Fresh water maker: Idromar, 5,285 Gal. per day

Radars: 2 x Sperry Bridgemaster Displays: 2 x Sperry Naviecdis **Depth sounders:** 2 x Sperry Skipper Automatic pilot: Navipilot 4000 VHF: 2 x Sailor VHF RT 5022

Naval architecture: Proteksan Turquoise and Paolo Caliari Exterior design: Paolo Caliari Interior design: Jean Guy Vergès











An aquarium with tropical fish divides the main salon from the formal dining room; the skylounge includes a gaming table

esting contrast element for the cap rail. The faux wood finish, which proved to be a more practical solution than actual wood but still lends the yacht a classic touch, is also found on the yacht's transom, where the hand-painted detail can be admired up close. Very little distracts from the yacht's fluid exterior design, which aptly conceals the yacht's seven decks.

"The intent was to create a new and distinctive look, to play with curved lines, the interaction of window lines, hull and decks," Sorgiovanni said. "My objective was to create a form that was interesting, to give visual excitement and interest where the deck levels were made virtually impossible to follow from bow to stern".

The shipyard successfully integrated technical elements, in agreement with the owner's and designer's vision, even if, as Oceanco's Managing Director Eel Kant conceded during our visit at the yard a few months ago, doing so presented a number of challenges. In addition to the interior and exterior design's intricate details, the yacht has many moving parts such as the aft Jet Ski platform and the boarding platforms. Then again, Oceanco is no stranger to technical feats. The shipyard's engineering team devised the much talkedabout pool/helipad on Alfa Nero's aft deck, a feature that also is in the plans for Oceanco's Y-708 project fresh off the drawing boards.

Sorgiovanni, who was at the Ablasserdam shipyard during a press visit a few weeks before launch, said he adapted one of his concepts for the yacht's owners, who selected the design from his portfolio. The Australian designer worked closely with the late John Bannenberg, who beginning in the late 1980s created dar-





ing designs for the Australian yacht builder Oceanfast. Indeed, some of Anastasia's exterior design elements, including the wing-like features on the top deck and a series of louvered panels akin to a shark's gills on the yacht's superstructure, may ring a bell. Nevertheless, *Anastasia*'s design ultimately is the result of a close collaboration between the owner and a designer whose goal was to create a timeless design and a decor that would meet the owner's request for a beach house feel and an abundance of space for watercraft.

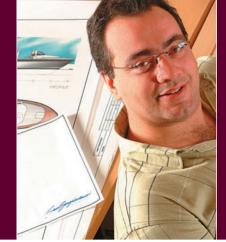
The yacht's interior, which makes interesting use of natural textures and materials such as bamboo, eucalyptus, natural stone colors and crocodile print, is well suited for *Anastasia*'s dual purpose as a personal and occasional charter vessel. The owners enjoy enviable privacy with a two-level master suite, accessible through a stunning high-ceiling study on the upper deck. The master stateroom, with ensuite bathroom and a private balcony, occupies its own deck and enjoys panoramic views through wraparound vertical windows. Likewise, the sundeck is very private, allowing guests to enjoy the sun, a superbly equipped air-conditioned gym and a large Jacuzzi surrounded by a comfortable cushioned sunbathing salon from where they can see but not be seen. The owners are fitness fans and the yacht does not have an elevator. Instead, all decks are accessible via a spiral staircase that wraps around a stunning blown-glass sculpture, lit from the inside, the work of the Czech company Sans Souci.

Many other options for onboard entertainment and offshore excursions are available. The main-deck salon, which features a 700-gallon tropical aquarium as a visually pleasing divider set atop a bar between the seating area and the dining room, may be transformed into a disco. Integrated in the salon's ceiling is a system that produces a light show. The carpet can be quickly rolled, the furniture pushed away, and a smoke machine and top-notch entertainment system engaged to transform the pleasant but subdued daytime salon into a glitzy nightclub. The large sundeck's aft area, set mostly with movable furniture, transforms into an outdoor concert area. The yacht's lower deck includes a cinema with fully reclining seats complete with footrests, a gigantic screen, and floor-to-ceiling speakers that provide outstanding sound. The extensive movie collection, which is accessible throughout the yacht, is unlikely to call for too many reruns. Guests who may want to get ashore can do so easily

The master, not shown, is part of a two-level suite with office, right; guest cabins are located forward of the main deck; a cinema is on the lower deck







#### A CONVERSATION WITH DESIGNER SAM SORGIOVANNI

YI: What were your guiding principles in creating the design?
Sam S: The design brief from the owners was very clear. They
wanted a timeless and elegant design that was unique and individual.
My interpretation of this brief was to create a distinctive look that
was neither trendy nor futuristic but rather presented a sophisticated
blend of timeless influences with a modern interpretation. I
incorporated wood and classic shapes that have a connection with
the past but interpreted in a form that is very clearly modern and
progressive.

YI: What contributes to making the design timeless?

Sam S: It's the link with a classic form that incorporates elements such as the elongated bow, flowing sheer line, and the wood effect on the cap rail and transom. The combination of all these elements helps to create a look that is instantly "Classic" but with a modern twist.

YI: How did you achieve the line? Is there an LOA to LWL ratio for instance that is very distinct from more conventional modern yacht designs?

Sam S: The yacht was originally designed at over 80m in length so it was not an easy task to reduce its length and maintain its classic sleek profile. There are some key elements to its design that I consciously incorporated to visually create the elusion of length and sleekness.

- 1. The yacht's overall height was reduced by making the owners' deck a raised deck above the upper deck instead of a full deck above the upper deck. This has contributed to a sleeker superstructure especially from the front on, where the wheelhouse and owners' decks overlap gracefully to give a less bulky appearance to the superstructure. The "funnels" also help to hide the gymnasium; this also gives less visual height to the yacht.
- 2. The timber cap rail that flows from the bow all the way aft separates the dark hull from the superstructure. This helps reduce the height visually and also enhances the length of the vessel.
  3.The elongated bow creates not only an elegant classic shape but also helps adding length and sharpness to the hull and provides a much sleeker looking shape forward.

YI: What are some unconventional materials used on the yacht's interior?

Sam S: The brief for the interior was the same as the exterior, timeless but comfortable reflection the casual nature of the yaci

timeless but comfortable, reflecting the casual nature of the yacht's owners. My intention was to only use materials with a natural

appearance. So we eliminated the use of gloss and instead I tried to allow all materials to have a natural appearance and texture. Texture was very important to create that comfortable holiday feel, which is not unlike a beach house. Some of the materials we used were carved bamboo flooring, woven sea grass, imitation crocodile and ostrich skins, natural wood veneers, coconut shell, antiqued metals, silk carpet, special paint finishes, natural stones and unique art pieces.

YI: How much does your environment in Australia influence your selection of materials, if at all? Sam S: I guess a lot. The Australian way of life has many similarities with yachting because of our natural connection with the environment and in particular the sea and ocean. The casual interaction of indoors and outdoors is very important on a yacht and also in Australia. I incorporate this understanding and appreciation of this interaction into my interiors. In terms of style, Australia is very unique as we have the rich influence of all cultures including those from Europe and Asia. I believe that my interior style brings this together in such a way that it achieves that difficult balance between user friendly and practical but also between elegance and timelessness. I believe that it's my environment that has given me this unique appreciation and exposure to different cultures and styles of living with the sun and water.

YI: How much work did you do on site at Oceanco? How was it working with the shipyard? Sam S: We at SSD spent considerable time with the yard, which included may site visits. It's important to provide the yard with a very comprehensive package of information, which we did. It included a 3D model of the yacht exterior and virtually every possible plan, section and elevation off the yacht's interior was fully developed from our office. Its this level of detail that I believe contributed greatly to making the interior of Anastasia very special. That said, it was the enthusiasm and great skill of the Oceanco team and subcontractors that made all our ideas a reality. I have worked with many yards over the years but Oceanco is without a doubt one of the best I have ever worked with. The team under the direction of Eel Kant and Marcel Onkenhout is enthusiastic and passionate... Anastasia is a true reflection of that enthusiasm and collaboration and one that we are keen to repeat.

Contact: samsorgiovannidesigns.com

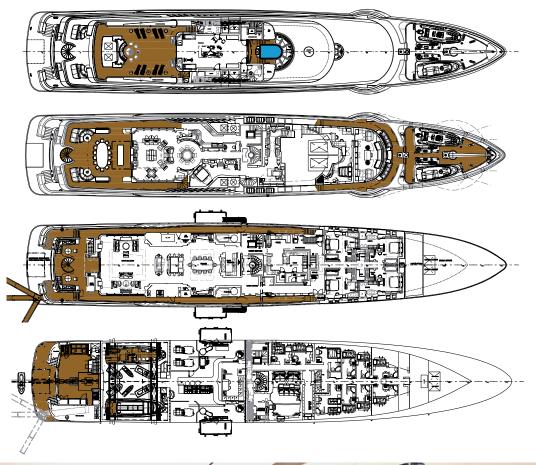


Emphasis on design mandated hiding technical elements or turning them into appealing details

using one of two 31' custom Vikal tenders stored in an immaculate and spacious garage. The floor is finished in a synthetic material by Bolidt, which imitates teak for easier maintenance and good looks. Two side doors allow launching the tenders, perhaps not a novel but certainly a practical and elegant design. There is additional room for a battery of water toys that includes four Wave Runners and six Jet Skis, windsurfers and a speedy Malibu Wake tender for waterskiing. Just aft of the garage, and accessible via the transom door, is a large and well-organized lazarette to prepare guests for water activities, including diving.

The yacht accommodates a crew of 20 to cater to the needs of a maximum 12 passengers. Crew quarters are located forward on the lower deck and include a large crew mess. Unlike on so many other yachts guest and VIP suites are not on the lower deck. Four staterooms occupy the desirable forward main-deck area usually reserved for the master suite, and an additional suite is located on the bridge deck near the lower entrance to the master suite, making it an ideal candidate as a staff or nanny room.

The captain's cabin is just aft of the bridge. Vertical windows provide ample visibility from the helm, which is of strictly professional quality as expected. Two pilot chairs, fully adjustable, are located on either side of a full-size map table and facing a complete console displaying information on a battery of easy-to-read vertical screens. *Anastasia* delivers a 16.5-knot cruising speed and has a 51,000-gallon fuel reserve enabling oceanic crossings. The immaculate engine room has obviously received a great deal of attention, and is spacious and well organized around the two large 4000 Series MTU diesel engines.







LOA: 247'8" LWL: 207'7" Beam: 43'10" Draft: 12'10"

**Engines:** 2 x MTU 4000 Series V16 2720 KW/ 3,648 hp at 2,100rpm **Maximum speed:** approx. 18.5

knots

Cruising speed: 16.5 knots
Range: 4,100 nm@14 knots
Fuel capacity: 51,250 Gal.
Stabilizers: Quantum Zero Speed
Construction material: Steel hull /

aluminum superstructure

#### **Communications:**

Satcom Fleet 77 telephone, telefax, telex, email and internet V-Sat Voice, V-Sat fax and Satcom C Altobridge cellular service

#### Tenders:

31' Vikal custom sports tender - twin 250 hp engines 31' Vikal custom half limo tender - twin 250 hp engines 22' Malibu waterski/wakeboard tender - 250 hp engine 22' Zodiac rescue tender - 230 hp engine

Classification: Lloyd's Register 100A1 SSC Yacht(P) Mono G6 LMC UMS MCA

Flag Authority: Cayman Islands

Naval architecture:

Oceanco/Azure
Exterior and interior
design: Sam Sorgiovanni
Builder: Oceanco
The Netherlands

Year: 2008

Contact: oceancoyacht.com



Motoryachts from, say, 75' to 85' in length tend to crowd the limits of feasibility as owner-operated vessels. Accordingly, the owners of Hargrave's new 84' *On A Roll*, in close collaboration with the builder, planned a number of prudent measures to ensure that their new boat filled the bill.

What they got was a boat that's easy to run, with a remarkably innovative interior to boot.

Story Jerry Stansfield Still photos Dana Jinkins and Running shots Mike Whitt



their cruise schedule—especially when lastminute opportunities arise—with perhaps a heightened sense of independence and satisfaction in manning a well-run boat. Whatever their motivation, when the eventual owners of On A Roll presented Hargrave with a list of attributes for a new yacht in the mid-80' range that a couple could handle by themselves, the Hargrave design team rec-

have offered the flexibility of upper and lower helm stations (the latter typically roomy enough to include an observation lounge and navigation desk) while preserving svelte linear contours and a nice, low profile, but for the most part this layout has been available in yachts 90' and longer. Recent versions that feature an enclosed flybridge deck, thus obviating the need for a lower helm, have put

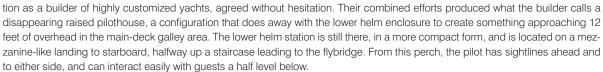
provisions in a compartment with maybe three feet of overhead.

What if, asked the Hargrave designers, we went the other way, and completely opened that main-deck space for more, not less, volume? And would it work in a hull of considerably less than 100'? Satisfied that it could, they presented the idea to their clients, who, confident in Hargrave's reputa-





On a Roll's galley allows convenient service to salon, bar and dining banquette



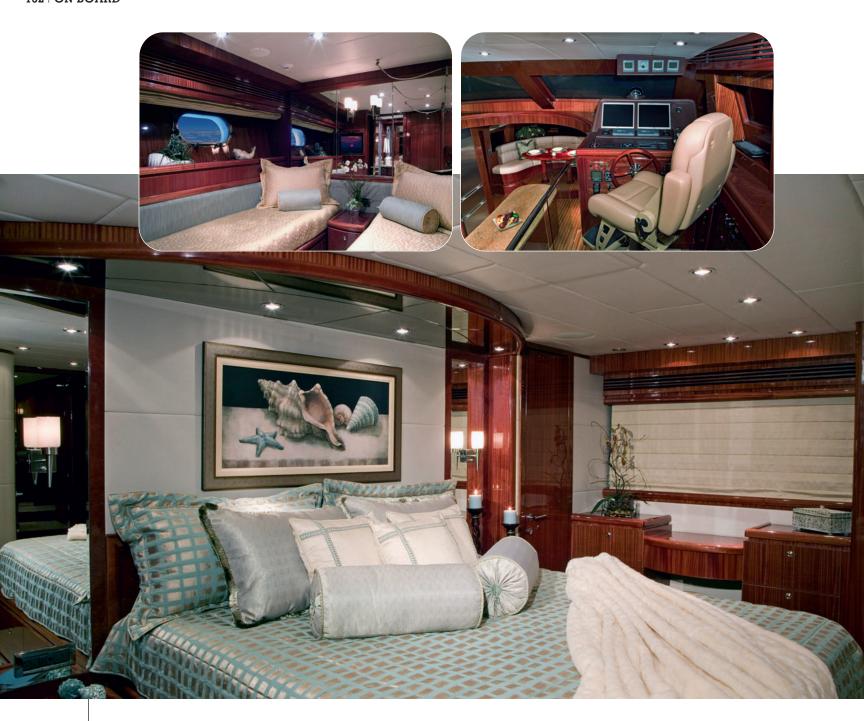
The big payoff is the added main-deck area that a conventional raised pilothouse style would not allow. Aboard *On A Roll*, that bonus translates into a galley of a size more commonly associated with yachts of 100' or larger. Here, a long peninsula counter topped with granite, curves forward from the port side to offer generous work space in addition to a raised section with three fixed stools for casual snack or coffee service. There also is room here for full-size appliances, including a big Subzero fridge/freezer. Just forward is a large aft-facing banquette with pedestal dining table. As a completely open space, the galley area allows clear visibility from the windshield through the salon and, through curved-glass aft bulkhead doors, to the ten-place dining table on the covered aft deck. Moreover, that gallery of upper windows floods the main deck with daylight to further emphasize the sense of interior volume. Directly beneath the lower helm console are a day head and large cabinets for china and glassware, and below the helm platform, four large pull-out pantry cabinets.

A stairway adjacent to the dining settee leads down to the accommodation deck, where two twin-bed suites (one with a Pullman berth) flank a centerline passageway; forward is a VIP suite, and a king-berth, full-beam master with his-and-hers bath and large view portlights is located aft. A fifth stateroom aft of the engine room could accommodate one or two crewmembers or additional guests, and assuredly will be an asset on the resale market.

The flybridge deck extends well aft, providing room for an upper helm station with large display panel and a double-wide companion seat next to the centerline helm chair. A service bar on the port side faces three pedestal stools just forward of a curved lounge seat with cocktail table. A second lounge with table extends along the starboard side, and a composite hardtop with opening fabric panel shelters the forward two thirds of this deck. The open aft portion accommodates a 15' tender, a 2,000-pound Quicklift crane with power rotation, a life raft and a gas grill.

Among the owner's priorities, from a strictly operational viewpoint, was that the yacht be easy to maneuver, so the twin diesel-powered *On A Roll* is fitted with a hydraulic bow thruster to permit docking in tight marinas. Equally critical is unobstructed visibility through all points. A remote control pod that plugs into the yacht's upper helm console and offers sufficient cable length to allow the helmsman unfettered movement around the bridge deck for a clear view largely fulfills that mandate. To facilitate the chore of handling fenders and dock lines, *On A Roll* features, per owners' instructions, wide side decks that merge with forward and California decks to allow free passage all around the main-deck house—on a single level, no less. For quick side-to-side access, there are pantograph doors on both sides of the galley area, and two boarding gates in each hullside coaming. Remote windlass controls at both helm stations expedite anchoring. Taken individually, these features represent no landmark innovation, but together they create an admirable level of control and immediate access just about anywhere on board.





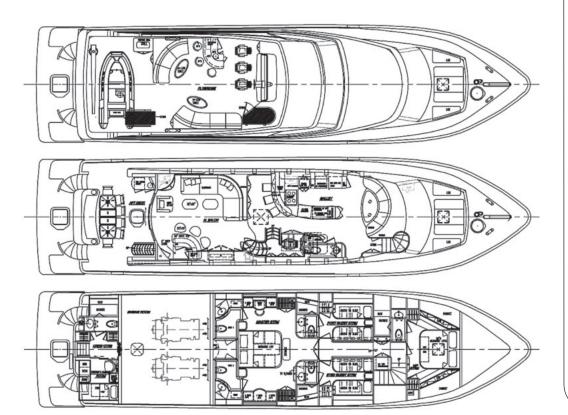
Lower-deck suites accommodate an owner's party of eight or nine Proof of *On A Roll*'s functional design, performance and maneuverability came during sea trials on a busy move-out day immediately following last fall's Fort Lauderdale Boat Show. Guiding his charge through an endless stream of departing yachts, Commissioning Captain Eric Crownover threaded his way along the Intracoastal Waterway to Port Everglades Cut, then eastward into a two- to four-foot swell, aggravated by wakes from all directions, for a series of trial runs. The yacht's cored composite hull shouldered through head, beam and following seas without complaint, its substantial keel and the nine square-foot fins of its Naiad stabilizer system ensuring steady tracking and level ride, with just a hint of outside heel in hard-over turns. Engine and hull noise levels at cruise speed were muted, allowing subdued conversation even in the master suite.

But the acid test of maneuverability—two in fact—came while returning the yacht to its post-show berth just off the Intracoastal Waterway in North Fort Lauderdale. With only one leaf operating on the Sunrise Boulevard drawbridge, Capt. Eric faced an alarmingly narrow passage, a moderate breeze on the starboard beam, and for good measure the steel girders of the lowered inoperative leaf looming just to port, ready to shred the hardtop and signal arch at the slightest course deviation. Any fears that day, however, were groundless; *On A Roll* held course,



and the helmsman cleared the unforgiving opening with mere feet to spare, earning for himself a radioed "nice job" from the bridge operator. The next challenge was negotiating a comparably tight dog-leg canal leading to the dock, itself crowded by adjacent yachts. Remote docking station in hand, Capt. Eric, with the able assistance of his sole crew member, quietly and confidently shoehorned *On A Roll* alongside to tie up without fuss or fanfare, and nary a scuff.

Too bad the owners weren't on board to witness the telling routine, eloquent validation that, properly designed and equipped, a luxury custom motoryacht in the mid-80s can acquit itself nicely when manned by a crew of two. But they probably knew that already.



Al fresco social areas surround the covered flybridgedeck helm station

LOA: 84' Beam: 21' Draft: 5' 6"

Power: 2 X Caterpillar C-32 @ 1,675 hp V-12 4-Stroke diesel Engine weight: About 5,607 to 5,803 Lb. Engine filters: Racor

Generators:

2 X Northern Lights @ 30 kW Maximum speed: 23 knots Cruise speed: 20 knots Fuel capacity: 3,000 Gal. Water maker: Sea Recovery PW 1,200 Gal. / day

Stabilizers: Naiad model 302,

9 sq.-ft. fins

Radar: Furuno Navnet radar

Plotter: Furuno

**Autopilot:** Simrad AP26 W/AC20 **Marine radio:** Icom IC-M504

Material: Fiberglass
Design: Hargrave Yachts
Interior: Interiors by Shelley
Tender: 15' Nautica with
fishing and snorkel gear

For information visit hargrave.org

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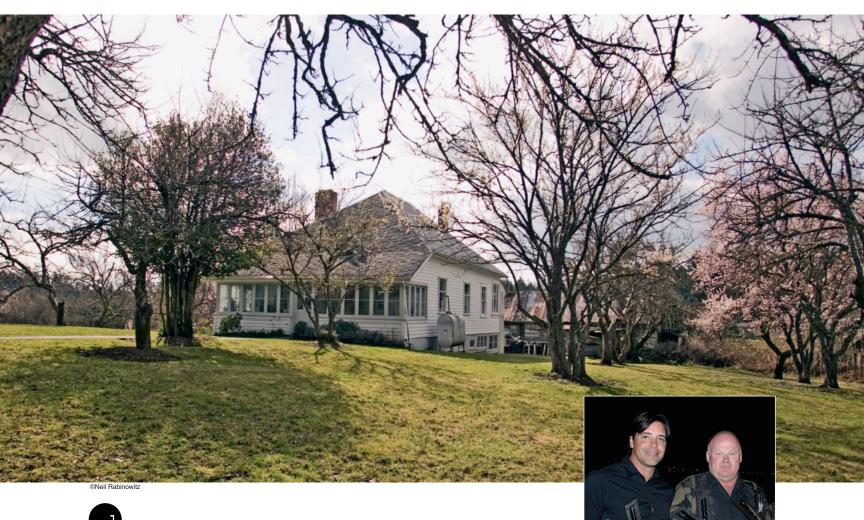
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# Gregory San C. Marshall

Gregory C. Marshall Naval Architect Ltd., based in Victoria on Canada's Pacific Northwest coast, capped a remarkable year 2008 by collecting an equally remarkable three World Yachts Awards in the "under 40m" category for the 112' aluminum expedition boat *VvS1*, built by New Zealand's Alloy Yachts. The yacht won for best design, best interior and for functionality. Designer Greg Marshall attributes this success in part to the vessel's design approach.

Gord Galbraith (left) joined in 1998 the firm created by Gregory C. Marshall

is located in Victoria, Canada;

GCMNA's studio (above)

Story Bruce Maxwell



©David Steinlauf

"THIS IS THE FIRST TIME we have designed a custom boat based on the personality of the client. It is an interesting concept, and in this case, it worked well. Owners have many individual preferences, of course, which shape their vessels, but I am talking about trying to imbue a motoryacht with the very essence of the people who will be aboard her," Greg said, describing the process that led to the birth of WS1 built at Alloy Yachts. The yacht's unusual name refers to a high grade of diamonds, and the hull's exterior styling recalls a uniquely cut stone. "When I first saw her sailing in Waitemata Harbor in Auckland, the light reflected off her brilliantly, as the quality jewel on which she was



modeled," Greg said. WS1's owner, Michael Hill, is a prominent jewelry retailer in Australia and New Zealand, as well as an avid yachtsman and sport fisherman. He needed a new boat to cruise his beloved Pacific, and now has a striking vessel with a shark grey, silver and charcoal superstructure.

The yacht's original brief and plans were a world apart from the finished yacht, Greg said. "We flew to Queenstown, the country's spectacular southern ski capital, near which Michael has one of his homes and a private golf course...The first brief was for an 80' custom vessel and we discussed this in detail. But when I went away, I kept thinking about it, and the family, and the boat, and eventually rang Michael

back and said I didn't believe we had the right idea. He was relieved, because he had been thinking the same thing, so we sat down and started again." Hill selected Alloy Yachts, which, although it is perhaps better known as one of the world's top super sailboat builders, has now built nine motoryachts, including WS1. Gregory C. Marshall Naval Architects Ltd., has strong associations with Pacific rim yards and has a 148' vessel, called Big Fish, under way at M&W, another New Zealand superyacht builder.



The 148' Big Fish promises to be GCMNA's next "big thing" and features a stern "beach" area designed with more than 100 linear feet of folding platforms for tying up seaplanes, sailboats and tenders

GCMNA entirely created the interior of the 130' After You, built at the Horizon shipyard, using a sophisticated 3D program, a process that allows owners to get accurate renderings of what their yachts willl look like; GCMNA also uses 3D technology for all the technical areas, such as engine rooms



Greg's passion for boats started a long way away from New Zealand in his native Canada. Although his father was an architect, no one in the family other than Greg had any particular interest in boats. "I am not sure where I got the yacht design addiction gene from," he said. Nevertheless he was bitten. "In primary school, I can remember beginning my week with a clean desktop and, as the week unfolded, neat rows of yacht profiles—usually 20 or so to a desktop—would emerge. Every weekend the janitor would relegate untold inspiration to history." Thanksgiving and Christmas holidays were spent drawing madly. Greg's father eventually contacted prolific naval architect and designer William Garden, who lived on an island north of Victoria, not far from the Marshall family. "When school completed Bill offered me a job doing some drafting work," Greg said. This first experience was short lived but, through what Greg suspects to have been another fatherly intervention, Garden eventually became his mentor and introduced him to practical boat design in the late 1970s. Greg attended the naval architecture program at the Marine Institute in Newfoundland, however he credits mostly Bill Garden, with whom he worked for seven years, for his understanding of boat design. "There has been many a time when the 'home-spun' design basics that Bill taught me have saved my bacon when the high-tech answers would have bombed," Greg said. Although his portfolio is incredibly diversified, Bill Garden in those days designed mostly sailboats and was one of the first designers to use yards in Taiwan and the China Coast, notably Cheoy Lee.

GCMNA worked
closely with Montie
Twining on the Calixas
105, launched in 2006,
and is developing two
new models for the
Texas-based firm





### I AM TRYING TO IMBUE A MOTORYACHT WITH THE VERY ESSENCE OF THE PEOPLE WHO WILL BE ABOARD HER

It was Bill Garden again who launched the next phase of Greg's career by encouraging him to go assist his friend Ed Fry, who at the time was working on a large yacht project in Houston. The British Columbia native, then 24, arrived in Houston wearing a ski jacket. "In the new venture I learned a lot about the realities of how hard it is to 'get' large yacht projects and it was certainly in Houston that I learned the commercial realities of the industry." Eight years went by before Greg decided to return home. "I came to the conclusion that keeping a Canadian in Houston is like keeping Frosty the Snowman there," he said. In 1994, Greg relocated to Victoria, where he had a major breakthrough with the Pacific Mariner 65. The principals behind that build bought Westport Shipyard, which led Greg to collaborate once again with Bill Garden, who designed the hull of the Westport 130. In addition to styling the Westport 130, Greg also did the exterior styling of the Westport 112 and designed the Pacific Mariner 85.



In 1998, Gord Galbraith joined Greg as the firm's number two architect, and Gregory C. Marshall Naval Architects Ltd. (GCMNA), led by the dynamic duo, has been on a roll ever since. Today GCMNA employs 20 staff members and students to create designs using sophisticated computer modeling. The firm's largest project to date is a 230' vessel styled by Michael Kirschstein of London. A 148' passage maker and a 98' sloop are under way at a Turkish commercial yard called Yardimci in Tuzla. GCMNA's forte, however, has always been the Pacific Rim. The design firm was involved with the Vision 68 and 74 series at Horizon Yachts, one of the world's top 10 boat builders, and worked with J.C. Espinosa, who styled the Horizon 130 series, currently building at Horizon's new Premier yard in Taiwan. The first two 130' Pre-

miers have been delivered to North American owners. In addition to the 130 Premier series' naval architecture and engineering, GCMNA, using sophisticated 3D modeling technology, created the elegant interior of *After You*, hull no. two of the series, which was shown at the Fort Lauderdale International Boat Show last fall. Also at Horizon, GCMNA introduced the Calixas series, in 2007 winning a World Yachts Trophy for the design of the Calixas 105. GCMNA is actively working on two new models for Calixas (a name born of the contraction of California and Texas), a firm headed by entrepreneur Montie Twining, a long-time friend of Greg Marshall.





naval architecture and structural engineering for this 230' project, designed by Michael Kirschstein's team; a 70-footer reminiscent of 1920s commuters, bottom left, and project Aroha, right are among an extensive list of new projects

Contact: Gregory C. Marshall Naval Architect, LTD., Phone: +1 250 388 9995, web: gregmarshalldesign.com There are also 30', 38' and 48' San Juan sports yachts, speedy vessels in the style of Long Island commuters of yesteryear; a Fathom 40 production cruiser sold through 13 hulls; a 28' tender to put a tentative toe in that market; and a 138' explorer getting under way at McMullen and Wing with an interior intriguingly described as an "organic fusion of art deco and rustic." But the 148' *Big Fish*, to be reviewed later this year, promises to be GCMNA's next "big thing." This is a quite revolutionary design based again on the personality of an owner who doesn't like "stuff" inside the boat, and wants to maximize views and water sports usage. The stern "beach" area was designed especially with these goals in mind. More than 100 linear feet of folding platforms were added around the stern, for tying up seaplanes, sailboats and the tender while leaving lots of room for swimmers.

"There is more to yacht design than efficiency and engineering formulas. To create a yacht that satisfies your dreams demands a balance of art and science, of creativity and technology, of appearance and performance...It's this blend of artistry and naval architecture know-how that sets GCMNA apart," Greg said With a design office located on an apple orchard in scenic British Columbia, a passion for boat design that has endured for 40 years, and a blend of technical savvy and personality, it looks as if Greg Marshall might have achieved that balance.



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# 



#### THE ITALIAN CHAUFFEUR kept his eyes riveted on the road ahead, but the other

three occupants of the limousine were suddenly elated. All of them were Chinese, from the industrious island of Taiwan, or Formosa, meaning beautiful, as the Portuguese once named it. Ambrous Young, a major Benetti shareholder and prolific builder of superyachts called *Ambrosia*, was with his long-time friend and Jong Shyn shipyard founder Han Pi-Hsiang, and the latter's American-educated son, Memphis Han.

Chinese and Italians have been trading ideas and commodities since well before Marco Polo's much-publicized 13th century travels. Some say, for example, that Italian spaghetti had its origins in Chinese noodles. So what could be more natural than to take a leaf out of Benetti's book, and start Taiwan's first steel-hulled, aluminum-topsides superyacht yard in the southern port city of Kaohsiung?

Taiwan is one of the world's leading composite boat builders. Many different brands sold in America and Europe are built there, some to 130' or larger. Our 2008-2009 *Global Build Report* places Taiwan fifth after Italy, America, Holland and Germany, with China eighth. But the island had never had a "proper" steel-aluminum yacht builder, and Chairman Han, as he is known, felt the time was propitious to fill this gap.

It was 2003, and Young had invited the two Hans to a launch ceremony for his latest 213' Benetti *Ambrosia* in coastal Viareggio, the boat building capital of Italy not far from Genoa. As he looked around the massive Benetti facility, Chairman Han reflected that commercial work was slowing a little, and here was an aspect of shipbuilding that seemed much in demand, yet nobody had tried it back home. Soon after, as the Hans headed for an excellent Chinese restaurant that Young had "discovered" in nearby Florence, Jade Yachts was born. Jade, incidentally, is highly valued by Chinese, above many other precious stones.

The Jong Shyn Group, founded in 1985, is made up of five yards called Jong Shyn, Shin Gao, Lin Sheng, Shin Tian Two and New Ship, and last year they had commercial, naval and fishing boat orders worth \$400 million in

Vice President
Memphis Han, previous
page, and Amadeus
after conversion,
Jade Yachts' first
yacht project







# THE ISLAND HAD NEVER HAD A "PROPER" STEEL ALUMINUM YACHT BUILDER, AND CHAIRMAN HAN FELT THE TIME WAS PROPITIOUS TO FILL THIS GAP

progress, so this is a very substantial shipbuilding company. To establish Jade Yachts in 2004, two further yards on the Kaohsiung waterfront, Liang He and Liang Chen, were acquired.

Young did not invest himself, but two European consultants who had worked for him provided the first project, conversion of a 232' ice-classed vessel, built in Germany in 1968, into a modern superyacht for Louis Vuitton Moet Hennessy's chairman. This was an immense challenge by anyone's standards, and other high-ranking consultants and brokers openly questioned the wisdom of embarking on it, but once contracted, Jade Yachts spent its first two years meticulously stripping down and re-creating the vessel to specifications provided. Experts familiar with the work say the yard did an exceptional job, and there is plenty of photographic evidence to testify to the quality of standards achieved, but a dispute, between particular parties involved, led to the final interior outfitting of *Amadeus* being completed in Croatia. Jade Yachts' Vice President Memphis Han, now in his early 30s and with a degree in Business Administration from the University of Southern California, wanted to pursue new courses, and having an international perspective by upbringing, he next struck up an alliance with the giant German dealer Drettmann.

At 15, Han Tsung-Lin – the name means "fertile heritage" – had been sent to live with a dentist uncle in Argentina for two years. There he studied at the American-run Lincoln Community High School, and with credits transferable in the U.S., he was later able to finish high school at San Marino in California, where an aunt with a thriving compnay, looked after him. A business administration degree from the University of Southern California (USC) followed in 1996, and this year Memphis completes his advanced Executive Master in business administration at USC.

Han Tsung-Lin chose his English name, Memphis Han. "I didn't like plain John or Andy," he said. "I wanted to have something unique, that people would remember. Memphis is a blues city, and it is identified with Elvis Presley. There is also *Memphis Belle*, the famous bomber, and an Egyptian Pharaoh had that name. It sounds good in Mandarin too. Anyway, I'm glad I didn't go for Los Angeles or San Francisco."

Chairman Han and Jade Yachts' office building



The Bandito 106 on its way to Düsseldorf Apart from ship building, the Han family owns six deepsea purse seining fishing trawlers, and young Memphis initially looked after them, visiting countries like Mauritius, Thailand and Japan to process catches, liaise with the crews and supervise refits and repairs. He speaks Mandarin, English and Japanese, and picked up some Spanish while in Argentina. Dad Pi-Hsiang, meaning "lucky and pure", of expanding Jong Shyn, or "mutual trust", felt Memphis was becoming a bit too international in outlook, however, so he was then required to do a stint in the Taiwanese Navy, some of whose vessels are built by Jong Shyn. It was a period for reuniting with his birthplace and the family business.

Following the agreement Memphis made with Drettman, the yard's next projects after the conversion of *Amadeus* (yard number JY101) were two Bandido 86s—respectively JY102 and JY103—built with the involvement of Dutch design and engineering firm Vripack. The vessels are now based in Malta and Croatia. The next three were Bandido 90s by Jade Yachts. The most recent project, JY106, is pictured here on its way to the Düsseldorf Boat Show held in January. A few months earlier, Memphis exhibited at the Festival de la Plaisance in Cannes, and was invited to the prestigious World Yachts Trophies event. He found himself sitting at the next table to Albert Drettmann, who invited him across for a chat.

Jade Yachts now has contracts for four more 98' Bandidos for Drettmann, and for a custom 170' motoryacht for





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the owner of the first Bandido 86, JY102. The GA was signed off for the big boat late last year, as engineering work got under way. Delivery is scheduled for 2011.

The yard was developing its own Bandido-like line, initially advertised in Yachts International as the 98' Jade Exploration vessel, but it has now been agreed that this vessel will be re-styled well away from the Drettmann series. Memphis had a series of other meetings with Italian designers in Cannes, and after lengthy follow-up discussions, both the Jade Explorer and Jade Jet 90 are being transformed to a higher plane. The results will be unveiled at the Dubai and Abu Dhabi Boat Shows in March.

The Jade Jet 90 is based on a fast coastguard cutter that Jong Shyn built for the Taiwanese Navy. Constructed in lighter aluminum and powered by MTUs and three waterjets, it promises speeds of 50 knots and a remarkable ride, now complemented by a really sleek profile and very smart interior arrangements. Production of these vessels will continue in tandem with the Bandido 98s and custom 170 in the yard's 538,0000-sq.-foot facilities.

Jade Yachts builds to ABS, Lloyds, DNV, NKV, Ice Class and higher, and it has two huge fabrication halls backed by an aluminum workshop, metal shop, joinery plant and warehouses. Apart from new builds, it undertakes some general maintenance work for *Ambrosia* and other regional vessels.

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The yacht has  $\alpha$ battery of toys, including  $\alpha$ Wally tender and Jet Skis In matching Lamborghini orange

# about *Helios*

Although privately owned by a North American businessman, Helios is available for charter. Its current homeport for the winter is St. Maarten. The 194' yacht, built by Oceanco in 2001 and designed by the A Group, was previously known as Pegasus. An extensive refit at the Knight & Carver Yacht Center near San Diego renewed the yacht. The owner-appointed Los Angeles-based interior designer, Richard Hallberg, gave Helios the feel of a stylish beach home, with light hues, natural materials and unique art pieces. A great sound system pours through nearly 40 hidden speakers. Six staterooms, plus the large owner's suite, accommodate 12 charter guests. The 500-sq.-foot top deck, with a Jacuzzi, central bar and a large sun bathing area, has an uncommonly high radar arch, which allows for uninterrupted views from front to back. A powerful outdoor sound system completes the entertainment theme. A great beach club is perfect to launch water toys, which include a 30' Intrepid tender, a 45' Wally tender, three Jet Skis and two standup Jet Skis, all painted in a bright Lamborghini orange. An extensive gym and indoor cinema are available. Captain David Beharrell and First Officer Tommy Gurr lead an experienced crew. Twin Caterpillar 3512 B DITA 1230 kW at 1600 rpm power the yacht, which cruises at about 13.5 knots.

# THE FIRST IMMIGRANTS TO WHAT BECAME known as Polynesia are believed to have sailed onboard

outrigger canoes from Southeast Asia to the islands of this Southern Pacific archipelago. The ocean played a central role in their new home, spread over an area larger than the United Sates but representing only about one percent of the earth's land mass. They remained isolated from the rest of the world for at least 1,500 years, exploring the islands over centuries. But Polynesia counts 118 islands, and most are as pristine today as they were by the time the first Europeans set out to explore the Pacific Ocean. Although Spanish galleons came within some sight of the outer islands in the early 1600s, it took more than another 100 years for Europeans to start settling the islands. Visitors arriving by sea can feel the same emotion that moved Captain James Cook when he first spotted what is now known as Tahiti in 1768.

That is what the passengers aboard Helios found out during the yacht's first trip to the Southern Pacific three years ago, one of several extended voyages in a quest for unique landscapes, peaceful scenery and protected underwater worlds teeming with life. In the past three years Helios and its professional crew navigated an average of 20,000 nm per year. After an extensive refit at the Knight & Carver Yacht Center near San Diego last year, Captain David Beharrell pointed Helios south. The yacht and its passengers stopped in the Galapagos before heading for Tahiti, the most populated of the Society Islands, for its second trip to Polynesia. Bora Bora and Moorea are two of the archipelago's other wellknown islands, which owe their jagged mountainscape, lush with green vegetation, to now dormant volcanoes.

Erosion and the emergence of a coral reef created shallow lagoons, but the islands have natural passages to the ocean making it possible for yachts, including those as large as the 194' Helios, to seek ideal moorings in vast and sheltered bays. From there, all-wheel-drive vehicles and traditional canoes allow visitors to take in the colorful landscapes and the warmth of the islanders. Proud of their ancestry, this archipelago's inhabitants have preserved several archeological sites that beckon visitors to discover the ancient Polynesian's storied past. Traditional dances that often accompany festive dinners also serve to recount the islands' history. Helios hosted a dinner that allowed guests to enjoy this colorful tradition from the yacht's very deck.



©Alexis Rosenfeld, GIE Tahiti Tourism

The Tuamotus are scantly populated, and white sand beaches and shallow waters are teeming with life





From here, the avid divers aboard *Helios* headed for the underwater worlds around the islands of Bora Bora and Moorea, home to the archipelago's best-known diving sites, which are close and readily accessible. The lemon and grey reef sharks reign as the uncontested masters of these waters inhabited by a colorful multitude of fish. *Helios*' diving party discovered in these warm and limpid waters that these collectively feared predators in fact are graceful and relatively shy creatures, mindful of divers.

The Society Islands are perfect to wet the appetite for more Polynesian wilderness. *Helios* headed next to the neighboring Tuamotu Archipelago, located northeast of Tahiti. With 76 attols stretching over a 300 square-mile area, the archipelago offers a variety of moorings in a dreamlike landscape. The turquoise waters harbor colorful fish and healthy coral reefs within sight of pink- or gleaming white-sand beaches set against a backdrop of green coconut trees. This area is also famous for its cultured pearl farms from the archipelago's turquoise and nutrient-rich lagoons. The local crop includes the famed Tahitian black pearl.

The quickest way to reach the archipelago's largest atoll is via private jet, after a comfortable overnight stay



French Polynesia's climate is warm and humid year round; the rainy season is November to April, and May 1 to October 31 is considered the high season.

Papeete, Tahiti's capital, harbors French Polynesia's only international airport, Tahiti Faa'a International Airport. It welcomes private jets.

> Tahiti is home to more than 100,000 of the country's total population of 260,000. Support and services required for superyachts are available.

Papeete harbor has no marina per se, but the waterfront has centrally located pontoons with electricity and security, and yachts can also dock along the Quay parallel to the main boulevard. Other facilities are available around the island, including Taina Marina on Tahiti's west coast. In the islands, lagoon mooring is allowed and secure.

Quality provisioning is widely available, although better in Tahiti than in the outer islands, and local agents can assist with more complicated requests.

During its stay in Polynesia, Helios used the services of the following companies:
Tahiti Private Expeditions, managed by Rodolphe Holler who guided guests during snorkeling and diving excursions. The company is licensed to operate dolphin and whale-watching tours.

Contact : tahiti-private-expeditions@mail.pf, web: Tahiti-private-expeditions.com

Tahiti Ocean: Etienne Boutin, Laurent Cornu and Carine Herman are local agents based at Marina Taina in Tahiti. They assist with documentation, charter licenses and answer general yacht requests. Contact: yacht@mail.pf, web: tahiti-ocean.com

> General interest information: Port Autonome de Papeete : portdepapeete.pf

Tahiti Tourisme : tahiti-tourisme.com



Pristine lagoons surround the Society Islands, lush with vegetation



©Rodolphe Holler GIE Tahiti Tourisi

# THE LEMON AND GREY REEF SHARKS REIGN AS THE UNCONTESTED MASTERS OF THESE WATERS INHABITED BY A COLORFUL MULTITUDE OF FISH

in Moorea or Bora Bora. The archipelago is about a one-hour flight away from Tahiti. Reaching the Tuamotus by sea takes longer, about 20 hours from Moorea or Bora Bora, according to the vessel's cruising speed.

After rejoining the ship, *Helios'* passengers headed for a renowned diving site with a cult-like following at Rangiroa, the world's second largest atoll. In the Tuamotus, dives take place near passes. Diving in these waters can be tricky, but an experienced dive master can ensure that divers of all levels enjoy the wealth of pelagic fish in the area, such as jacks, snapper, bass and barracuda. Accustomed to divers, a school of resident bottle-nosed dolphins met the *Helios'* diving party in the Tiputa Pass and delighted them with a playful marine ballet that lasted several minutes, while grey reef shark observed from afar. The grey reef shark is one of 19 known local species of sharks, protected in Polynesia since 2006, as are the whales that visit these waters—declared a whale marine sanctuary in 2002—between the months of July and November.

Helios then headed toward Fakarava, the ultimate goal of this particular voyage, after a halt in Apataki and Toau where the local population includes majestic ray mantas. Deep-sea fishing enthusiasts took advantage of this time at sea to try and catch swordfish and Mahi Mahi, abundant in the area. Fakarava, a UNESCO nature reserve since 2007, is one of the country's most amazing diving sites. The atoll also is a favorite among the vessels that cruise this part of the world. In many ways, it is a good example of the ability to conciliate human needs with the necessity of preserving a rich natural environment that includes a wealth of fish and a local population of grey sharks. From here, Helios headed to Tonga and Fiji and other worlds beyond.

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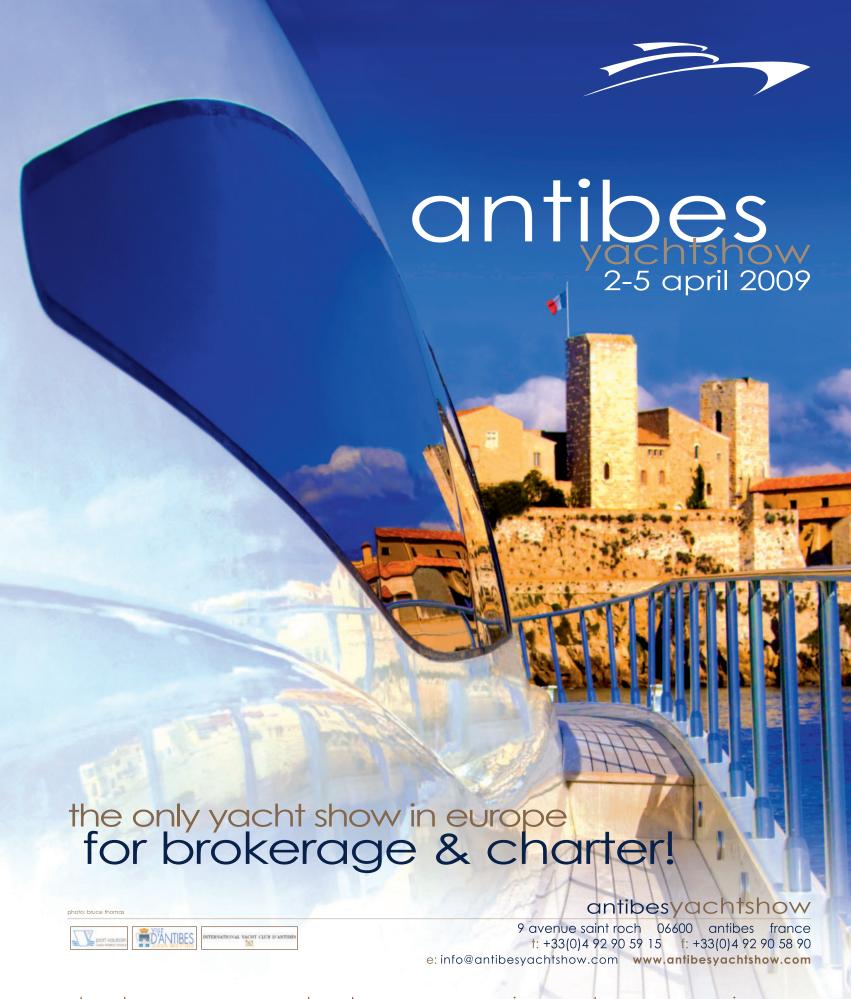
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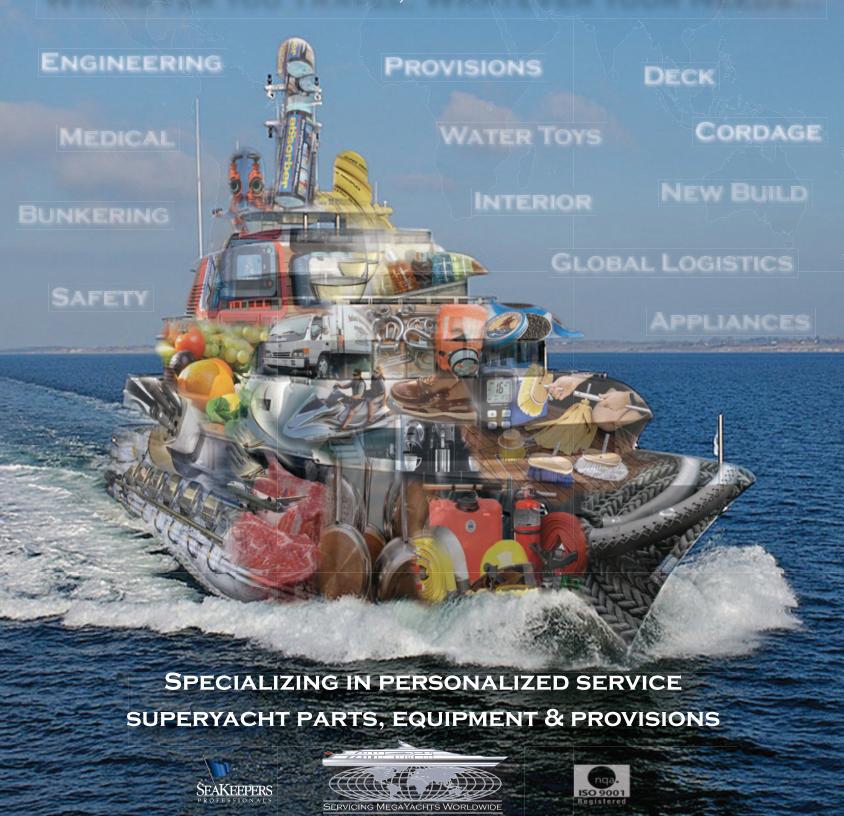


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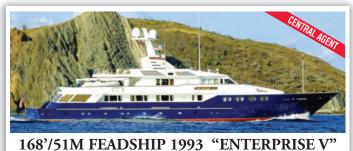


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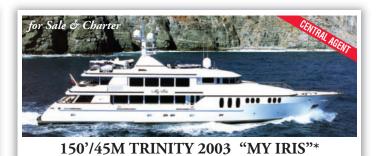
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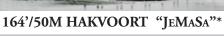
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197'/60M FEADSHIP "PARAFFIN"\*



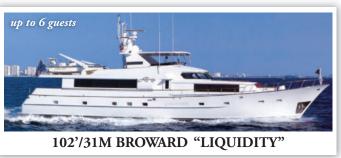






















# AGHASSI // 145' (36.6M) CHRISTENSEN 2002

The finish and luxury of this tri-deck motor yacht is truly impressive. With her notable cruising abilities AGHASSI is a tribute to the Christensen legacy. Five lavish staterooms accommodate 10 guests + crew. Numerous on deck spaces are perfect for sunbathing or relaxing in the shade. The bridge deck hosts gym equipment and the flybridge accommodates the Jacuzzi. She is fully MCA compliant. This meticulously maintained yacht is a must see for the discerning superyacht buyer. Recent price reduction. Owner will consider all offers or trade!

Contact Central Agent: Gregg Morton >> +1 619 226 3344 >> gmorton@njyachts.com



FOR CHARTER

**STARFIRE** // 177' (54M) BENETTI 1997

This very successful charter yacht was refitted in 2004 and is meticulously maintained. Accommodates 12 guests in 6 staterooms. Zero speed stabilizers. CA: Kevin Merrigan >> +1 954 522 3344 >> kmerrigan@njyachts.com

#### NEWVIDA // 160' (48M) DELTA 2001

5 lavish staterooms w/huge master suite. Over 8,000 sq. feet of luxury. Zero-speed stabilizers & state of the art A/V. R.I.N.A. classification. Cross the Atlantic in comfort. CA: Kevin Merrigan » +1 954 522 3344 » kmerrigan@njyachts.com



OPAL C // 131' (40M) OCEANFAST 1990

A true Bannenberg original finally being sold by the original owner. 22 knot cruise, master stateroom with gym, equipped with smart car, and much more. CA: Wes Sanford >>> +1 954 522 3344 >>> wsanford@njyachts.com



WATERCOLOURS // 115' (35M) TRINITY 1990/2007

A magnificent 4 stateroom, cockpit motoryacht. Offered in impeccable condition at a very attractive price. CA: Michael Nethersole >> +1 954 522 3344 >> mnethersole@njyachts.com



LARA // 125' (38M) DELTA 1992

A fine example of an ocean going adventure yacht with world class design features. CA: Kevin Merrigan >> +1 954 522 3344 >> kmerrigan@njyachts.com



**KAPALUA** // 115' (35M) CRESCENT 1996

Fun and elegant at the same time. Accommodates 9 guests in 4 lavish staterooms. Recent upgrades. A remarkable yacht and an excellent value. CA: Gregg Child >> +1 954 522 3344 >> gchild@njyachts.com



MAMA B // 106' (32M) WESTSHIP 1998

21 knot cruising speed with proven Westport fiberglass construction. Great charter potential with 5 staterooms plus crew, Jacuzzi, tender and jet skis, and cockpit. Truly turn-key condition. CA: Wes Sanford » +1 954 522 3344 » wsanford@njyachts.com



**TAKE IT EASY** // 106' (32M) WESTSHIP 1994

5 guest staterooms + 3 crew staterooms. The perfect charter yacht at an incredible price! CA: Wes Sanford » +1 954 522 3344 » wsanford@njyachts.com

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PASSAGE EAST // 101' (31M) BURGER 1998

Accommodates 6 guests + 4 crew. CATs, recent paint, and walk-around decks. Gorgeous yacht ready to move aboard! CA: Gregg Child >> +1 954 522 3344 >> gchild@njyachts.com



#### OBRIGADO // 98' (29.9M) MCP YACHTS 2006

Luxurious, pleasurable and well-priced tri-deck motor yacht. 5 staterooms and open top deck with flybridge make it perfect for entertaining. Not for sale to U.S. residents while in U.S. waters. Co-CA: Wes Sanford >> +1 954 522 3344 >> wsanford@njyachts.com



#### KIPANY // 94' LOA 100' (29M) WESTPORT/EAGLE 1994

Exceptional tri-deck motor yacht. Jack Sarin design. Superior sea boat. Huge aft California deck and cockpit. Fresh paint and engines, skylounge, 3 staterooms, 4 heads + 4 crew. Price reduced to \$1,995,000. CA: Gregg Child >> +1 954 522 3344 >> gchild@njyachts.com



AISLING // 84' (25.6M) KUIPERS DOGGERSBANK 2000

Classic style new motor yacht. Mahogany paneling, 5 staterooms, turn-key and fully operational. CA: Bruce Leffers >> +1 401 848 5500 >> bruce@nandj.com



#### **EXILE** // 72' (22M) NORDHAVN 2005

Hull #2 of this popular design, twin DD series 60s, 4 stateroom layout, thoroughly equipped and absolutely ready to go. Price reduced to \$3,550,000! CA: Michael Nethersole +1 954 522 3344 » mnethersole@njyachts.com



BELLE DU JOUR // 70' (21.3M) HAKVOORT 1994

Better than new, refit & loved from stem to stern. Trans-Atlantic range, steel construction and exquisite quality throughout. CA: Bruce Leffers >> +1 401 848 5500 >> bruce@nandi.com



ARION // 67' (20.4M) HINCKLEY/HUNT 1996

3 staterooms + crew. Elegant craftsmanship and décor. Man diesels, 21 knot cruise. Sea kindly and silent running. A proper yacht throughout! CA: Hank Halsted >> +1 401 848 5500 >> hank@nandj.com



VANISHING ACT // 62' (18.9M) OFFSHORE 2005

3 stateroom layout with every factory option and many upgrades. 5 year warranty. On CAT 3406E's, twin generator package. CA: Bill Titus >> +1 401 848 5500 >> bill@nandj.com



SALPERTON // 144' (44M) FITZROY/DUBOIS 2007

Lloyds 100Al SSC and MCA. Contemporary, light-filled interior; 4 Staterooms for owner and guests. A sailor's dream. Contact: Ann Avery >> +1 954 522 3344 >> aavery@njyachts.com

#### **SEAQUELL** // 108' (33M) ALLOY 1992

Full hydraulic sail handling, elegant accommodations with 3 staterooms. Yacht condition. Only \$5,900,000! CA: Hank Halsted >> +1 401 848 5500 >> hank@nandj.com



MAYA RAY // 95' (38M) SOUTHERN WIND/FARR SLOOP 2007

Fast, exciting and luxurious! For sale by original owner. Located in Europe. CA: Michael Nethersole >> +1 954 522 3344 >> mnethersole@njyachts.com



**AZZURA** // 96' (29M) JONGERT 1998

Recently refit in 2008 with brand new decks, new rigging, new paint, new generators. CA: Ann Avery >> +1 954 522 3344 >> aavery@njyachts.com



Y NOT // 79' (24M) CIM 1994

Built to Bureau Veritas. Accommodates 6 guests in 3 staterooms + 4 crew. Great charter yacht! CA: Ann Avery » +1 954 522 3344 » aavery@njyachts.com



MISTRAL // 75' (22.9M) LEGENDARY YACHTS 2000

Classic styling with sophisticated accommodations. Elegant craftsmanship above and below decks. Simply beyond compare! CA: Bruce Leffers >> +1 401 848 5500 >> bruce@nandj.com



LUNA DANNS // 70' (21.3M) SWEDEN 1994

Total refit in 2004. New teak decks, all new paint, interior, machinery & systems updated. 3 staterooms + crew. Great performance, simple sailhandling and in impeccable condition. Remarkable value! CA: Hank Halsted >> +1 401 848 5500 >> hank@nandj.com

**SETE MARES** // 60' (18.2M) YAPLUKA 2002

Cruising Catamaran magnificently appointed & maintained 3 staterooms, plus crew layout with plush cockpit and main salon. Priced for immediate sale. CA: Bill Titus >> +1 401 848 5500 >> bill@nandj.com

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130' Westport Tri-Deck MY 2006 "BOARDWALK" — Bryan Long, C.A.



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105' Mangusta Sport 2001 Claude Racine, C.A.



105' Crescent 2001 Camm Moore, C.A.



92' Tarrab 2002 Andrew Miles, C.A.



92' Broward MY 1989 Jeff Oliver, C.A.



87' West Bay Sonship 2003 Andrew Miles. C.A.



86' Burger MY 1981 Central Agents



85' Pacific Mariner 2006 Chris June, C.A.



82' Horizon 2006/2007 Alex Rogers/Jeff Oliver, C.A.s



78' West Bay 2005 Claude Racine, C.A.



74' Hatteras 1998 Mark Peck, C.A.



74' Hatteras 1999 Bryan Long, C.A.



72' Donzi 1994 Mark Peck, C.A.



71' Hatteras CPMY 1988 Alex Rogers, C.A.



70' Broward 1978 Chris June, C.A.



68' Ferretti 2003 Andrew Miles, C.A.



66' Ocean SF 1999 Bryan Long, C.A.



65' Pacific Mariner 2005/2006 Camm Moore, C.A.



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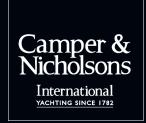
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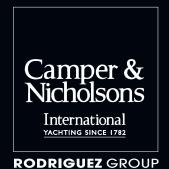






VSY 62 62m/203'4, Viareggio SuperYachts, 2009
Set to be delivered in March of 2009. A powerful yacht of 1070 GRT with powerful Caterpillar 16 cylinder engines and four generators, one dedicated to a Schottel Dynamic Positioning System and three for "House Use" at 175 Kw a piece. Zero Speed (at anchor) stabilizers and a bow thruster round out the top of the line options, with performance up to 17 knots and a range of 6,000 miles at 12 knots this yacht is powerful! BILL SANDERSON T +1 561 655 2121 Se@pal.cnyachts.com





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SERQUE, 2008 130' Custom Build
Spectacular 6 stateroom yacht, Roberto Latini
interior, made in Viareggio and similar to Benetti.
Completed in 2008 and now located in North
Miami. Great charter yacht!
John Weller, Bahia Mar.



MOROCHA, 2006, 112' Ferretti Custom Line 12V4000 MTUs 28Kts! 4 stateroom layout with 2 Masters. Zero speed stabilizers, larger 65kw Gens, pavlik interior. Just completed annual yard service. Perfect in and out. Eric Frank, Ft. Lauderdale.



SIS W, 2003 127' Burger
Maintained to the highest of yachting standards. 5
stateroom vessel with Master on deck plus
excellent crew quarters. Full amenities for long
range cruising. Zero speed stabilizers. Access from
main deck to Flybridge via elevator. \$15,000,000.
John Booysen, Bahia Mar.



NEVER SAY NEVER, 2007 109' Lazzara
Absolute elegance! Full beam master plus 3 guest staterooms, crew aft. Stunning gloss & satin cherrywood interior. Open bridge with hard top and Jacuzzi. Custom exterior paint. \$7,995,000. John Booysen, Bahia Mar.



PRINCESS JULES, 2004 88' Ferretti Flybridge Fast (30 knots wide open, 26 knots cruise) and wide beamed (22 ft 1 inch) Italian yacht. Huge garage and opening swim platform (teak beach), sat phone, SAT TV, Besenzoni davit on flybridge for water toys, and advanced stabilization gyros. Justin Sullivan, Fort Lauderdale.



FREEDOM, 2006 108' Hargrave
This 108' Custom Hargrave Raised Pilothouse
features CAT C-32 power, is VERY clean and
never chartered. Loaded with options, including
designer interior, stabilizers and custom toy
garage. U.S. duty paid. Asking \$6.4M.
Bob Martin, Fort Lauderdale.



CRISTINA G III, 2007 83' Ferretti Low hours on MTU 16V2000, 34 Knots! 4 staterooms, loaded with electronics, very well maintained. Lowest priced 830 on the market. Eric Frank, Fort Lauderdale.



GOD'S GIFT, 2003 80' Azimut Carat 4 staterooms with ensuite heads + 2 crew berths. T/Caterpillar 3412E's. High gloss cherrywood interior and many custom upgrades & improvements. Available for charter. Scott French, Bahia Mar.



COCKTAILS, 2006 97' Hargrave RPH
4 staterooms + 3 crew cabins. T/1550 hp Cat
C-30 engines provide an incredible & quiet ride.
Without question the most detailed Hargrave built in its class. An opportunity to own a turn key vessel that is two years new.
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### ACQUA, 2001 85' Azimut Ultimate

Nicest, best priced motoryacht on the market in this style & size range. Owned by meticulous yachtsman & maintained by full time crew with open checkbook. Shows beautifully and is ready for next owner. A must see!

Bill Shewbridge, Ft. Lauderdale.



### CARY ALI, 2008 63' Riva

This 63' Vertigo is virtually brand new with under 70 hours of use. Beautifully finished interior in elm and wenge. Exterior boasts a stunning silver and black paint job. 3 staterooms, 3 heads and captains quarters offered in this spacious layout. Only 63' Riva Vertigo available in North America! Justin Sullivan, Ft Lauderdale.



### 2009 Custom Line Navetta 26M

This is the only 26M Navetta built to MCA class and is the latest model available. She features an on deck master with four cabins below, stunning décor, flawless joinery work, a beautiful sky lounge and large aft deck. Only 180 easy cruising hours! Available today.

Greg Pierce, Stuart.



### 2008 80' Weaver

2400 hp 40+ kts, 4 staterooms, DREAM MACHINE!! Unbelievable opportunity to own a new boat without the wait. Change in owners plans has made this rare opportunity exist!! Bill Begley, Stuart.



### NEXT TIME, 2000 61' Garlington

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### DEB-IT, 2004 76' Ferretti

A true family feel. Classic single deck boat, slim line & tapered on the outside, generous & comfortable on the inside. Large Flybridge has a spacious living area. Can host up to 20 people. Asking \$3.3M.

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### 1999 70' Azimut SeaJet

1290 original hours on MTU engines. Lowest priced 70' on the market. Hydraulic thruster, fuel Polishing System and Water-maker. This 70' has the desired 3 staterooms arrangement with the large master bath and a full sized Roman tub. \$998,000.

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### PALAZZO, 2002/2003 68' Azimut

A beautifully maintained 68' Azimut Flybridge! Palazzo has been constantly updated and improved by her knowledgeable owners and professionally maintained by her captain. Owner is very motivated.

Bob Krams, Bahia Mar.



### HALF FAST II, 2003 65' Viking Sport Cruiser

Classic European styling, Luxury Edition interior with many upgrades. 4 staterooms, 3 heads, crew quarters with shower. Full walk around bulwarks, Jet boat tender powered by twin MANs with 1050hp. *Not for sale to US Residents while in US Waters.* \$1,295,000.

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With clean lines and a sleek finish, touches of Caribbean colors

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GPD watermakers, Naiad stabilizers and more! \$6,500,000.

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### 78' HARGRAVE FLYBRIDGE 2007 - CRAB POT

Just returned from Alaska. East Coast Premiere at Miami Show! Gorgeous open floor plan with 4 staterooms + 2 crew berths. Warm Sapelli wood and hand selected granite. CAT C-32, 1675 hp engines, twin Northern Lights 25kW gens, Naiad stabilizers. \$4,495,000.



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Clear sight lines fore to aft is the hallmark of this yacht's interior. She has an impressive 4-stateroom layout including crew. Twin CAT 3406 TA, 800hp engines, Naiad stabilizers. \$1,750,000.



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\$1,000,000 PRICE DROP - TWO BOAT OWNER!

### 105' HARGRAVE FLUSHDECK CAPRI 2006 - DREAM

A custom yacht masterpiece, the interior is both beautifully sculptural and extremely functional. Generously appointed with African mahogany as well as South American marble. Outstanding flybridge layout. "DREAM" is powered with Twin CAT C-30 engines, 1550hp. Four stateroom layout with crew accommodations. \$5,999,000.





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### 97' HARGRAVE RAISED PILOTHOUSE 2006 - COCKTAILS

Elegantly appointed RPH with spacious aft deck and flybridge areas. Four stateroom layout with on deck VIP, Master and two twin staterooms convertible to King beds with Pullmans. Cherry woodwork, luxurious fabrics and LED-lighted onyx bar in salon. Custom retractable hardtop, Spa on flybridge, twin CAT C-30, 1550hp engines. \$5,800,000.

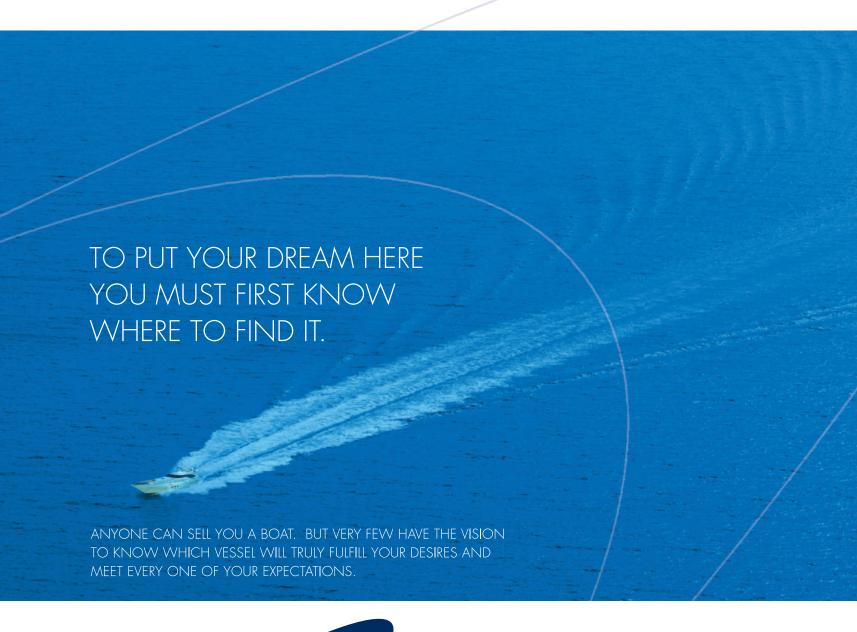
2009 MODEL - 4 STATEROOMS + CREW. GREAT PRICE

### 90' HARGRAVE SKY LOUNGE 2009 - MY LADY M

Beautiful yacht with 4 owner and guest staterooms including convertible owner's gym and crew quarters aft. Open spaces, warm gloss cherry wood, airy sky lounge and gracious aft deck offer plenty of room to entertain. Twin CAT C-30 engines, 1550 hp, bow and stern thrusters, Naiad stabilizers. \$6,600,000.

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**EUPHORIA** 168' TRINITY 2010. 5 SR'S C.A. Chany Sabates III or Thom Conboy



LOHENGRIN 161' TRINITY 2006/2007. 5 SR'S C.A. Bob McKeage



TAJIN 147' TRIDENT 1999/2000. 5 SR'S C.A. Frank Grzeszczak or Chany Sabates III



**STARSHIP** 143' VAN MILL 1988. 5 SR'S C.A. Mark Elliott



PURE BLISS 142' PALMER JOHNSON 1997/2008. 5 SR'S. C.A. Michael Mahan



SACAJAWEA 130' HATTERAS 1995. 5 SR'S C.A. David Nichols



ASPEN ALTERNATIVE 120' SOVEREIGN 2002. 4 SR'S C.A. Mark Elliott



**STANLEY** 120' PALMER JOHNSON 2005. 4 SR'S C.A. David Nichols or Kevin Bonnie



LUCKY SEVEN 112' WESTPORT 2001/2002. 4 SR'S C.A. Jim Eden or Jon Motta



LUNASEA 110' CANTIERI DI PISA 2000. 4 SR'S C.A. Jim Eden



SHARON ANN 104' DESTINY 2002. 4 SR'S C.A. Mark Elliott or Jon Motta



**DELITE** 97'3" COOPER QUEENSHIP 1990. 4 SR'S C.A. Jim Eden



REC LOOSE 88' TARRAB 1998. 4 SR'S C.A. Noell Vawter or Chany Sabates III



**D-VERSION** 81' CHEOY LEE 1998. 4 SR'S C.A. Chany Sabates III or Frank Grzeszczak







Not for Sale or Charter to U.S. residents while in U.S. waters

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### 116' Classic Benetti QUIVIRA

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### 122' Burger Tri-Deck 2002

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"Always Friday" is the newest Nordhavn 55 to come on the market. She is hull 21 of this line and is extremely well equipped. Located in Virginia.

Asking: \*1,899,000 For details contact Dave Balfour at 401-293-0910 and Jeff Merrill at 949-355-4950



### NORDHAVN 62 ('04)

"Andromeda" sets itself apart from the rest. This vessel's design has been extremely well thought out, both in the selection of extensive equipment and in its very unique and stylish interior finish. Located in Gibraltar.

Asking \*1,100,000 GBS
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### NORDHAVN 47 ('06)

A rare opportunity to purchase one of the latest commissioned European CE certified Nordhavn 47's with VAT paid. This particular boat has been specified to a particularly high standard with no expense spared. Located in Hamble, UK.

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"Southern Star" is a beautiful flybridge Nordhavn 47 with the popular fiberglass stack and davit arrangement. She features the preferred two stateroom layout. Located in New Zealand.

out. Located in New Zealand. **Asking:** \*1,095,000 NZ tax included. For details contact Jeff Merrill at 949-355-4950



### NORDHAVN 62 ('07)

"Obatala" is an outstanding vessel representing an excellent value for anyone interested in purchasing one of the best available luxury long-range passage makers built. Located in Florida. Asking \$2.395.000

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"Cobalt Blue" is the latest built Nordhavn 57 on the market today with the preferred asymmetrical layout. Located in Thailand.



N-YI-Mar09

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93) \$995,000	Nordhavn 4	3 ('05)	\$849,000
\$1,200,000	Nordhavn 4	3 ('05)	\$849,000
950.000	Nordhavn 4		\$639,000
	Nordhavn 4	0 ('05)	\$595,000
99) \$835,000	Nordhavn 4		\$449,000
06) \$1,150,000	Nordhavn 3		\$459,000
05) \$845,000	Nordhavn 3		\$389,000
995,000	Nordhavn 3		\$359,000
945,000		('88)	\$850,000
94) \$995,000	Alden 51	('95)	Pending
3) \$875,000	Cranchi 48	('03)	\$485,00Ŏ
905,000	440 Island F		\$499,000
00) \$715,000	Hatteras 42		\$128,500
00) \$685,000		('03)	\$119,900
99) \$629,000	Chaparral 2	.7 ('98)	\$29,750
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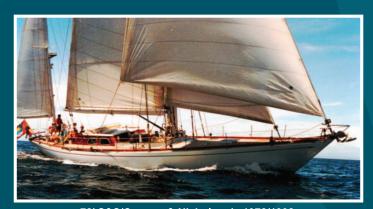
80' Southern Ocean 1985

TOO ELUSIVE is a fast, solid world cruiser designed by Doug Peterson. Jon Bannenburg ash interior features five ensuite owner/guest cabins. Many recent upgrades, including new engine and exterior paint. Seriously for sale! Location: Thomaston, ME.



72' Ron Holland/Southern Wind 1993

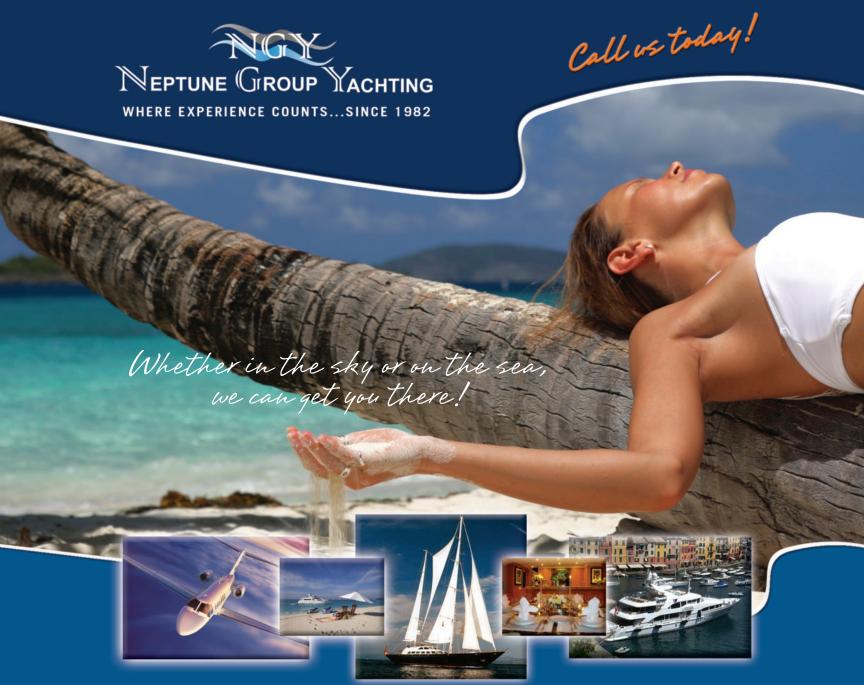
*CAMPAI* is a fast yet comfortable cruising yacht with twin cockpits and a spacious, open and bright raised salon. Three ensuite owner/guest cabins sleep six; the private owner's cabin has a centerline king berth aft. Separate crew quarters forward. Excellent charter potential. Location: Caribbean.



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\$ 49,500/week	8 Guests
\$ 39,500/week	6 Guests
\$ 35,000/week	8 Guests
\$ 33,000/week	6 Guests
\$ 36,000/week	9 Guests
\$ 35,000/week	8 Guests
	\$210,000/week \$224,000/week \$215,000/week \$181,500/week \$127,000/week €170,000/week €135,000/week \$ 95,000/week \$ 130,000/week \$ 44,500/week \$ 49,500/week \$ 39,500/week \$ 35,000/week \$ 36,000/week

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# <u>YACHTS</u>

# YACHT CHARTER UPDATE

Special online bonus feature



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### CHARTER YACHT SHOWS

# ALL SEASONS

Two overlapping annual charter shows in early December, highly anticipated by industry professionals, showcase vessels both pedigreed and new to the charter circuit, and act as a barometer for the potential of the winter and summer charter seasons.

The Antigua Yacht Charter Show traditionally is a great venue for sailing yachts, but it also features large and interesting motoryachts. Between Antigua and the MYBA St. Maarten Show, 58 luxury motoryachts, ranging in size from 67' (the new Princess Sorana) to more than 200' made the charter shows rendez-vous. Corsair Yachts' 298' Nero, previously kept top secret, made a surprise and much noticed entrance in St. Maarten during the charter show. Its stern-to arrival—to avoid potential propeller damage at the precariously narrow bridge into Simpson Bay Lagoon—, a first time maneuver at the port was, according to the pilot, executed to perfection.

While many attending yachts were familiar to charter professionals, a number of them sported new refits and new-comers were of special interest as they prepare to venture into previously unchartered waters. In Antigua's Yacht Club Marina, the 160' Delta *Newvida*, presented by Fraser

Yachts, was easily identified by her crow's nest providing a seating area high above the water. The third and largest yet in one owner's line of Benettis, the new 198' *Amnesia*, presented by Camper and Nicholsons, was equally easy to spot. In St. Maarten at the Port de Plaisance Marina on the Dutch side of the island, Feadship's 197' *Paraffin*, presented by Merle Wood and Associates, and the 190' Abeking and Rasmussen *Lady Sheridan* from Burgess, were the largest and priciest veterans on display, but *Lady Christina* had the greatest LOA and steepest price tag of all.

Participating yachts and crew go all out to impress professionals with gracious hospitality, impeccable service, gourmet-prepared delicacies and creativity, that all play an integral part in a successful charter vacation. The hugely successful happy hour soirees, chefs' competitions and themed yacht hops took a backseat only to the yachts themselves.

# ST. MAARTEN CHARTER SHOW REVIEW



The largest of the 38 yachts showing at the Port de Plaisance Marina, presented by Edmiston and Company, was Lady Christina at 204'4", a newcomer to the charter circuit. Interior designer, François Zuretti, who designed the owner's previous Benetti, has juxtaposed contemporary décor with Art Deco embellishments. The architecture trends toward home rather than yacht. The owner is an avid football fan, and the panoramic salon with its 62" flat screen TV is sure to be a favorite spot to watch games. The full-beam salon, with no exterior decks to usurp volume, opens onto the private aft deck. In an unusual configuration, the split-level master suite, with 180-degree forward views, has an enormous bathroom with a shower "powerful enough to create a storm," as Captain Jon Spillar puts it. Other interesting features include a fully equipped beauty salon with massage table, a gym with steam room and state-of-the-art equipment, port and starboard tender garages with twin two-ton davits that launch tenders off the side in a slick maneuver, and wheelchair accessibility. Lady Christina can accommodate 10 guests in five staterooms but is best suited for a family or two couples. The vessel is chartering in the Caribbean, or as per client request, and is also available for purchase.

Capt. Steve McDonald commands more of a ship than a yacht. He characterizes the original owner as a bit of a character, who built the yacht with a full-displacement, high-tensile steel hull, very heavily framed, to navigate the most challenging seas, very unlikely to occur on her Caribbean charter circuit. Built in New Zealand at Sensation Yachts and available for charter or sale through Burgess, she accommodates 12 guests in six cabins with a crew of 12. Unique features include a versatile VIP suite that can connect to the neighboring twin for use as nanny quarters, or be converted to a private salon. The unabashedly masculine sky lounge, furnished with opulent and oversized black leather-upholstered seats, is a comfortable space where everyone seems to congregate. Rare flame mahogany, which owes its name to the voluptuous flame-like grain pattern, covers the panels. Parquet floors lead out to teak decks woven in an intricate herringbone pattern. Aft on the sundeck and above the Jacuzzi. an etching in Chinese characters meaning "peace under heaven" refers to John Clavell's novel Noble House, the inspiration for the owner's first business venture.

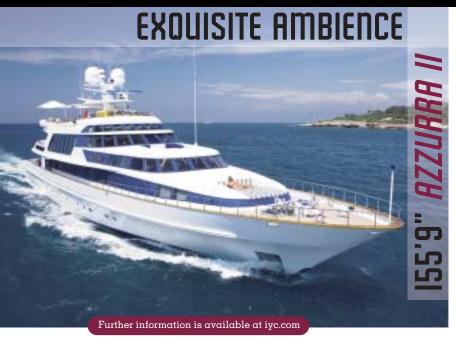




This Codecasa yacht launched at the company's Viareggio shipyard in 1997, last year underwent a makeover that created a buzz at the show. The imposing gun-metal grey hull is surmounted by a white superstructure enveloping a sprawling full-beam master suite and five guest staterooms. Unique features include a Jacuzzi spectacularly located at the foremost apex of the sundeck, and a huge movie screen aft. Cyan's designer Nina Seirafi gave us a walkthrough. "I wanted to bring the outside color in," she said. "The effort was to make it modern and airy with some African elements, kind of primitive lines. Now it feels much wider, lighter, new and fresh, and yet we still have all of this old, traditional English millwork. It's a nice marriage of the old and the new." said Seirafi, who scoured Sotheby's catalogues and furniture galleries for functional works of art. Her finds include the yacht's 1970s limited-edition, footed side table by San Francisco architect John Dickinson, chairs by Brazilian architect Sergio Rodriguez and a blackened-bronze game table, one of only 11, made by contemporary French designer Paul Mathieu. Although Cyan is Seirafi's first yacht she says it's just the beginning.



Formerly *Anthea P.A.*, this yacht designed by naval architect Richard Klein, was launched at the Euroship Cees Cornelissen shipyard in Holland BV in 1997. Now known as *Va Bene*, the yacht spent much of last year undergoing a major refit at the British Pendennis Shipyard in Falmouth. Work included partially replacing the main and bridge decks, reconfiguring the sun deck, overhauling mechanics, upgrading audio visual and electronics systems and updating the interior. H2 Yacht Design of London gave each stateroom a unique ambience. Original art was selected by Eric Clapton, the present owner, who fondly writes about his yacht in his recently published autobiography. *Va Bene* carries 12 guests to comply with the charter registry, however, a combination of Pullman beds in the cabins and convertible sofas in the master study add five additional berths, offering tremendous flexibility for families. New high-tech features include study glass doors that change from transparent to opaque for privacy, a new plasma TV recessed on a remotely-controlled swinging arm and new helm instrumentation with eye-catching pneumatic-air engine controls. The leather upholstery exactly matches the color palette of the owner's sports car. Captain Nick Line, an admirable raconteur who has been on board since 2002, is now acting manager and rotation captain while building a new 180' yacht at Proteksan-Turquoise.



Azzurra II, a CRN launched in 1988, was refit at Derecktor Shipyard in 2003-2004 and last year received a multi-million dollar new sundeck. Captain Will's talented daughter, Jamie Keiser, also updated the interior décor. On the upper deck a unique master stateroom configuration features a forward-facing, king-size bed with breathtaking views beneath an 11' vaulted ceiling set with 21 clerestory, electronically-curtained, and individually-controlled windows. A central door opens to let ocean breezes in and owners out onto a very private and spacious sundeck. The ensuite bathroom to port has floor-to-ceiling windows, exercise equipment on a sunken marble floor with ample room for a workout. The sundeck has an elevated six-person Jacuzzi aft with spectacular panoramic views and a huge shaded sun pad across the stern from where reclining guests can see a 42" TV. Five ergonomic captain chairs are arranged around the central bar that doubles as a built-in sofa facing a 50", drop-down plasma TV, all under an expansive newly designed hard top. Blue lighting and surround-sound speakers complete the party atmosphere that earned the yacht a win for the "Most Original Yacht Hop Theme".



Ohana is Hawaiian for family, the guiding principle of this composite, full-displacement yacht launched at the Washington State's Admiral Marine Works in 1998. Exterior lines, designed by Donald Starkey, lend this classic yacht a powerful presence. The layout features four lower-deck guest staterooms, a main-deck master suite, a bridge deck with banquette seating that beckons guests to take a turn at navigation, and an upper deck perfect for an afternoon luncheon under the shade sails or an evening soiree. A central guest staircase links all levels. Gerard's of Fort Lauderdale updated the interior in 2007 with cozy Nantucket cottage style. Original wall murals, paneling in beautifully grained African Bubinga and handlaid flooring impart Old World elegance. Two sets of independent stabilizers have recently been installed.



This Izar yacht was launched in 2006 at the shipyard now known as Navantia. Naval architecture was done in-house with exterior styling by Reymond Langton Design and interior design by Luiz de Basto. The yacht spent the previous two seasons in the Mediterranean before joining the International Yacht Collection yacht charter fleet last spring. *Tuscan Sun* now is available in the Caribbean for the first time. The yacht accommodates 12 guests in five staterooms plus a

guest cabin, furnished with a queen bed and couch, designed for a nanny or staff member. Vertical windows at the bridge and oversized windows around the main deck equal spectacular views with plenty of daylight. The crew of *Tuscan Sun* created an amazing underwater theme with fantasy costumes hand-made in Martinique, hundreds of helium balloons playing the role of surface bubbles on the ceiling, and blue champagne cocktails for the yacht hop.



The late Tom Fexas and the Palmer Johnson team designed this classic yacht with five guest cabins, covered aft and walk-around decks, and a sundeck with Jacuzzi. Interiors feature built-in furnishings, cabinetry and veneer in rare Cuban Mahogany. While interiors by Terence Disdale are contemporary traditional, the yacht features all the latest in electronics and entertainment including a karaoke machine, assorted musical instruments, Wii and internet throughout. To make cruising perfectly smooth, zero-speed stabilizers are being installed this spring. Capt. Sandra Yawn who knows what makes a very successful charter says "It's all about what people like." From favorite foods to destination flexibility, she and her crew are adept at accommodating even unconventional requests.



Miss Rose, delivered last April, is hull number one in the new Horizon Premier 130 series and the world's largest one-piece composite hull made using SCRIMP resin-infusion technology to date. J.C. Espinosa designed the yacht with a two-master stateroom configuration to accommodate the yacht's experienced owners, two brothers. One master is located forward on the main deck with the second aft on the sky deck. Interiors are warmly designed with 13 different veneers, 11 types of marble, original artwork and sculptures, including Laliques. The king bed in of the guest suites can be split to form two twins, and the smaller twin cabin has a Pullman bed, which makes it great for kids. The spacious sundeck features a Jacuzzi and large awning for shade aft. Jet Skis and underwater scooters are among the toys stored inside the large stern garage to free up even more deck space. The professional galley is a gourmet delight with "all the bells and whistles" and plenty of work space, according to the chef.

For information on Caribbean and Mediterranean charters see burgessyachts.com

Captain Ashley and the crew of *Coco Loco* were not surprised that the 3,000 mile crossing they had just completed was remarkably smooth, given her owner's experience with over 20 previous yachts, his engineering and design input, and the yacht's zero-speed stabilizers. The 124' raised pilot house was launched in 2007 at Broward Marine in Fort Lauderdale. Innovative custom features include the bridge deck with open stairway to the main deck, a master suite with walk-through wardrobe, cedar-lined closets in all guest quarters, and portholes in the showers. The galley is unusually spacious with large windows and counter seating for guests. Three Jet Skis fit neatly in a compartment in the extended swimming platform keeping the decks clutterfee. The owner, an avid sport fisherman, has fully rigged *Poco Loco*, a 31' Bertram that trails the yacht and has its own skipper for "off yacht" fishing.





Burgess manages this 2007 yacht, hull eight of Heesen's 3700 series, and a brand new charter yacht in the Caribbean and Mediterranean. Capt. Mark Delstanche describes *Ilona*, named after the Russian owner's daughter, as a fast semi-displacement boat that is at its best speeding around the BVI. *Ilona* is a family boat with 12 berths, but comfortably accommodates eight guests and a crew of six. A contemporary interior with clean lines that impart first-rate hotel anonymity can please nearly anyone's taste and echoes perfectly the sleek exterior, designed by Heesen Yachts and Omega Architects. Cherry wood veneer and furnishings provide contrast to the eco-friendly bamboo flooring, and there is a great kids' cabin complete with toys. Grown-up toys include windsurfers with expert lessons available from a crewmember. *Ilona* received the award for "Best in Show Under 140".



Faye and Murray Blackshear are the second owners of this 2002 Crescent Custom Yacht, which is new to charter. Previously known as Centinella III, the yacht cruised very few hours around its home port on Mexico's Pacific Coast. Shear Fantasea's roomy layout is just one element of its family-friendly cruising attitude. Captain Wayne Nolander, who the Blackshears call "one of the family," was critical in the decision to purchase the yacht. His wife, Chef Natalie Nolander, cooks to insure everyone gains a few pounds, and their baby-on-board Charlie is irresistibly entertaining. Original interiors by Robin Rose and Associates in collaboration with Mauricio Cabal Design, feature intricate stone work and Bubinga hardwood veneer, cabinetry and furnishings, which Mrs. Blackshear has updated with attractive fabrics and finishes. While Captain Nolander is thrilled with the yacht's aesthetics, he is also quick to praise its technical merits, including a very accessible and well-organized engine room. "Visibility in the wheelhouse is great and, coming over, the yacht handled eight-foot seas in the Gulf Stream with one working stabilizer and barely rolled," he said.

# ANTIGUA CHARTER SHOW ROUNDUP



This evolutionary new Benetti, delivered in August 2008, has innovative interior and exterior styling by Andrew Winch and offers charter features not found anywhere else. For example, the arched bimini top on the sundeck is designed to withstand 40 knots of wind and provide extra headroom for the sun pad below, which serves triple duty as a massage area and bandstand. Nearby is a see-through projector screen with movies visible on both sides, so guests can watch from the bar amidships or the forward hot tub, as long as those soaking don't mind a reversed image. "It's a little strange seeing Jimi Hendrix playing right-handed," Capt. Paul Brackley says, "but aside from that, it's spectacular." Winch's interiors, inspired by the stately hotels of the Italian Riviera, have unique architectural elements that include a grand spiral staircase and raised master suite on the panoramic deck. The beautician/masseuse at the bridge-deck spa takes daily appointments, with treatments explained through the yacht's AppleTV system. Xanadu carries a custom 25' Tesco, a Hovpod three-man hovercraft, and inflatable pontoons that create a 24'6" floating dock on demand. The vacht and 15 crewmembers are available to charter in the Caribbean and Mediterranean.

Additional information is available at cnconnect.com



This vessel began life as a North Sea salvage tug launched in Holland in 1957. She was converted to a luxury expedition yacht in 2002, and a refit in 2006 added the 17'9" swimming pool with resistance and Jacuzzi jets on the upper aft deck. Formerly *Dolce Far Niente*, the yacht was purchased through Fraser Yachts by her current owner in January 2008. The steel hull, displacement yacht is designed for transoceanic crossing with an impressive 32,000-mile range, and though this winter is her first full Caribbean charter season, it may be her last for some time, as she is bound for the South Pacific in autumn 2009—after a stop at a San Diego yard to enclose the on-deck dining area in sliding glass panels. *Seawolf* takes 12 guests in six cabins and Capt. Drarg Richards says the 15-member crew is well-suited to families, since the owner has three young daughters. "We pride ourselves on our outdoor entertainment areas and water toys, so the boat attracts crew that want to go places and do things," Richards says. There's even a special skipper for the 28' ketch Herreschoff sailboat on board. "The boss really likes to show his family a good time, so we're good at that."





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The wood and stone work by interior designer Patrick Knowles on this new, 161' Trinity comprise exceptional architectural features in mahogany, ebony, lacewood, granite, and travertine with little enhancement beyond subtle, satin nickel detailing. Such is the benefit of fine materials and craftsmanship. The yacht made her debut at the 2008 Fort Lauderdale International Boat Show before embarking on her first charter season in the Caribbean. Charter broker Northrop and Johnson also fields requests for the upcoming Mediterranean charter season. Guest spaces include a split-level master suite with a king-bed platform surrounded by a panoramic bank of windows with views over the yacht's bow and side decks. Three of four guest cabins also have king-size beds, meaning plenty of comfort for couples staying on the lower deck. If on board, be sure to ask for a sample of Chef Ben Mercier's hand-made, liqueur-filled chocolates. The ones laced with vodka are as decadent as any specialty martini on premier restaurant menus from Anguilla to St. Barths. Destination Fox Harb'r Too takes 12 guests in six cabins with 10 crew.



Elle, a 150' steel hull, displacement yacht built at the former Puglia Shipyard in Tacoma, Wash., in 1993, completed a \$5 million interior and exterior refit in spring 2008. The work included adding zero-speed stabilizers, new teak decks and sun deck Jacuzzi, WiFi, a new air conditioning system, iPod docks, flat-screen televisions, a rebuilt galley, VSAT communications, and new furnishings. The master cabin is on the main deck, with four guest cabins below—all with king-size beds, an unusual find. Amenities in the guest cabins are similar, as well, though only the forward guest cabin on the starboard side has a Jacuzzi bath in addition to the marble shower. "He made it into the boat he wanted it to be," bosun Sebastian Slighting says of the owner. "He's also heavy into diving, so we have four dive masters in our crew, we hire local dive masters during charters, and the boat is insured for charter guests who want to dive."



Built in 1997, the 143' Dutch-built Heesen Sedation got her third owner in 2007. He recently completed a nearly \$7 million refit that should tide him over until his 164' Heesen launches in about two years. The refit work, completed in June 2008, included repainting the hull; installing a Kaleidescape-based audiovisual system; upgrading electronics, engine room components, and adding underwater lights. New interiors, designed by Salmi Thakker and Mrs. Michelle Healey, include an ebony formal dining table with Fendi chairs that compliment elegant Fendi sofas in the main salon, ultra-modern furniture, fabrics, window coverings, and original art throughout. "Nothing had really been done on this yacht since she launched 11 years ago," says engineer Donovan Benbrook. "We wanted to keep the authenticity of her interior woodwork, since she's a well-known boat with a busy charter history. Now, she's also more modern and clean." Sedation has accommodations for 10 guests and is available for charter in the Caribbean, the Bahamas and Western Mediterranean through Camper & Nicholsons International.



Chef Philippe LeScelleur took first prize in this Westport 130's category during the Antigua chefs' competition with tuna rolled in Carib-Bean coffee and wasabi. "In the life of a chef, if you invent just one recipe, that is a lot," he says. "I am happy to show people how I cook and to share my recipes. Many charter guests enjoy that." The tri-deck luxury yacht was a standout during her launch in 2006, and then followed a soft-goods refit in November 2008 that turned a basic beige interior into a warm décor featuring peach tones. About a half-dozen Westport 130s charter worldwide, but *Arioso* is marketed as the only one with a combination of zero-speed stabilizers, towed 30' Intrepid tender, VSAT communications, and seven crew. Much of that crew, including LeScelleur, came from the owner's previous Westport 112, which earned repeat business from one in four charter clients, Capt. Shane Reid says. *Arioso*, available through Northrop and Johnson, accommodates 10 guests in five cabins.



Launched in February 2008, this Benetti Classic is a lot of boat for her size. The arresting black hull makes the yacht easily recognizable from afar, while inside interior designer François Zuretti imparts contemporary style through open architecture. Interior decorator Geraldine Darlington of Interieur Sud, known for fine homes and hotels, uses a palette of burnt oranges, warm browns, creams, and patterned fabrics to create a refreshingly different décor that is comfortably elegant. Varying patterns of Carrara marble adorn each guest bathroom plus the day head. The yacht offers on-deck dining for 10, a full-beam master suite, and a drop-down teak swim platform with room for a private table and chairs. "We have all the same amenities as the 60-meter yachts," says engineer Troy Swanson. "We're just a little smaller." Capt. Gary Bush oversaw *Beverley*'s build, and thus has intimate knowledge of every system onboard. Several members of the crew have worked for the owner for six years or more, Swanson says, indicating a strong and well-coordinated team.

#### ANTIGUA'S THEME A PIPER HEIDSIECK CHAMPAGNE CARIBBEAN THEMED DINNER PARTY

#### **YACHTS 150+:**

First - Zak Philips, Amnesia

Second - Ben Mercie, Destination Fox Harb'r Too

Third - Nicole Poirier, Andromeda La Dia

#### YACHTS 91'-149':

First - Phillipe Le Scelleur, Arioso

Second - Leslie Bore, Sedation

Third - Chani Mare, Sea Shuttle

#### YACHTS 90'AND UNDER:

First – Dennis Starks, *Fearless* Second – Andrea Clark, *Matau* 

Third - Israel Campbell, Y Not

## WINNERS

#### ST MAARTEN'S THEME SPANISH INFLUENCE UPON CARIBBEAN CUISIN

DIVISION I: YACHTS 140'+ First - Guy Barrett, Va Bené Second - Nicholas Richert, Lady Joy

Second - Nicholas Richert, Lady Joy Third - Christina Jones, Tuscan Sun

#### **DIVISION II: YACHTS UNDER 140'**

First - Amanda Hutchins, Namoh

Second - John Chamberlain, Lucky Seven Third - Jeff Ciucevich, Golden Times

Best Dessert- Matthew Banducci, Chevy Toy

CHEF COMPETITION