

THE TOP 100 LARGEST YACHTS, 2009 EDITION

YACHTS

INTERNATIONAL

ONBOARD 532' *DUBAI*

THE INS AND OUTS OF THE
WORLD'S LARGEST YACHT

COVER
STORY
295' *NERO*

BILLY JOEL'S AUDACIOUS MOVE
THE SWATH *SILVER CLOUD*



THE SHAPE OF



37 METER 121'
SEMI DISPLACEMENT



44 METER 144'
SEMI DISPLACEMENT



47 METER 154'
SEMI DISPLACEMENT

HEESEN YACHTS CREATES PASSION, PERFORMANCE AND PERFECTION WITH (SEMI) CUSTOM-BUILD YACHTS.
WE REALIZE THE WISHES AND DEMANDS OF OUR CUSTOMERS INTO THE SHAPE OF THINGS TO COME!

THINGS TO COME



47 METER 154'
DISPLACEMENT



50 METER 164'
SEMI DISPLACEMENT



55 METER 180'
DISPLACEMENT



PASSION | PERFORMANCE | PERFECTION

Marlow**Explorer**® 82CMY



International Inquiries

www.marlowyachts.com • sales@marlowyachts.com

North American Inquiries

www.marlowyachts.com • sales@marlowyachts.com • 800.362.2657

Dare to Dream

Some dreams are worth pursuing...

Sometimes words are
simply inadequate.



YEARS

MONTHS

DAYS

01 : 02 : 04

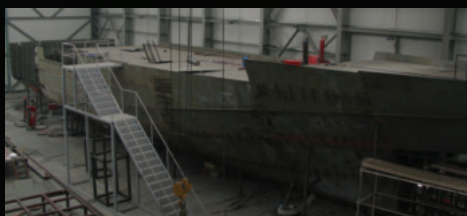
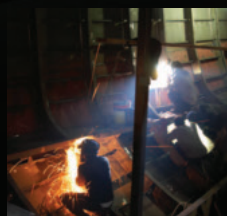


Soraya yachts are built by: Gentech Limited • Aeulestrasse 5, FL-9490 Vaduz, Liechtenstein • www.sorayayachts.com • info@sorayayachts.com
For more information please contact: Mr. Robert Bell • mobile: +1 954.554.8885 • office: +1 954.941.5000 • info@ayacht.net



|.....

THE FUTURE, ONE STEP CLOSER



Once heralded as a concept of the future, this month the SORAYA 46 is entering the crucial phases of its completion. The most demanding technologies and strictest quality standards are being uncompromisingly applied, so its makers are proud to confirm that – on top of everything else – the SORAYA 46 will also be able to set sail by the ambitiously scheduled production deadline. Welcome to www.sorayayachts.com.

|.....

SORAYA
— YACHTS —





Ocean Alexander has poured its heart and soul into each and every yacht for more than 30 years. Time and the seas have confirmed the power of our designs and proved our painstaking craftsmanship. You can see our heritage in our extraordinary resale values. But you'll feel it — **QUIET, LUXURIOUS, SAFE** — whenever you take to the water in an Ocean Alexander.

800-815-4081 | WWW.OCEANALEXANDER.COM

SEATTLE, WA STUART, FL FT. LAUDERDALE, FL NEWPORT BEACH, CA SAN FRANCISCO, CA KEMAH, TX STURGEON BAY, WI ANNAPOLIS, MD NEWPORT, RI

STRONG PERFORMANCE,
POWERFUL LEGACY

88



OCEAN ALEXANDER®

WHERE OBSESSION TAKES YOU



HULL 033
M/Y **Primadonna**
Custom Series



AWLGRIP

photography by Stephen Cridland

www.christensenyachts.com



Christensen
TMA

CUSTOM SERIES

The unprecedented beauty of handcrafted luxury



MADE IN THE USA

Primadonna

NEXT AVAILABLE... HULL 037 ~ *Our new Dock-less version*
with combined Zero Speed Stabilization and Dynamic Positioning System DPS

PRICED TURN-KEY, ROPES & FENDERS A NOVELTY



Christensen Shipyards

All Christensen Yachts Are Certified Both ABS ✕ AI-AMS and MCA • Contact: Joe Foggia • ph. 360-695-3238 • cell 360-521-1607 • fax 360-695-3252

Dreaming of your
custom built yacht
is only the beginning.

CUSTOM YACHTS OF DISTINCTION SINCE 1863.

Burger's custom design-build philosophy gives buyers the freedom to design their exterior styling and interior living spaces, while benefiting from Burger's years of experience building proven hulls, technical spaces and crew areas. Burger is committed to building custom yachts one at a time while providing the highest level of quality, diversity and attention to detail.

Discover the true beauty of your dreams by owning a custom yacht designed and built exclusively for you.



www.burgerboat.com
+1 (920) 686-5117

BURGER[®]

 CUSTOM BUILT IN THE USA



It seems fitting to dedicate this issue (in which we visit the world's largest yacht) to a man who put on the world's biggest boat show, **yachting industry icon Kaye Pearson.**

"Kaye was one of those larger-than-life characters that I've only run into a few times. He had great big ideas and plans and absolute confidence that he could achieve them. He was never a man for half measures, and would devote every ounce of his energy and all his personal resources to achieve his dreams. There is no better example of that than his decision to put on the Fort Lauderdale Boat Show in 2005 shortly after Hurricane Wilma. He faced a few challenges: no electricity, no roads, no hotels, no phones, no convention center (it was booked) and tents damaged beyond repair. Plus no one else thought it could or should be done. Sheer determination and the absolute dedication of the team that he had assembled helped him pull it off. As with much of what Kaye did, this decision was controversial, and people still argue its merits. But here was a man who made a decision, stuck to it and pulled it off. I will also say that in all my dealings with him, and they were extensive, Kaye was always a man of his word. He was a shrewd negotiator and didn't leave many pennies on the table, but once he agreed to a deal he lived by it even when it turned to his disadvantage. Kaye was just beginning the next phase of his life after selling the company he and his associates had built from scratch. I'm really saddened that he was taken away at such an early age. I'll miss him dearly."

Skip Zimbalist, CEO, Active Interest Media and Show Management

"My relationship with Kaye goes back to when he started the in-water boat show on Collins Avenue. Over 20 years ago I received a telephone call from him asking me to support his show with Hatteras Yachts. Not only did Kaye convince me that we would produce more sales there than we did at the convention center, but he also helped us pioneer a new way of selling yachts at the Miami Boat Show. He was not only a visionary for the industry; he was one of the most honest individuals I have ever met. I considered him a dear friend and someone who I will dearly miss."

Irwin Jacobs, CEO, Genmar

"Several magazines and trade papers have called and interviewed us and have asked me what it was like to work for Kaye. It would be easy to say he was like a General Patton as he was so optimistic, so determined. Underneath the tough exterior was a thoughtful and generous being whose word was his bond; his handshake sealed the deal. Everybody at Show Management is carrying on his legacy. But he's always the one that will be thought of as Mr. Boat Show."

Andrew Doole, Vice President, Show Management

"As ISS considers the past 20 years of groundbreaking initiatives, the progress and protection of the large yacht industry and of course all the memories, Kaye Pearson always stands out as a singular figure. A man of quiet strength, his impact and support—along with that amazing smile—are lasting and are his alone. Without his kind generosity ISS would not be the association that we are all so proud to be a part of today."

Vanessa Stuart, International Superyacht Society

"Kaye always gave more than he received; left things better than he found them; had large ambitions and delivered on them; expected much of himself and led by example. He was part of the fabric that made the marine industry so special. My associations with Kaye are some of my most valued memories. His presence will be missed, but his example will continue to inspire those who knew him."

Bill Naumann, Chairman, Hatteras Yachts & Cabo Yachts

"Kaye Pearson was our marine industry 'maestro' leading the Fort Lauderdale International Boat Show each year to greater and greater levels of international prominence and regard. Speaking from almost 20 years of experience, he was an exciting guy to work with and his can do attitude will be sorely missed."

Frank F. Herhold, Executive Director, Marine Industries Association of South Florida

"When John Quinn and I founded our public relations business in 1994, Kaye Pearson/Show Management became our first client. In one of our initial meetings I will always remember him saying to me, 'stay true to your beliefs and good things will happen.' Kaye's heart and soul were in boating and he believed in bringing boating to the people. Whether a person could afford a superyacht or an inflatable, his goal was to provide the opportunity for all to be able to own a boat. Kaye always stayed true to his beliefs and very good things happened...again and again. We will deeply miss Kaye Pearson, but never, ever forget all that he accomplished. He set the stage for the rest of us."

Geri Haber, Haber & Quinn Public Relations and Marketing

"As the general manager of Bahia Mar for 14 years, I got to know Kaye well. I had a lot of admiration for him and his organization. When you're on site, the Fort Lauderdale Boat Show is a lot larger than a five-day event. The oversight of the site is something that people in the industry don't fully understand. The first year I was there, the property was under renovation. And then there was Hurricane Wilma; the storm happened during the setup of the show and the wind damaged the tents; yet they opened seven days later. Kaye was able to get things under control... He helped put Fort Lauderdale on the yachting map, possibly single handedly."

Kevin Quirk, LXR Luxury Marinas

EDITORIAL



GOODBYE KAYE YOU WILL BE MISSED!

Kaye Pearson may be gone but his legacy lives on.

He influenced and touched countless people during his life but for many of us in the boating industry, he will be remembered as an icon—the man behind the world's largest boat show.

When Kaye created his production company, Show Management, he helped change the fortunes of a small annual boat show in search of a permanent venue. It was the mid-1970s, and Fort Lauderdale was not the "Capital of Yachting" but rather a seasonal resort town with a nucleus of enthusiastic boaters. Already active in the South Florida marine industry as a partner in a shipyard on Fort Lauderdale's New River, Kaye convinced the owners of the show (the Marine Industries Association of

South Florida) and key boat manufacturers like Hatteras to exhibit in a new venue with a marina, which had just opened on Fort Lauderdale Beach. He took a big financial risk but made sure the show succeeded. Promotion was his thing. The show opened at its new location in 1976 with 80 boats and a lively cocktail barge. Ever since, come what may, the Fort Lauderdale International Boat Show returns each October to Bahia Mar. FLIBS is now considered the world's biggest boat show in terms of the number of exhibitors (with hundreds of boats on display) and in terms of the number of sales transactions. The people who worked with Kaye talk about his energy and business acumen. He was an astute businessman with an enormous capacity for work. He did not hesitate to roll up his sleeves and was said to be happy as a behind-the-scenes kind of a man who made things happen. And happen they did. Kaye was active in several charities and foundations. He was involved with the Boys & Girls Club for more than 20 years, and friends estimate he helped raise some \$25 million for the organization over two decades. He was generous in other ways too: he nurtured relationships wherever he saw potential and acted as a mentor to young entrepreneurs. Kaye saw business in terms of mutually beneficial partnerships. He took decisions that helped his company grow and that benefited the industry as a whole. We benefited from his generosity here at *Yachts International*. Our signature "Yachts Pavilion" may not be what it is today without Kaye Pearson. In his way he helped increase our magazine exposure at boat shows and *Yachts International* became a leading luxury publication. We will never forget him. We are not alone. Kaye's generosity was returned in kind. He had many friends who shared his large appetite for life. He loved football and fishing and he enjoyed a good time. He and his wife Cheri, his soul mate, frequently opened the doors of their home to host friends who recall these lively gatherings as legendary parties. More privately, Kaye Pearson was a family man who enjoyed quiet times onboard a much loved fishing boat. He knew better than anyone what brought people to boat shows.

Karlene Pack

AN INVITATION FROM JADE YACHTS...

INTERESTED OWNERS, CAPTAINS AND AGENTS ARE INVITED TO SEA TRIALS ABOARD OUR
LATEST JADE EXPLORATION 95' COLUMBUS, OFF THE LOVELY COAST OF SOUTHERN TAIWAN, IN JULY.
FOR PRE-QUALIFICATION, PLEASE CONTACT MEMPHIS HAN BELOW.



DELIVERY JULY 2009



COLUMBUS 95'

Jade Columbus 95' is a full displacement motor yacht built with steel hull and an aluminum superstructure, equipped with twin Caterpillar C18 engines.

This project is built to BV Class and the vessel has a cruising range of over 3,000 nautical miles.

The navigation system is from Simrad, and monitoring system from Boning. Awlgrip is used throughout.

www.jade-yachts.com

77 Shang Chu Lane, Shang Chu Li, Ci Jin District
Kaohsiung, Taiwan, Post Code 805

Tel: +886(0)7 571-9000 Fax: +886(0)7 572-1177

Mobile: +886(0)927-568465 Memphis Han

MAIL: memphis@jade-yachts.com

CONTENTS

JULY 2009 – VOL 13 N^o. 3

On the cover: Corsair Yachts' Nero



056



088

019 MAKING WAVES

Reports on new industry products, people, technology and trends from our correspondents around the world

048 OWNER'S PROFILE: BILLY JOEL

Music legend Billy Joel always has had boats, many of them, and he talks about the recently acquired 98' Inace Audacious, his newest one

051 DEBUT: CHEOY LEE SERENITY 68'

Our sea trial is an all-too-brief experience on this appealing long-range trawler that begs to go the distance

056 ON BOARD: THE WORLD'S LARGEST YACHT

Platinum Yachts opens the door of the hitherto secretive 532' Dubai ; interior photos and a walk through reveal more than ever before about this steel giant, which has been the object of many unfounded rumors



067 TRUMPY REBIRTH

After a hiatus of more than 30 years, the Trumpy name rises again; a new venture with Vicem Yachts aims to bring back a beloved vintage yacht built to modern standards

071 TOP 100: THE WORLD'S LARGEST YACHTS

Our updated annual feature reveals interesting facts and figures about the vessels and the happy few fortunate enough to own them

088 COVER: CORSAIR YACHTS' NERO

Designer Neil Taylor, who meticulously planned every detail of this exquisite modern classic, gives us a private tour of the spectacular Nero built in China by a team of international experts

019



CONTENTS

JULY 2009 – VOL 13 N°. 3

104 SHIPYARD PROFILE: TRINITY YACHTS

We check in with Trinity Yachts. Still considered a newcomer, the busy shipyard draws upon a diverse and lengthy experience predating World War II

112 SPOTLIGHT: NAUTICA INTERNATIONAL

This family-owned company's custom rigid inflatable boats leave the common dingy in their wake

115 TECHNICAL: PROPULSION SYSTEMS

Ever wondered what makes the boat move? We bring you an overview of various propulsion systems with their pros and cons

096

ONBOARD: ABEKING & RASMUSSEN'S SILVER CLOUD

The owners of the first SWATH yacht invited us onboard before leaving Palm Beach to undertake a circumnavigation; stability is one of the key features of this very novel application of existing naval architecture

CODECASA 42
Vintage Series



CODECASA 50
Vintage Series



MAKING WAVES



LOA: 267'
Beam: 48'
Draft: 13'
Fuel: 68,705
Water: 21,140
Main engine: diesel
electric propulsion, medium
speed 4-stroke Rolls Royce
Bergen C25 type 2000kW
@ 1,000 rpm, 6 cylinders
**Maximum recommended
speed:** 16.5 knots

PALMER JOHNSON'S BRAVE NEW WORLD

Palmer Johnson recently delivered hull four in its 135 series but also released details of a very different project-the PJ World. This new design is a drastic departure from Palmer Johnson's sporty aluminum line, which renewed and reinvigorated the Wisconsin brand a few years ago. In the works for months now, this concept of a high-tech ocean voyager designed for yachtsmen seeking to go the distance onboard a vessel with limited environmental impact, joins an existing trend of expedition-style vessels but takes it yet farther. The 267' *PJ World*, an Ice Class six-deck vessel, designed by Nuvolari & Lenard, is based on a Rolls Royce UT hull fitted with a Diesel-Electric Azipull Propulsion system. Rolls Royce launched the UT design in the mid-1970s as platforms for supply and multipurpose service vessels, coastal patrol vessels and ships used for drilling, storage and production. The Azipull Propulsion system, developed in Norway (where PJ acquired the Flekkefjord Slipp & Maskinfabrikk's shipyard,) started as an application for tankers and ferries, but generated a lot of interest in the yachting world. Designed for greater fuel and energy efficiency, the hybrid system offers captains a variety of power options and the possibility to adjust the use of mains and auxiliaries according to speed requirements and weather conditions. Other benefits include better maneuverability and reduced vibrations and noise level, which help with the yacht's "Clean Class" notification. Dynamic Positioning ensures the yacht can visit environmentally restricted or sensitive areas where it can moor without anchors or chains. Accommodations include a tri-level panoramic master suite, with bedroom lounge and office quarters on the fourth and fifth decks and a sixth-deck private sundeck with Jacuzzi. A true helideck with hanger and a garage large enough to house a submarine and state-of-the-art security devices ensure that owners can cruise the world's ocean in safety and quickly return to shore from any remote destination. The Italian design duo, who works with PJ on its sports line, has given the vessel a sprawling aft deck with a pool, which recalls somewhat that of *Alfa Nero*, which they created for Oceanco. Here, it gives ample clearance for a helicopter to land in all safety on an elevated platform.

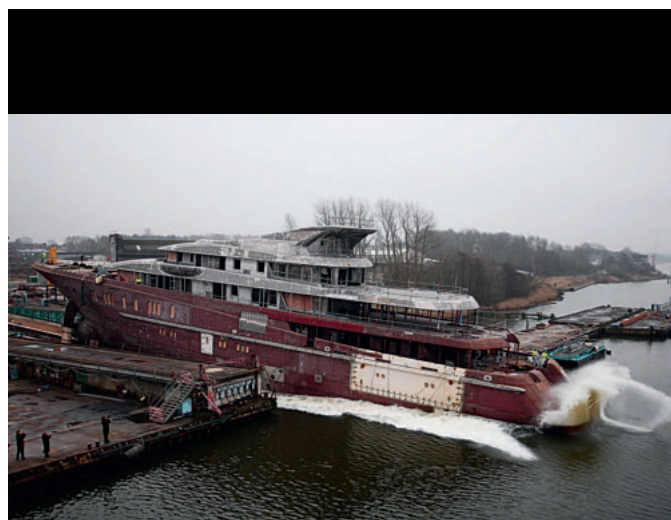
Please visit palmerjohnson.com for further information



022 MAKING WAVES

A STATEMENT IN STEEL OCEANCO'S Y706 HULL ARRIVES

The massive steel hull of Oceanco's latest project made its way by barge from the hull builders in Zwijnenburg BV to the shipyard in Alblasterdam where, united with the trideck aluminum superstructure, it was loaded into the finishing bay. Streamline exterior and contemporary interior design by Nuvolari & Lenard incorporate signature tried-and-true features, such as the swimming pool first perfected on *Alfa Nero*, which converts to a helipad or entertainment area at the touch of a button. Rich woods, natural materials and an organic color palette create inviting interior spaces. The master stateroom incorporates a private deck with pool. Guest accommodations include three VIP suites, one twin and two double cabins. The yacht should be finished by winter 2010.



NEW LAUNCH AT LÜRSSEN J24'S JEWEL OF A YACHT

Lürssen has launched project J24, a steel yacht that it is building at its Rendsburg facility, which features a new floating dock. Moran Yacht & Ship is supervising the build, which is scheduled for an October 2010 delivery. J24 is a 276' 6" by 44' 3" yacht, designed by Andrew Winch Designs, with extraordinary volumes. The shipyard describes the yacht as streamlined and curvaceous, with contrasting white superstructure and a dark grey hull. Stainless steel "jewelry details" add distinct personality to the yacht.

Contact: yachts@lurssen.com

LOA: 282'15" • **Beam:** 46'6" • **Fuel:** 73,968 Gal.
Engine: 2 x 3,492 kW MTU 16V 595 TE 70
Maximum speed: approximately 18.5 knots



For more information, visit oceancoyacht.com

YACHTS

BELLEZZA, BEAUTÉ, КРАСОТА,

SUNRISE.



NEXT VESSEL AVAILABLE SPRING 2010

Italian styling, French interior design, Dutch engineering, German and English management and competitive pricing from a freeport location.

The best of Europe, in one word, Sunrise.

Already, two 45m vessels are in-build at the new modern shipyard in Antalya, Turkey due for delivery in 2009 and 2010. Take a voyage on our website and see for yourself how your dream could be achieved.

Come and meet us and view the first of these, MY Africa, at the Monaco Yacht Show, September 23-26, 2009.

www.sunriseyachts.com

Enquiries contact Jean-Claude Carme

Tel. +33 6 8998 8983 jc@sunriseyachts.com

Shipyard tel +90 (242) 259 55 30-35 fax +90 (242) 259 52 85



**SUNRISE
YACHTS**

024 MAKING WAVES



SAILING TALL STAD AMSTERDAM

Towering masts called our attention recently in Fort Lauderdale. They turned out to be those of the Clipper *Stad Amsterdam*, docked right behind the Dutch-built Feadship *Utopia*, one of the world's 100 motoryachts, for an impromptu showcase of Dutch boat building skills. The *Stad Amsterdam*, a modern ship inspired by a traditional mid-19th century frigate, was in town to host events organized by international recruiting company Randstad, including a National Manufacturing Association member luncheon.

What makes this vessel special, other than its awesome authentic square rigging (to support nearly 24,000 sq. feet of sails), elegant bow and prow figure, is its brief but interesting history. The Dutch entrepreneur who founded Randstad, one of the world's largest recruiting firms, partnered with the city of Amsterdam in the late 1990s to build this 250' steel vessel, modeled after the traditional tall ships that made Holland such a commercial force in the past. The project was conceived to provide jobs to some of Holland's unemployed metal workers and welders. Construction lasted three years and cost approximately \$13 million. Today the ship has many functions, including that of ambassador for the city of Amsterdam and Randstad. According to Rebecca Johnson, Randstad's senior vice president of marketing, *Stad Amsterdam* is a source of pride and inspiration for company employees as well as being a true flagship. It also is a fabulous training ground for young crewmembers and aspiring hospitality professionals and, finally, a source of revenue. Gerard Dijkstra designed the vessel, which features 14 cabins and a spacious dining room, making it suitable for business events and group charters. The ship's looks and excellent sailing ability (top speed is 17 knots under sail) attracted the attention of a Dutch TV production company. For several months the *Stad Amsterdam* will follow in Charles Darwin's footsteps and retrace the journey of the *Beagle* from England to the southernmost point of South America and then to the Galapagos, Australia and South Africa.

For more information visit stadamsterdam.com

NEW FROM NOVURANIA

Novurania is working on two new models, the CHASE 23 and CHASE 27, which will debut in the fall. With fiberglass hulls, a deep-V hull design and inboard turbo diesel power, these sporty boats include side-door boarding steps with handrail, a recessed bow dodger for inclement weather and a swim platform for water sports. Novurania designs and builds a range of tenders from 10' to 38'. Its CHASE line already includes the company's flagship model, a 38-footer and a 31' model.

For more information and distributor information, visit novurania.com

LEO FUN NEW FROM PROTEKSAN TURQUOISE

Proteksan-Turquoise has launched the 176' *Leo Fun*, sister ship of *Vinydrea*, presented at the Monaco show last year. Paolo Calieri created the concept for the Proteksan-Turquoise design department, and Jean Guy Vergès designed the interior to feel like a posh Italian club. The trawler-style yacht has ample deck spaces that are ideal for entertaining guests. An extended swim platform, finished in teak, provides ample space for sunbathing. A multi-purpose passerelle transforms into a crane or stairs according to need. The cleverly conceived layout, which omitted one of the side walkways on the main deck, makes for a particularly voluminous lounge. The master stateroom, forward of the main deck, features a study and a private deck. The lower deck has four guest staterooms and one full-beam VIP suite. The crew quarters located forward of the guest area provide unobtrusive access to strategic areas of the boat. The lower deck houses laundry facilities, a walk-in refrigerated room, the bow thruster and pump room compartments. The wheelhouse with adjacent captain's cabin, a pantry and a panoramic dining room and lounge occupy the upper deck. The sun deck features a very large Jacuzzi surrounded by sun pads and protected by the wrap-around windshield and an electric retractable awning.

LOA: 176'8" • **Beam:** 30'8" • **Draft:** 9'6" • **Fuel:** 26,425 Gal.
Water: 7,293 Gal. • **Max speed:** 18 knots
Displacement: 680 tons • **Engines:** 2 x 1,911 bhp
CAT 3512B B-rating HD @1,600 rpm

For more information visit proteksan-turquoise.com





Blohm+Voss

Horizons are changing

Various iconoclastic yachts have left the Blohm + Voss building and

refit facilities in Hamburg and Kiel over the course of the last few years.

Confidentiality codes forbid any further disclosure, however these

yachts change horizons wherever they appear.

To discuss a large yacht Made in Germany, call +49 40 1800 1200

or drop an email to yachts@thyssenkrupp.com.

ThyssenKrupp Marine Systems

A company of ThyssenKrupp Technologies





NEWS FROM DELTA MARINE EXPANSION INCLUDES A 208' ICE BREAKER PROJECT



Delta Marine, located in Seattle, Wash., has recently expanded and opened a new metal hull facility, Delta North, designed for metal hull construction for vessels well over 300'. Delta's current 25-acre facility, which recently completed a three-phase expansion, constructed composite hulls; the shipyard subcontracted out all metal hull construction (including *Laurel*, the largest yacht built in the U.S. in 75 years to date.) This could result in production delays, as local shipyards with metal hull capabilities are primarily dedicated to commercial and military vessels and very busy. The new, fully enclosed space allows Delta to build their steel hulls in-house, apply their own creative initiatives and better control production schedules. Delta North, located three miles downriver from the main facility, was previously used for commercial shipbuilding and has been renovated to meet modern metal fabrication

requirements. Delta North's expert metal vessel construction team is already busy with a project currently underway, a 208' steel hull, ice-class expedition yacht. Hull construction is well advanced, but the composite superstructure can still be highly customized according to owner requirements. Delta Design Group's proposals range from a sleek superstructure with wrap around windows to an expedition profile featuring helicopter pad, hanger and refueling capability. Flexible interior and superstructure design options configure the yacht to the specific requirements of the client, whether for cruising, global exploration, or remote oceanographic research.

Additional information is available at deltamarine.com

LOA: 208' • **Beam:** 42'7" • **Draft:** 12'8" (half load)
Fuel: 51,300 Gal. • **Water:** 12,300 Gal. • **Maximum speed:** 16.6 knots
Cruising speed: 15 knots • **Range:** 7,000 nm



MOONEN EXPANDS FACILITIES AND YACHTS GET BIGGER

Moonen has recently launched its largest motoryacht to date. Rene van der Velden designed the 124' steel-hulled vessel, which has naval architecture by Stolk Marimecs. This is the first Moonen to feature a four-deck central atrium and an ondeck master suite. The lower deck accommodates four guest suites. Innovative interiors are signed, as is usually the case for all Moonens, by Art-Line. "Fusion" has moved out of the kitchen and into interior design, here with a juxtaposition of western cherry joinery and oriental details. The wheelhouse is a fine example of ergonomic planning, according to the shipyard. Watch for a full review of the yacht following its summer completion.

The yacht is pictured here near Moonen's second facility on the Lek River. The facility is designed to accommodate yachts up to 150' for refit as well as new construction. Istanbul-based Merit AS, a transportation and logistics company, recently has purchased an 80-percent share of Moonen Yachts Holding BV, formerly owned by the Scottish Snowie family. Managing Partner Emile Bilterijst owns the remaining 20 percent and continues to lead the company.

For more information, visit moonen.com

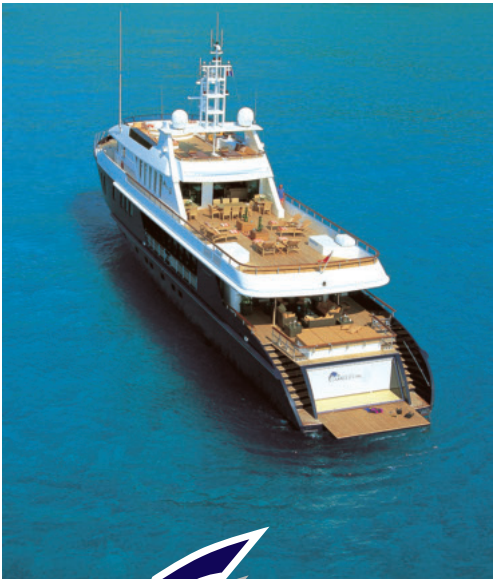
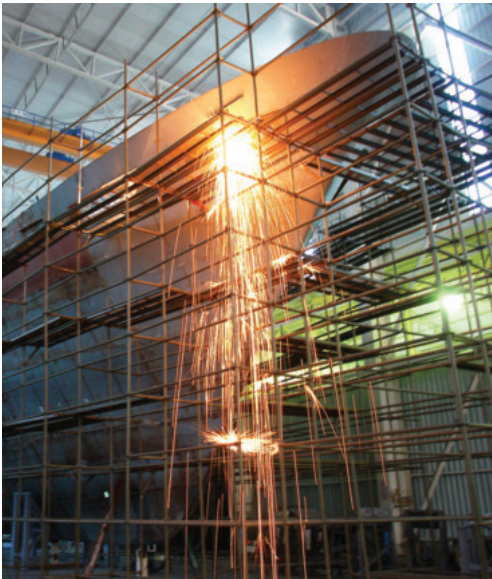
ANTIGUA AND BARBUDA INCREASED SECURITY MEASURES

The tragic fatal shooting of Drew Gollan, captain of *Perseus*, in Antigua's English Harbor last January, prompted government officials, residents and the yachting community on the twin island states to implement greater security measures. They include increased police presence and installation of CCTV cameras throughout the marina area and Nelson's Dockyard.



IN PASSION
WE TRUST.

With our 27.000 m² building sheds and
3 boats/year building capacity,
we aim for nothing less
than perfection.



www.proteksan-turquoise.com
main@proteksan-turquoise.com

PROTEKSAN  TURQUOISE
YACHTS INC.



LOA: 203'5" • Beam: 37'4" • Fuel: 42,280 Gal.
Water: 9,645 • Engines: 2 x MTU 12V 4000 M71



ICON YACHTS EXPANDING THE LINE

The Dutch shipyard is on schedule to debut hull one, pictured in progress, at the Monaco Yacht Show this year. The first 203' Icon 62 is a milestone for the shipyard, which created an entire concept from the ground up, and acquired and refurbished a former commercial yard in Northern Holland to carry out its mission. The underlying idea behind Icon was to develop an entirely pre-engineered and expandable platform that would accommodate a variety of superstructure styles, for custom yachts delivered in a much shorter time than is usual. Within the pre-engineering platform, owners can choose different layouts, superstructures and styles. The Icon 62, for instance, is available in four distinct styles created by Redman Whiteley Dixon (RWD), including the Icon Heli and Icon Explorer and can stretch to 77m. RWD also designed the Icon 95 unveiled at the Abu Dhabi show in March. The new platform actually can accommodate yacht LOAs from 80m to 100m. "We believe that diesel electric propulsion is the preferred option for a yacht of this size. We are currently planning for about 8,000kW maximum power to the propellers. We will achieve this with five identical standard MTU 16V 4000 diesel generator sets, driving two electric propulsion motors that are fitted to two controllable pitch propeller systems," said Icon CEO Wim Koersvelt.

Please visit iconyachts.eu for additional information

Icon 72



Icon 95 concept



EXCEPTIONAL STANDARDS

W130



W98



W112



W130



W164

FORT LAUDERDALE (954) 316-6364 • SEATTLE (206) 298-3360 • WWW.WESTPORTYACHTS.COM



Amels 212

AMELS 177**NEW LIMITED EDITIONS SERIES ADDS TO OFFERING**

Brokerage firm Ocean Independence recently sold the second Limited Edition Amels 212 to the owner of an Amels 171 who was ready to upgrade. Construction of hull one is progressing at Amels' facility in Vlissingen (The Netherlands), and the shipyard is adhering to a schedule that plans delivery of hull two in early 2012. Tim Heywood styled the exterior to mesh traditional elegance and contemporary sculpted curves. Andrew Winch Design created classic interiors, but open architecture ensures flexibility of design. Meanwhile, Amels has released details of the newest model in its successful Limited Editions range. The Amels 177 expands on the Tim Heywood-designed Amels 171 with a redesigned transom area, featuring an indoor/outdoor beach club, a larger transom garage door for easy launch of tenders and toys and a touch-and-go helipad.



Amels 177

Please visit amels-holland.com for information

F45 VANTAGE

Rooms with a View

When the world's leading custom motoryacht builder offers a select custom-series option, there are sure to be good reasons. The F45 Vantage resulted from a desire to think ahead and ensure that clients who lack the time to design and build a full custom yacht could still own a Feadship. Focussed on maximum enjoyment of the maritime surroundings, it reflects a beachhouse on the water lifestyle, accommodating all guests on the prime real estate of the main deck. From this vantage point, all five staterooms and the lounge offer phenomenal views.

Synthesizing Feadship's legendary expertise in design, construction, engineering, systems and materials, the F45's hull, superstructure, bulkheads and exterior style are set. With an incredibly flexible layout and a choice of four superb interior styles, there is still a great deal of customization as a new generation of owners fast forward into their very own Feadship future.



032 MAKING WAVES

RIVA 86' DOMINO SLEEK AND SPORTY

Riva has released a few renderings of the company's new 86' open model to debut at the Cannes boat show in the fall. Already an advocate of stylish metallic paints to accentuate a modern look (see Riva's Ego Super), Riva again has chosen a "metallic ice" color to emphasize the Domino's dynamic lines. The upper salon and dining area, surrounded by virtually seamless windows, also features a large forward windshield for excellent visibility and modern styling. Interior furnishings are quite angular and finishes are subdued in shades of grey and tan. The Domino features a full-beam, master cabin spacious enough to include a private seating area, a VIP cabin and two guest cabins all ensuite. The yacht can reach a maximum speed of 38 knots with two 2,435 hp engines. More details will be available in months to come.



Please visit riva-yacht.com for further information



BUILD PROJECT 08 (BP08) IN REAL TIME

Diverse Projects, a yacht management, consultant and brokerage firm based in Auckland, New Zealand, has created web links to view work currently ongoing at Profab Central Engineering, a New Zealand-based company, specialized in aluminum boat construction. Diverse Projects is supervising the build of a 103' passagemaker, created by the Craig Loomes Design Group. Project BP08 is a long-range yacht with an aluminum alloy hull, which conforms to Germanischer Lloyd 100 A5 class and New Zealand MSA survey and with Twin Caterpillar C18 ACERT 600hp engines will cruise at 12.5 knots. The hull rolled over last October, and the shipyard is currently working on the composite superstructure. Webcam images offer a rare inside look at the build process and no doubt help build anticipation for the yacht owners' planned 2011 world cruise.

LOA: 103'3" • **Beam:** 25' • **Draft:** 6'

Engines: 2 X Caterpillar C18 Acert 600 hp • **Fuel:** 7,134 Gal.

Water: 793 Gal. • **Maximum speed:** 14.5 knots

Cruising speed: 12.5 knots • **Range @ 11.5 knots** is 2,500 nm

Classification: GL + 100A5 MC, MCA

Please visit diverseprojects.com and cld.co.nz for further information
View the shopcam at <http://cam.profabengineering.co.nz/>



OPACMARE PASSERELLES REMARKABLY INCLINED

Opacmare's research and development team has substituted the traditional hydraulic piston system with a rotating actuator in the hinge to control movement of passerelle models 4994 and 8998. Without compromise to lifting capacity, the actuator system allows for an inclination of 90 percent both upwards and downwards. Models 4999 and 8999 (pictured) are two-section telescopic passerelles that mount to the yacht on a rotating swivel hinge for ease of use. Custom finishes are available.

For additional information
please visit opacmare.com



What's the deal?

HARGRAVE. THE BEST DEAL ON THE TABLE JUST GOT BETTER!



IF YOU BELIEVE IN THE PRINCIPLE

“buy low sell high” THIS IS YOUR TIME.

One of the fundamental laws of economics is to buy when prices are low and sell when prices are high. Kind of basic you would think and yet a lot of potential owners do not understand what is happening in the boating industry. Whether you are talking about buying stocks, real estate, or even yachts, what are you going to do; wait until everything is back at the high price point it was before?

There has never been a better time to order any new boat and here at Hargrave we have pulled out all the stops with special pricing, subsidized interest rates, additional warranties, and complimentary equipment packages to help you answer the \$64,000 question—why should I order today? You can literally order a custom designed Hargrave Yacht for delivery in 2011 and pay 2009 prices. When you look at the difference in quality and see the deal we are offering today you will begin to understand why even in today's economy people are still ordering Hargrave Yachts.



HARGRAVE CUSTOM YACHTS
Why settle for anything less?

1887 WEST STATE ROAD 84. FORT LAUDERDALE, FL 33315
800.551.9590 | 954.463.0555 | WWW.HARGRAVE.ORG

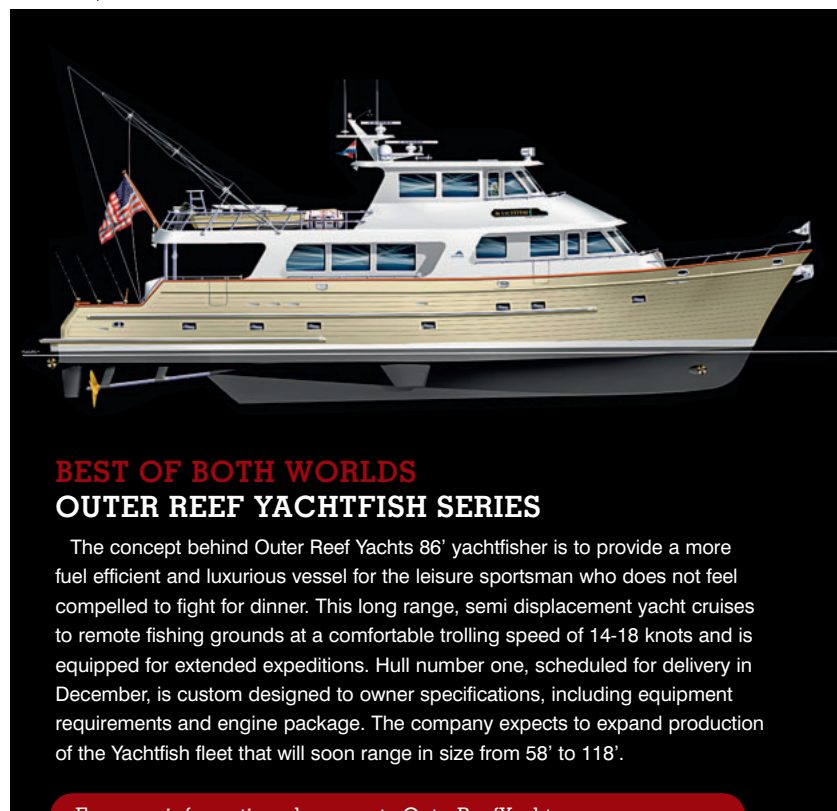


034 MAKING WAVES

REEL INTEGRATION NORDLUND 115' YACHTFISHER

Nordlund Boatbuilding Company has begun construction of a new project that integrates a well-appointed 380 sq. foot cockpit within the classic styling of a tri-deck yacht. Naval architect R. Edwin Monk collaborated with structural designer Tim Nolan and interior design firm Ardeo Design, Inc. to mesh the kind of space and amenities found on a yacht with the requirements of a sportfisherman, including a top speed of 23 knots. Three guest staterooms and crew quarters are located on the lower deck. The ensuite full-beam master, located forward of the main deck, has unobstructed views through the surround of large and nearly seamless windows. The U-shape galley that leads into the dining area with seating for six is available in an open or closed arrangement. The salon opens onto the roomy aft deck. Located five steps above the cockpit, this deck provides a stage for the fishing action. For sun worshippers, integrated seating on the Portuguese bridge deck provides a sumptuous area to soak up the sun.

LOA: 115' • **Beam:** 25' • **Draft:** 6" • **Fuel:** 5,900 Gal.
Water: 800 Gal. • **Engines:** 2 x 12V2000 M91 MTU 1,635 hp
Maximum speed: 23 knots • **Cruising speed:** 18 knots



BEST OF BOTH WORLDS OUTER REEF YACHTFISH SERIES

The concept behind Outer Reef Yachts 86' yachtfisher is to provide a more fuel efficient and luxurious vessel for the leisure sportsman who does not feel compelled to fight for dinner. This long range, semi displacement yacht cruises to remote fishing grounds at a comfortable trolling speed of 14-18 knots and is equipped for extended expeditions. Hull number one, scheduled for delivery in December, is custom designed to owner specifications, including equipment requirements and engine package. The company expects to expand production of the Yachtfish fleet that will soon range in size from 58' to 118'.

For more information please go to OuterReefYachts.com or agy.com



For further information, please visit nordlundboat.com and ardeodesign.com

EVEN IN THE MOST
DIFFICULT OF TIMES...

QUALITY ENDURES

RAYBURN

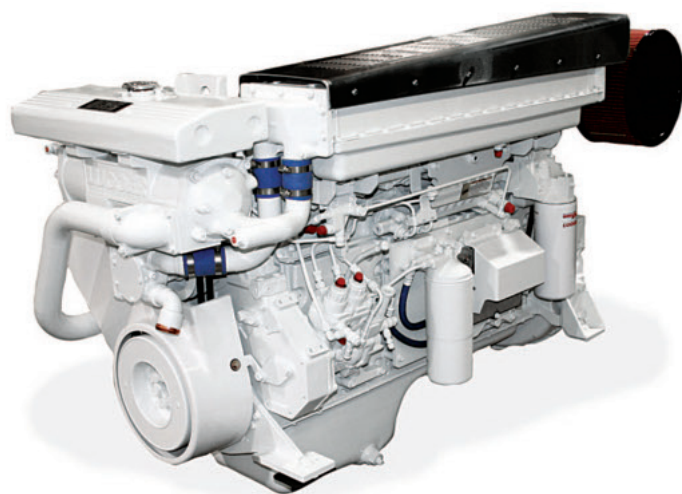
FINE CUSTOM YACHTS

Phone: (604) 820-9153 Fax: (604) 820-2457 www.rayburnyachts.com info@rayburnyachts.com

PROUDLY DESIGNED, ENGINEERED & BUILT IN NORTH AMERICA

036

TECHINNOVATIONS



NORTHERN LIGHTS ON

Northern Lights, manufacturer of marine-diesel generators and propulsion engines, introduced several new products at the Miami International Boat Show last February that are now available to order. The L6125H propulsion engine, based on the Komatsu industrial engine block and custom marinized by the Northern Lights engineering team, reaches a high output rating of 470 hp at just 2,300 rpm. The M944T marine diesel generator is the first produced by the company to mount on the base frame with the sound enclosure. Requiring less space without sacrifice to power or sound and vibration dampening, the setup positions fuel and oil drains outside the enclosure. The company plans to configure their entire range of 5-38kW generator sets with this design in the near future. Compatible with their generators, the Clean-Sep exhaust filtration system traps pollutants and is Lloyd's Certified and ABS approved.

Additional product information is available at northern-lights.com

SAT ANTENNA HAS BROAD APPEAL INTELLIAN TECHNOLOGIES

Intellian Technologies has launched the i4P, a marine satellite TV antenna designed for mid-size boats to enhance Ku-band reception quality of signals from linear polarization satellites. The i4P is equipped with a 'Wide Range Search' algorithm designed to maximize reception in rough sea conditions and remote locations. Innovative features include a built-in GPS, an automatic skew angle control to eliminate the need for manual adjustment, and beam tilting technology that employs a sub-reflector for accurate tracking and reception. Intellian marine satellite tracking systems was recently honored with a 'World Class Products' award from the South Korean government for contributions to their export marketplace. The company, founded just five years ago, is poised to deliver its 10,000th antenna.

For further information please visit intelliantech.com

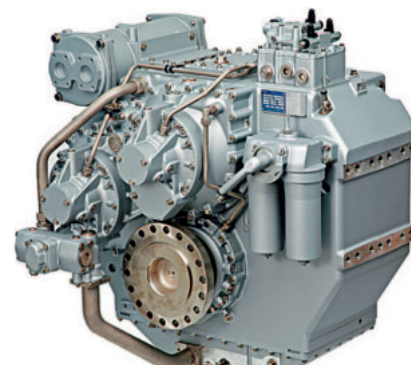


AQUA MATIC INTEGRATES WITH NMEA 2000

Sea Recovery Corporation, producers of reverse osmosis desalination units, launched a newly engineered watermaker, the Aqua Matic, which is compatible with an NMEA 2000 network system. One touch of the LED screen automatically controls production of up to 75 gallons of water per hour. The newly designed unit is smaller than the previous model and manufacturers claim to have reduced noise output by 50 percent.

Please visit searecovery.com for additional information

ZF MARINE 9000 SERIES GREENER TRANSMISSION OPTIONS

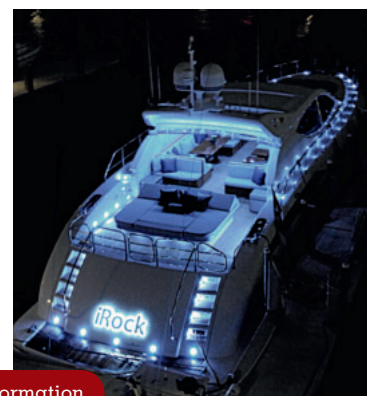


Additional information is available at zf-marine.com

A 170' yacht from Palmer Johnson Yachts and a 90' American Custom Yachts sportfish will be the first North American vessels equipped with the new ZF 9000 series transmissions. The company estimates that twin 16V4000 MTU engines will produce approximately 4,500 bhp each. The 9000 series is available with optional accessories that include trailing pumps; Power Take-Offs, and Power Take-Ins take advantage of ZF Marine's hybrid technology to switch over to auxiliary power for increased range, improved fuel economy and reduced emissions according to the manufacturer.

DELIGHT LUMINARIES SHED NEW LIGHT

Universal Light Designs, LLC introduces a line of customized, waterproof light fixtures specifically designed for marine applications. LEDs mounted in a waterproof fixture are installed using an adhesive rather than screws for a seamless seal that eliminates corrosion. The fixtures can be ordered in a variety of shapes and color options, protrude less than a quarter of an inch, and are easily adapted to existing wiring for retrofit projects.



Please visit yachtdesign.com for further information.

YACHTS



SIMRAD BR24 BROADBAND RADAR SAFETY IN SIGHT

Last February, the National Marine Manufacturers Association and Boating Writers International bestowed their Innovation Award in the consumer electronics category to Simrad's BR24 Broadband Radar in honor of the pioneering technology. The new Simrad BR24 is user friendly and safe. The unit powers up instantly, has a low power draw, emits no hazardous radiation, has both a 24 nm offshore range and a harbor mode to detect small objects in close quarters, which makes installation on tenders as practical as on yachts. The Navico's Broadband Radar solution is also available under the Northstar and Lowrance brands.

Please visit simrad-yachting.com for additional information.

SEA TEL ANTENNA NEW ANGLES

Cobham Satcom Marine Systems' newest Sea Tel antenna model offers a solution to the problem of multiple satellite reception with an innovative auto skew feature. The DTV04 HD Antenna System, released in April, has an automatic function that adjusts the antenna and feed assembly to the appropriate angle for reception in the specific region. The new system is capable of receiving both Ku-Band and Ka-Band satellites concurrently as the vessel moves from region to region. The antenna is appropriate for subscribers to Directv services in the U.S. and requires an additional receiver for High Definition programming.

For further information please visit seatel.com

TECHINNOVATIONS 037

FLIR M-SERIES CAMERA LIGHT IN THE DARK

FLIR's maritime thermal imaging cameras grow ubiquitous daily, now mounted on the workboats integral to the television series "Deadliest Catch." The Navigator and Voyager series are also a popular option available to owners of all Sunseeker Yachts.

According to Sunseeker, FLIR Systems Voyager cameras are now mounted on the 111' and 121' Sunseekers, being "extremely well suited to larger yachts." The Sunseeker 86, 82 and 72 Predator yachts are equipped with the Navigator model. FLIR's new M-series nicely fills the mid-range slot between the straightforward Navigator series and the high-end Voyager series. The M-series is a compact unit with improved range, resolution, Ethernet connectivity and integrated low light camera that helps enhance visibility in twilight and inclement weather conditions. The camera's seven-inch diameter, less than 11-inch height and ball up or down mounting options make installation uncomplicated. Small joystick control units allow for multiple control stations wherever Ethernet access is available.



Additional information is available at flir.com.



HUMPHREE INTERCEPTOR CONTROLS STABILITY NEED NOT BE A DRAG

Humphree's newest products include the Automatic Trim Optimization System (ATOS) and Active ride control system, both options to their basic interceptor system. ATOS, designed for planing and semi-planing hulls, optimizes running trim at all speeds for better fuel consumption, increased acceleration, speed and range. Active is a digital controller with motion sensor that measures rate of turn, acceleration and earth-magnetic field. The manufacturer asserts that the system eliminates the need for fin stabilizers, which produce drag.

More information is available at humphree.com

038 MAKING WAVES



MUSCLE BOATS GUTSY AND GLAMOROUS PERFORMANCE

Spine-tingling options were available to speed enthusiasts at the Miami Boat Show this winter. The jazzy 50s retro looks of the blue and cream-colored Cigarette concept 39 Top Gun model belies a speed in excess of 100 mph. The 44 Poker Run edition features new engines, drives and a full wrap windshield for protection at a top speed of 130 mph. Statement Marine introduced in Miami its 42 Ultimate V-bottom and 50 Passion catamaran, which are custom performance boats created by “a team thinking outside of the box,” according to Gene Week. The models incorporate many patented design features including an “air cushion cockpit,” which is actually suspended to help reduce impact. The front of the 50 Passion is aggressively styled to emulate the leading edge of a jet for increased lift. The tunnel is molded to compress air without the use of flaps.

Further information on Cigarette powerboats visit cigaretteracing.com
For information about Statement Marine see statementmarine.com



For more information on Sunreef, visit sunreef-yachts.com



70 SUNREEF POWER JUMBO ADVENTURE CONTINUES

French sailing champion Laurent Bourgnon and his family are living the adventure of a lifetime onboard their Sunreef power cat. A few weeks ago, the family motored through the Strait of Magellan in Patagonia, on their way to the Pacific. Bourgnon had the boat designed and built especially for his latest circumnavigation, this time with his entire family. Minimal fuel consumption was a big priority, and the boat only used 2,378 gallons of fuel to cover the distance from Cannes, France to Punta Arenas in Patagonia. A cruising speed at 8 to 10 knots gives *Jumbo* an amazing range of 20,000 nm. Bourgnon, who got some heat from sailing enthusiasts for building a motor yacht, wants to prove that it is possible for a powerboat to be environmentally friendly. Another important goal for this often solo sailor is to share the experience of the ocean with his family who is sure to gain a whole new perspective from the circumnavigation. Children do homework every day, but absorb even more from direct contact with a world most discover only through the pages of sterile geography textbooks. After introducing *Jumbo* at the Cannes boat show last September, Bourgnon and his family left the south of France in November 2008 and greeted the New Year in South America, on the island of Santa Catarina with foie gras and a bottle of Bordeaux before heading to Paraguay and then Patagonia, Chile. Bourgnon, who remembers French Polynesia as heaven on earth, has planned an extended stop there.

PURE SUPERYACHT REFIT MANAGEMENT A NEW REASON TO VISIT PALMA

Experienced Captain and Project Manager Nic Clarke is the CEO of newly launched PURE Superyacht Refit Management, a company that intends to specialize in complete refit projects. Luxury yachts up to 300' LOA will berth for service at the STP Boatyard, centrally located in downtown Palma de Mallorca, which allows crews convenient access to hotels, restaurants, shops and other necessities. Palma's well-known and respected refit and repair facilities and craftsmen provide a convenient Mediterranean location for servicing a vessel. STP Boatyard, awarded the concession by the Port Authority, recently made significant investments to insure their facilities are competitive and up-to-date.

Additional information is available at pureyacht.com

尺寸: 229x277mm



After all, if home is where the heart is, you may as well take it with you.

Emerald Pacific Yachts Seattle 206.587.0660
San Diego 619.497.2993
Horizon Yachts Inc East Coast 561.346.5966
WWW.HORIZONYACHT.COM



Bandido 66.75.148'

Elegance 60SY.60.62.64.68.73.78.84.88.94s.97RP.106RP.120RP

Tournament 52

Vision 68.74

Premier 105. 130'. 150'. 160'





ELEGANT ALLOGANTE AUCKLAND DEBUT

Allogante, latest launch in the elegant 131' motoryacht series by New Zealand's Alloy Yachts, draws from her predecessors *SQN*, *Ad Lib* and *Como*, and is perhaps the smartest tri-deck the yard has yet built. Dubois Naval Architects designed all four vessels, and *Allogante* like *Ad Lib* has Donald Starkey interiors. Ed Dubois has made some deft changes in the exterior styling that work well with the striking combination of a metallic bronze superstructure on a deep blue hull. The vessel powered by twin 1,400 hp Caterpillar C4s, cruises at 13 knots and has a 4,000 nm range.

Allogante is the first Dubois-Alloy Yacht fitted with zero-speed stabilizers, which required an increase in generator power. The yard is continually developing new ideas for its motoryachts and super sailboats, and introduced this time an innovative SeaTouch monitoring and control system, which makes use of discrete membrane console panels and touch screens. SeaGen power management considerably improves control on board, or from shore sources, or combinations of both.

The flybridge has its helm station, then a dining area flanked by port and starboard lounges, an amidships island bar and a custom-made Jacuzzi aft. Macassar ebony and sycamore are used on the main deck, which features the owner's suite forward with its study, reading lounge, walk-in wardrobes and extensive ensuite bathroom. Starkey, responding to a brief, is perhaps more modulated here than some of his other distinctive interior design work, and the overall feeling is of understated modern luxury. Dining and lounge rooms continue in open plan through to the spacious aft deck. On the lower deck, stained zebrano and European olive underscore three guest bedrooms with ensuites, and there is a separate gymnasium. Accommodations for six crewmembers (including a captain's double) are located forward. *Allogante* was built for Alloy Yachts' Chairman Gary Lane, a wealthy New Zealand businessman, and like her earlier sisters is available for sale. *SQN* is now *Loretta Anne*, the ISS award-winning *Ad Lib* and *Como* were both last seen in the South of France.

Alloy's most recent launch, the custom-ordered *VvS1*, whose exterior styling by Greg Marshall resembles a diamond for her jeweler owner, picked up no less than three trophies at the Yachts Magazine Group's annual World Yachts Trophies in Cannes last September. The yard is best known as one of the world's leading super sailboat builders but now with a dozen motoryachts to its credit, it is establishing a formidable track record on this side of the business too.

Please visit alloyyachts.com for additional information



INTRODUCING THE END OF COMPROMISE



ARGOS

NEVER COMPROMISE™

The Argos Gulfstream Series

80' to 120' Limited Edition, Trans-Oceanic Performance Motor Yachts

The Argos G92 is the only luxury motor yacht under 120' that boasts a master-stateroom on her flydeck. The SkySuite™ offers breathtaking 270-degree views, unsurpassed privacy, and comfort. The first to be crafted with the Argos hybrid hull for speeds to 35 knots, that do not compromise her economical 2,400nm long-range. The tri-deck layout and the liberal 820sq.ft area of her split-level sundecks inspire infinite possibilities for entertaining, large tenders, and helipad capabilities. Her uniquely beautiful lines are entirely performance driven: to deliver speed and range, power and stability, exhilaration and safety. The Argos G92 honors you with more ship than any other yacht in this size and class that can be acquired -- at any price.

Tired of compromising?



www.argosyachts.com

Contact David Adams ▪ +1-416-907-0869 ▪ info@argosyachts.com

North Palm Beach, FL ▪ Nassau, Bahamas ▪ Hong Kong

TRICON MARINE LAUNCHES FIRST ARGOS 92 IN ZHUHAI

The first Argos 92 built at an American-owned and run boatyard in Zhuhai, China, will be ready for review soon, and is to be followed by a 100' project while management discusses various other custom and series builds. Chairman and CEO Christos Livadas and boatbuilder-cum-investor Dave Adams provided *Yachts International* with a preview look at their first vessel in April. The bow has a fine yacht-style entry, with the chine starting some way back to effectively throw spray well aft. Power is by twin Cat 32s producing 1,650 hp, and at eight knots the range will be about 3,000 nm. The builder used Maxwell windlasses and other standard U.S. and European boat fixtures and fittings. Interior designers were already active aboard the well-constructed craft. Adams was looking for an expat yard manager for the four-bay facility to allow himself more administration and marketing time. He began as a sportfishing charter skipper on the U.S. East Coast before moving into boat dealing and building in China. He and Livadas identified a need for cost-effective build projects in Taiwan and the China coast and went into business together a few months ago.

For further information please visit triconmarine.com



HORIZON YACHTS NEW MODELS INCLUDE SOLAR POWERED HULLS

Horizon Yachts of Taiwan, one of the world's top 10 boat builders, is using the slower order period to invest in new model development. The newly designed JC Espinosa Elegance 106 Raised Pilothouse fits between the shipyard's Elegance 97 RP and 120 RP models. Donald Blount Naval Architects has reshaped the hull to provide a speedier passage, and various options are available for arrangements of four guest suites and two crew cabins. Twin Cat 32As producing 1,800 hp power the vessel. Horizon Yachts is currently working on a Horizon 88 and several new Vision models. The steel hull of their first 148-footer is under construction at an adjacent shipyard. The Horizon Group is also toying with multi-hulls. CEO John Lu, the Taiwan Yacht Industry Association's chairman, has been dabbling with an experimental 23' solar powered catamaran and has two 46' solar cats in the production schedule for early next year. The yard is actually building a 78' cat for an Australian client and existing Horizon owner.

"Every boat that has a hardtop can easily use solar technology," says Lu. "Our larger catamaran is designed by well-known New Zealander Mark Ellis. These vessels have low draft, great stability and can be built at reduced cost. I like to try something new. Not many people are building catamarans with a full yacht finish." Regarded by many as a yachting industry guru, Lu says current orders cover his group's four yards for most of this year, but there would have to be a rethink if orders did not pick up and the recession lasted two years. An accompanying strategy is to develop his country's domestic market. Although boat owners have hitherto had to hold a fisherman's license and coastal facilities for pleasure boating are few, some development is in the works. A pleasure boat berthing is planned for the Love River, at the entrance to southern Kaohsiung Harbor and rules for coastal passages are under review, so that day trips to suitable destinations and coastal passages may become possible.

Additional information is available at horizonyacht.com

ASIAPACIFIC 043

CHEOY LEE UPDATE HULL 5,000 SHAPES UP

As the 151' Marco Polo 2 takes shape at Cheoy Lee on the China Coast, the yard is delivering a 92' extended fishing cockpit model to a U.S. client and has just announced two new developments in its longer-range Serenity Series. An 88-footer, designed by Mike Burvenich, with a speed of around 25 knots in Cheoy Lee's Bravo Series is also on the drawing boards. German-owned Maritime Concept and Construction (MCC) selected Cheoy Lee for its Marco Polo series designed by Ireland-based New Zealander Ron Holland. These intriguing vessels are, like commercial ships, single screw, although they have a powerful separate bow-thruster that can propel them at about five knots if a backup to the main engine is ever needed. This setup gives them a range of 6,000 nm or more, and they are thus called Transocean Explorers. The first 148' Marco Polo appeared at various superyacht shows last year. Her sistership, three feet longer due to an extended aft swim platform, is scheduled for completion in mid-2010. Interiors, again by KCA, are being created in modular format in a full mock-up of the boat. Cheoy Lee Shipyard is located in Doumen in China, an hour's drive west of Macau. Here the enormous facility, known in China as Hin, handles significant commercial shipping contracts to about 200', which helps to make it relatively recession-proof. The shipyard also completes five to 10 large private motoryachts every year. Marco Polo 2 happens to be hull no. 5,000.

Additional information is available from cheoylee.com



BOAT ASIA CAST OFF IN STYLE

La Perla fashion show and displays drew considerable interest at the Boat Asia show in Singapore. Organizer Herman Ho of TMX Exhibitions said the strategy helped pull in crowds at a difficult time for the industry. Exhibitors reported better-than-expected sales of small to medium range boats. The sale of American Grady White's largest vessel on the first day started a stream of deals for Marquis, Carver and Cruisers as well as Europe's Canados and Sanlorenzo. Kingfisher of Thailand was selling large Horizons and Mustangs from Australia. Hong Seh showed Bayliners and Trophys and Australian Maritimos. Sunseeker Asia sold two Sunseeker 120s to East Asian and Southeast Asian clients. R Marine Singapore represented Grand Banks, Princess, Riviera and Four Winns. Due to market conditions in the U.S., production of Grand Banks in Singapore has been suspended, but their large Malaysian facilities continue to build a variety of models. Fairline announced the setting up of a new Asia-Pacific in Singapore, and a new Raffles Marina-located Fairline Singapore dealer. Rival China Boat Show, held in Shanghai only a week earlier, was smaller this year, and much quieter, with increasing reliance for exhibitors on local shipping-related Chinese companies, although a new floating display was offered on the Huangpu River. Boat Asia has announced its 2010 dates as 15-18 April, the same as CBS this year, suggesting a head-to-head bid for foreign exhibitors in Asia. CBS had not decided its dates at our deadline.

The Virtual Boat Show



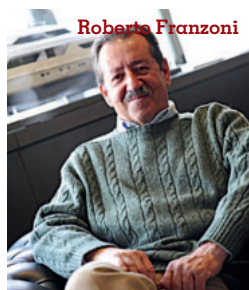
1.4 million monthly visitors

2,800 exhibitors



Why not you ?

NEW
Free
Classified
Ads



Roberto Franzoni



Sessa

INDUSTRY

International Yacht Collection (iyc.com), a division of Trinity Yachts LLC., specializing in brokerage, charter and management, has entered into a joint venture with **Al Suwaiket Group** to open an office in Dubai, U.A.E, under the name of International Yacht Collection Middle East to serve clients in the Middle East and North Africa... **CNI** (cnyachts.com) will exhibit **SEAMagine** Hydrospace Corporation's (seamagine.com) Ocean Pearl submersible at the Monaco Yacht and Fort Lauderdale Boat Shows... **American Global Yacht Group** (agy.com) has acquired **Southport Boat Works**, manufacturers of Southport sport fishing boats in Leland, North Carolina... **Sessa Marine** (sessamarine.com) opened their American headquarters at Harbor Towne in Dania Beach; the office designed by Christian Grande conveys the same warmth and sophistication characteristic of the elegant Italian brand... **Sanlorenzo Spa shipyard** (sanlorenzoyacht.com) has appointed Roberto Franzoni, an industry veteran who was formerly director of *Yachts Italia*, Marketing and Communications Director... **Driscoll Boat Works** (driscollinc.com) has announced it has a new Concierge; Jaime Kensinger is a graduate of San Diego State University with experience as the manager of a luxury car rental office; Driscoll Boat Works created the position to handle an influx of mega and superyachts to the boat yard... **Allied Marine** (alliedmarine.com) has retained the consulting services of Wes Dickman, recipient of the Golden Anchor Award for his long-term contributions to the Marine Industry... **ZF Marine** (zfmarine.com) has relocated its North American headquarters to a 60,000 square foot space located in the Miramar Center Business Park, 15351 SW 29th Street, Suite 300, Miramar, FL 33027. The new phone number is (954) 441-4040... **Quantum Marine Engineering** (quantumhydraulic.com) will install roll stabilization systems on all of the newest class of Coast Guard cutters for contractor Bollinger Shipyards, Inc.

! { BROKER NEWS

Ocean Independence's (oceanindependence.com) recent sales include *Casino Royale*, the 163' Christensen featured in the January issue of *Yachts International*... **CNI** (cnyachts.com) welcomes the newest unit from Baglietto, the 136' *Oxygen*, an all-aluminum explorer-style yacht... **Yachting Partners International** (ypigroup.com) is sporting a new look from logo to

website; the sales division concluded an agreement for the 243' Espen Oeino designed motor yacht *Silver*, and include the recently refit 119.7' Heesen AA *Absolute*, originally built in 1995 for the royal family of the Sultan of Brunei, among several new central listings... **All Ocean Yachts** (alloceanyachts.com) sold the intriguing 130' *Phoenix*.

GREENER PRACTICES

Dometic (DometicEnviro.com) reinforces a long-standing green commitment in 2009 by using three environmentally safe "green gas" refrigerants in all Cruisair and Marine Air conditioning systems that comply with global environmental regulations... **Accu-Router** (accu-router.com) has initiated a recycle and upgrade program called **Green CNC** (computer numerical controlled) to remanufacture older series automated machine tools through customer buy-back opportunities. The company refurbishes structural components to produce new state-of-the-art machines designed to increase productivity and reduce consumer cost with a hedge against escalating steel and aluminum prices.



IN BRIEF

Farsounder (farsounder.com) has announced that its FS-3 range of sonars can now be connected to the bridge network through a dedicated processing server and "Thin Client" software... **Fugro Seastar AS** released in February a new satellite navigation service, *SeaStar G2* (seastar.co.uk), that creates a composite of the American GPS and the Russian Glonass constellations providing access to worldwide position solutions through broadcast service and proprietary software... **Fugawi** (fugawi.com) global navigation software subscription service, designed for boaters without an internet connection, allows charts to be stored and viewed on either a PC or an iPhone; **Northrop Grumman Systems** (northropgrumman.com) recently added Swedish Marine Charts to Fugawi Touratel downloadable map collection... **Paradox Marine's** (paradoxmarine.com) Nav-Tracker 2.0 GPS tracking that assisted in the

recovery of a stolen vessel won the supplier a medal from the US Coast Guard... **Thrane and Thrane** (thrane.com) Inmarsat terminal manufacturer, and **KVH Industries, Inc.** (KVH.com), mini-VSAT Broadband service and compatible hardware, signed a global distribution agreement leading to a new Sailor branded VSAT global solution to expand uninterrupted access to Ku-band internet and voice services... **Lumitec Lighting, Inc.**, (lumiteclighting.com) introduced their newest underwater LED light, the *Sea Blaze 2*, which has an increased light output of 15% compared to *Sea Blaze 1*, accommodates voltage from 10 to 30 VDC and is available in either blue or white light... **Dockwise Yacht Transport** (dockwise-yt.com) is offering roundtrip package deals for early August departures from Fort Lauderdale, Florida or Newport, Rhode Island to Sardinia Italy, returning from Palma de Mallorca in late October...



MAKING WAVES 045



CMN'S BIG PROJECT 197' SLIPSTREAM LAUNCHES

French shipyard CMN has launched the voluminous 197' *Slipstream*. It is the largest private yacht the shipyard has launched to date. *Natanya 8*, a 190' yacht delivered in 2007, was a custom yacht that inspired the series developed in cooperation with Andrew Winch Designs. The 197' x 36' full-displacement yacht features five decks and accommodates up to 14 guests in comfort for long-range cruising. The steel-hulled yacht has an impressive range of 5,000 nm. Interior volume and sprawling decks (more than 2,000 sq. feet of outdoor space) ensure guests onboard for long passages will not run out of options. Custom features on this hull include an attractive paint scheme that features a bold black hull and grey superstructure. Vertical windows around the wheelhouse and the panoramic owner's lounge contribute to the yacht's distinctive appearance. The shipyard describes the interior décor as "Neo Art Deco" and combines mahogany joinery and red leather paneling. The wide-body layout offers a wide range of possible arrangements and options to suit owners' preferences. Hull No. 3 and 4 in the series are presently under construction. CMN, located in Cherbourg in Normandy, also is a commercial shipyard with a 100-year history, which includes a number of patrol boats.

For more information visit cmnline60.com or cmnyacht.com

World-Class Power and Protection



ShorPOWER® Frequency Converters



Atlas provides the most state-of-the-art power conversion products in the industry. Its unique **dual isolation** design option provides **advanced electrical protection** for your yacht and its sensitive electronic equipment, shielding them from electrical sags, surges, and even lightning strikes.

- Converts any frequency, phase and voltage
- State-of-the-art IGBT & PWM technology
- Classic III Series (dual isolation design) for added protection, or SPA Series (single isolation design) for smallest size and weight
- Flexible installation - modular or single-cabinet

TecPOWER™ Power Management Systems

- Simple switchboards to automated power management systems
- Bulkhead or deck mounted



Electrical Engineering Design Services

- Load analysis & Agency certifications (ABS, Lloyd's, DNV, MCA, RINA & BV)
- Complete vessel electrical design

**Introducing the World's Smallest
Marine Frequency Converter**



ShorPOWER-Mini®

Provides 50 or 60 Hz output power for convenience outlets in staterooms and salons.

- 3 kVA output
- 29 lbs.



ATLAS MARINE SYSTEMS

Tel: 954-735-6767 or 888-476-8687 • Fax: 954-735-7676
Visit our website at www.AtlasMarineSystems.com

Yacht Support

www.dohle-yachtcrew.com www.dohle-yachts.com



Döhle Yachts

Tel: +44 (0) 1624 649615
Email: yachtcrew@dohle-iom.com
info@dohle-yachts.com

Fort Anne, Douglas, Isle of Man, IM1 5PD, British Isles

We understand the sea and the yachts that sail upon it, but most importantly, we understand the people who operate those yachts, at sea and ashore. Bespoke solutions for the world's finest private and commercially registered yachts and a trusted partner in supporting the yacht management activities of many well known Corporate and Trust Service Providers, Accountancy firms, Legal practices, Yacht Managers, Yacht Brokers and self managed yachts.

Döhle excels at supporting yacht Owners, Captains and their Crew:

- Yacht crew placement.
- Payroll and employment solutions.
- Yacht registration.
- Management and administrative support.
- ISM, ISPS and MARPOL compliance.
- VAT and Tax efficient corporate structures.

T E N T H A N N U A L

YACHTFEST™

PRESENTED BY **San Diego Marine**
Exchange

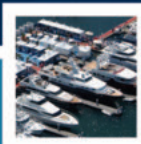
SEPTEMBER 16 - 20, 2009

SHELTER ISLAND MARINA, SAN DIEGO, CA

FOR INFORMATION CALL
(858) 836-0133 OR VISIT

WWW.YACHTFEST.COM

Now
ACCEPTING
YACHT &
EXHIBITOR
APPLICATIONS



**SHARP
DESIGN**

 **Shelter Island Marina**
at the Island Palms Hotel

 **Island Palms**
HOTEL & MARINA

Nriscoll

 **San Diego Marine**
Exchange

 **FRASER YACHTS**

YACHTS

produced by
 **PACIFIC SUPER YACHT**
FEDERATION
 **integratedsports**



ROCK THE BOAT

Billy Joel

Billy Joel is a boater's boater, a regular guy who worked on an oyster boat as a teenager. He's just cooler than most guys, a music legend with a collection of 24 motorcycles and six boats. He's made his way up from one boat to the next and recently bought his largest yet, a 95' Inace expedition yacht called *Audacious*. Billy Joel's experienced the gamut of true blue boater stories, but job loss is one story that really gives him the blues.

By Lisa Hoogerwerf Knapp Photos Billy Black

The Piano Man
onboard one of his
boats in New York

YACHTS



THE MAN WHO WROTE THE INDEPENDENCE

anthem *I don't care what you say anymore, this is My Life*, is busy and fulfilled with career, family, friends, business associates and boats. "I can't try to figure out what the rest of the world thinks about me and think it is a waste of time to try," Billy Joel says, "but I do want people to just consider supporting the boating industry, especially the smaller companies. They need help...the people who have the craft and the skill and the labor in place." And that's why he is talking about his new boat and his long and storied relationship with boating. He's been caught in hellacious storms, had a fire onboard and was hassled horrendously for fishing *with* a commercial license. He even got kicked out of safe harbor by a dockmaster when his 46 Jarvis Newman was in distress during a bad gale. The harbormaster wouldn't let him stay. "He said we had to get out. And there was no anchorage, so we had to go right back out. That's how you learn how to handle a boat. You just gotta face some tough stuff sometimes."

Of course, on his *Inace*, he doesn't have to fret too much about stormy weather. *Audacious* is a solid, seaworthy aft-house explorer that he just had refit to haul his motorcycles, including two Royal Enfields and a Honda Valcary. Knight & Carver in San Diego did the work—top-to-bottom paint, relocation of the master to the skylounge, conversion of the former master into a cargo hatch—in a record 10 weeks, impressing Billy Joel's long-time captain Gene Pelland. "They did a great job," says the Rhode Island native who's managed the Piano Man's fleet for 11 years. The sturdy steel-hulled expedition is Billy Joel's kind of boat, perhaps just a little bigger than he's used to. "A boat should look like a boat and feel like a boat and function like a boat. I don't want to be on a floating motel room," he says. The cargo ship look brings him back to days when as a kid he daydreamed about cruising in a tramp steamer on the South Seas. He had an earlier boat with a similar configuration, a 65' Florida Bay Coastal Freighter called *Red Head*. "It wasn't the most seaworthy vessel in the world—built to be a bay boat. When you went out to sea, you didn't have much in the water, not much of a draft. She was kinda roly-poly. (But) there were great accommodations. I turned the interior into an Irish pub, complete with Guinness on tap. It was quite popular with my friends."

He doesn't have a piano on *Audacious* and no plans to turn the boat into a lounge, but he's planning another refit for the interior cabins and the salon now that he's taken care of the main priority—the cargo hold for the motorcycles. Comfort does matter to a traveling man who loathes hotels. Whenever the itinerary allows, he stays on the yacht and often travels with one of his dogs for a touch of home and family. At 95', *Audacious* is the largest of his six vessels and for now Billy has a little trepidation over that. "Capt. Gene can run her. She's too much boat for me to handle." Even so an LOA of 95' isn't downright audacious in megayacht circles, so how did the yacht get the name? "I was trying to name the boat while watching television and O'Reilly was on Fox talking about celebrities and different money situations and mentioned my name," says Billy who picked up the phone and dialed the TV host to set the record straight. "You don't have to worry about me financially. I made all my money back," he told O'Reilly. The conversation continued. "We got to talking about the stock market and he asked me what I did when Wall Street tanked. I hesitated for a second and I said, 'Well, I bought a yacht.' Then O'Reilly laughed and said, 'That's audacious.' Then he hung up. I thought, 'wait a minute. That's a good name for the boat.' So I named her *Audacious*."

Chances are the name will stick. Billy Joel would never change the name of his own boat...again. "When I had *Red Head* I was dating a Red Head," Billy says. "Then we split up and I started dating a blonde. She didn't like the name of the boat, so I changed the name. Sure enough, bad luck started and that relationship went south. So I changed the name back to *Red Head*, and later on we got back together. Then I changed the name again and



Audacious was converted to ferry Billy's motorcycles.



there was more bad luck. So when that relationship was completely over I brought the name back to *Red Head*." The next woman in Billy's life turned out to be a brunette and he got rid of the boat. "If you purchase the vessel from another owner and change the name, that's fair game," he says. "However, if you make a decision to name the boat one thing and change the name, that's where the bad luck comes in."

Billy Joel has real boater's angst and even occasional buyer's remorse. He experienced it with his first boat, a heavy 18' wooden "lap-strake whaling dory" that he bought in Hampton Bay. "It was a real heart attack to row the thing. I'll never forget this guy on Smith's Creek who sold it to me. He said, 'If you don't like the boat I'll buy the boat back from ya.' He sounded like Nelson Rockefeller. There was a lot of work, a lot of stripping and caulking, painting and sanding, and it was just so difficult to row. At the end of the season I wanted to trade it in. So I said, 'Here's that boat you wanted to take back.' And 'Rockefeller' says, 'Who are you?'...So I ended up giving the boat to a friend." Billy's next boat was a Boston Whaler. Then he bought a 17' Montauk and from there he went up to a tough 20' Shamrock, then a 33' Egg Harbor, a Wilbur 34, then downsized to a 28' Ellis, after which Billy sojourned to Maine looking at different builders to design and build his own line.

He designed a few boats on cocktail napkins: a boat that became the Jarvis 46 and then a 36' BHM lobster named *Alexa*, a very Yankee-Maine looking salmon-colored boat with a dark green hull docked in Sag Harbor. Billy has a love affair with lobster boats. He designed a 38' lobster, go-fast boat called the Shelter Island Runabout. "It's all about what's below the waterline, the hydrodynamics and the hull shape. We figured out a way to give a boat a lobster shear with a plum bow and made her go 55 mph. We designed our own hull. She just looks like a lobster boat above the water line. Below the water line, it's a deep V." He had no training in naval architecture or hydrodynamics but picked up mechanical drawing in high school, which enhanced his skills enough for Doug Zurn to be able to use his idea as the basis for the hull design. After he built the first one, he went to Coecles Harbor Marina & Boatyard on Shelter Island, which produced 50 Shelter Island Runabouts.

He has real appreciation for craftsmen who work with their hands and his main motivation when he ordered a commuter boat in the 1990s was to employ boat builders who needed jobs. "I actually enjoyed the idea of reconstituting a mom and pop boat building business. There used to be a lot of small ones on Long Island. It was fun." Captain Gene confirms that's how he operates and says the singer songwriter went back on tour last year primarily to employ his road crew during the most unstable economy in decades. He knows the boating industry is hurting too. "The first thing that goes is recreational items and toys," Billy Joel says. "It's very grim. Our Runabout orders have dried up. Guys up in Maine are hurting."

Over the years, he's done his best to keep the industry going. "Billy has a boat for every purpose," says Capt. Gene. "Fishing, cruising, commuting, etc." His 57' Vendetta, which he designed and Zurn built, goes 50 mph at the top end and zips him from his house in Oyster Bay into Manhattan. It's a commuter boat with nice curves, which resembles a 1930s vintage. *Argos*, an Ellis 36, is his offshore fishing boat, which he keeps in Miami. She does 30 knots. "She looks like an old Palm Beach boat, a very retro look," Billy says. "We were inspired by Huckins and Rybovich. Rybos are wonderful boats and done in that cold molding technique." Billy also has a little Pegiva, a runabout made in Queensland, Australia, that's reminiscent of an old Riva. His 28' landing craft serves as a tender for *Audacious*.

Next on the agenda is a bit of traveling to the Keys, Bahamas and Caribbean, which he plans to explore on *Audacious*. But before he takes to the water again he has one more message: "Support the commercial fishermen who are disappearing. They have a tough time trying to find fish, then being regulated out of business, trying to compete with sport fishermen who don't want them to catch the fish. It's a horrible thing to watch what's happening to working people, especially those who risk their lives in their jobs. After all, you learn what you're made of on a boat."

Billy Joel loves boats
and keeps a
changing fleet, but
has a particular
fondness for
lobster-style boats



Water

Them and Watch Them Grow...

Enjoy sailing the sparkling waters of Biscayne Bay from Miami's premier non-profit community water sports center, Shake-A-Leg Miami, in Coconut Grove. Shake-A-Leg provides quality educational, recreational and vocational training programs to youth and adults with special needs; as well as fun boating activities for everyone. So c'mon down, become a member, lend a hand and help us launch boats... and dreams!

Shake-A-Leg Miami 2620 South Bayshore Drive, Coconut Grove, FL 33133
(305) 858-5550 www.shakealegmiami.org



CHEOY LEE'S TAKE ON THE TRAWLER

Serenity **now**

Sometimes the journey is more than half the fun.

With an economical speed of about eight knots, the Cheoy Lee Serenity 68 long-range series provides ample opportunity to catch up on reading or stare at the horizon while the boat safely motors to her destination. With its retro exterior styling, the yacht is charming to boot.

Story Cecile Gauert Photos Billy Black

SPEED IS NOT FOR EVERYONE. Cheoy Lee launched this series to provide an option for boaters who are looking for fuel economy and comfort over long distances. The Cheoy Lee Serenity 68 is a trawler with a classic styling that will appeal to boaters who appreciate gentler times. But make no mistake about it, this charming yacht, with a fresh new look developed by David Bentley Industrial Design Australia, also is a thoroughly modern vessel.

The sturdy boat, hull two of the series introduced in Australia, makes its way out of the inlet at its usual moderate speed, which gives plenty of time to explore. Despite its relatively modest LOA and 18' beam, the Serenity 68 offers ample room to indulge in creature comforts. The interior salon is a comfortable space with good-size windows that help visually expand the space. On the starboard side of the solid glass entry door that separates the salon from the cockpit, wide stairs lead to two staterooms. The full-beam master stateroom boasts a king berth, an ensuite bathroom with two sinks and a spa bath with shower and, on the portside, a spacious cedar-lined wardrobe. Port-holes bring in natural light in daytime and can be opened to let in the ocean breeze. An attractive white lacquered plank finish and wood headboard give a touch of retro to the bedroom. The décor is signed Sylvia Bolton who added her personal touch to a neutral palette that includes textured wall coverings and attractive wood details. Of course, Cheoy Lee is willing to customize, so a variety of styles and finishes are available. The boat's VIP cabin, also with a king berth and ensuite bathroom, is located aft. Two additional cabins, located forward of the lower deck, are accessible through the pilothouse. A cabin with upper and lower bunks is ideal for two crewmembers or



052 DEBUT

The salon leads to the galley and the master stateroom, pictured, accessible through stairs located near the entrance

younger passengers; the forward cabin features a double bed. A stack-up washer and dryer are located behind closet doors in the foyer. Access to the spacious engine room, which occupies the central portion of the hull, is located here. On this hull, which made its debut last fall in Fort Lauderdale, twin Caterpillar C7 engines with a 2,400 top rpm are coupled to ZF propellers. The goal for the modest power is fuel economy (at seven knots, fuel consumption is five gallons per hour, according to Cheoy Lee's experienced company captain) and range (at eight knots, the boat can cruise 2,000 nm between refueling stops.) Wide stairs with pin-size LED lights that stay on even in case of power failure lead back to the pilothouse. A single Stidd helm chair faces the control screens and a stainless steel steering wheel. From here visibility is perfect. A check of the well-positioned and bright control screens displayed on the console shows the boat comes equipped with side thrusters for maneuverability and Naiad stabilizers for enhanced comfort at low speed. A large settee welcomes up to four guests to enjoy navigation in this attractive space, but the boat captain also can have privacy by shutting the pocket door that leads to the galley and the salon. Two side doors also provide direct access to the walkways.

Among the amenities we have come to expect in modern times, even on a boat, are gourmet kitchens, and the Serenity 68's galley doesn't disappoint. Centrally located on the main deck, it is spacious enough to accommodate full-size appliances, including a double-sided refrigerator with large freezer drawers (on this particular hull a Sub Zero with custom wood door panels,) helpful to stock up on supplies for long journeys. The galley is optimally located for access to the dining table in the indoor salon and the flybridge. A convenient pass through allows the chef or hostess to serve up to six dinner guests seated around the salon's oval table, while portside stairs provide direct access to the flybridge. This upper deck is ideal for outdoor dining with a spacious and comfortable L-shaped banquette facing an attractive triangular table with teak top and pearl inlay, all protected by a hardtop. An outdoor grill is also within easy reach.

YACHTS



The helm is designed for long-range cruising

The flybridge helm station duplicates the instruments and screens available in the pilothouse, including hydraulic steering, remote controls for the Maxwell anchor windlass and searchlight. Located on the after part of the flybridge, a sturdy Nautical Structure davit is designed to handle a nice-sized tender, in this case a 12' Nautica RIB. The safety railing can be removed to allow the davit to rotate fully. A sturdy ladder allows returning to the main deck where a comfortable banquette follows the rounded shape of the stern. This seating area, facing another table with teak top, is well protected from the elements by the flybridge overhang. It overlooks a rounded teak platform equipped with a swim ladder. Accessibility is optimal throughout. Teak side walkways are wide and steel-capped handrails provide a secure feeling as we move toward the Portuguese bridge. An easy-to-open door with an attractive teak cap rail swings outward to provide access to the forward deck where two sturdy vertical Maxwell 4000 windlasses are located. Our sea trial is an all-too-brief experience on an appealing trawler that begs to go the distance. It is enough to show that the hull handles waves with assurance. In a head sea, the boat reaches 8.6 knots and fuel consumption is 11 gallons per hour (less than a Hummer). In optimal conditions and with engines wide open, the boat can top 11 knots. But why rush? With this kind of comfort inside and out there is no hurry to get anywhere.



LOA: 68' 0"

LWL: 59' 0"

Beam: 18' 0"

Draft: 5' 3"

Displacement: 116,000 lbs

Fuel: 2,350 U.S. Gal.

Water: 600 U.S. Gal.

Engines: 2 x 315 bhp Caterpillar C7

or standard : 2 x 330 bhp

John Deere 6081AFM75

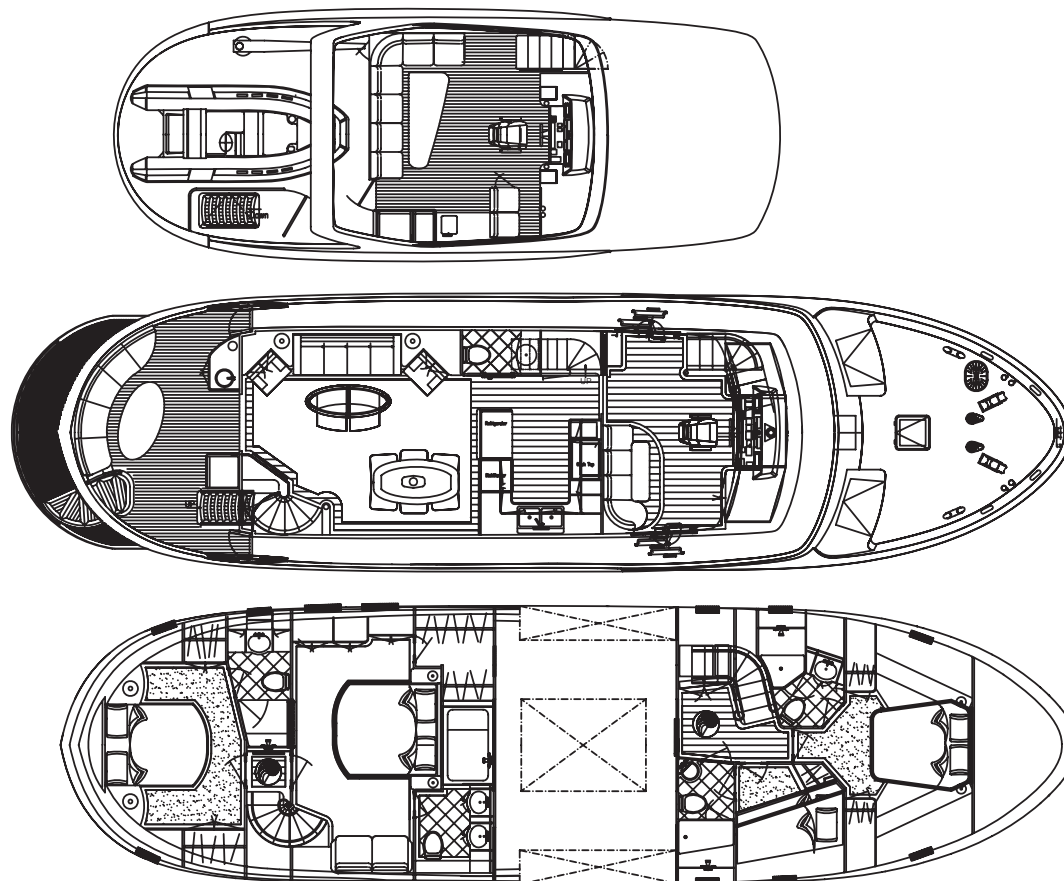
Generators: Kohler 20kW, 60Hz, 2 sets

Construction: fiberglass

Stabilizers: Naiad

Propellers: Nibral 5 blade

More information is available at cheoyleena.com



**REGAL
YACHTS**

3360

3760

4060

4080

4460

5260

A new generation,

Running ahead of the design curve and everyone else, a new generation of Regal Yachts is dramatically reshaping the future of the Express and fast closing the distance between what was and what can be.



**VOLVO
PENTA**

www.regalboats.com Regal Marine Industries, Orlando FL / 407-851-4360

widening the gap.

Conceived to perform at the very highest levels, this new generation will also provide generously and luxuriously for a richly lived life while clearly demonstrating that following no one can keep you far out in front of everyone.



REGAL
FOLLOW NO ONE

056 ON BOARD

YACHTS



NUMBER ONE

Platinum Yachts 532' *Dubai*

Story Yachts Emirates Staff Photos Platinum Yachts

Dubai is far from being a ghost town where everything has come to a screeching halt, as some articles in the western press have reported. Even if, here as everywhere else, the economic recession has caused some damage, construction sites are still

active and Dubai's economy appears to be far more resilient than that of many other countries. The Emirate, and everything that pertains to it, fuels an active rumor mill that gets most facts wrong. This applies to the 532' *Dubai*, the world largest

yacht. Ever since it took position as the leader of the Top 100 list in 2006, the yacht has been the subject of all kinds of rumors. *Yachts Emirates* magazine was invited onboard and given the opportunity to write an article, no strings attached.

YACHTS





The owner has many different areas where he can either entertain his guests or enjoy privacy



THE VESSEL IS IN many ways a perfect symbol for Dubai. Like the Emirate itself, *Dubai* was a project of enormous scale that generated a certain level of envy and like many of the grandiose projects taking shape in the Emirate, the world's largest yacht is a reflection of her owner's bold ambitions.

We considered the invitation to get onboard a huge honor that filled all of us with anticipation. Part of it, of course, was curiosity. Until recently very little information was available other than a few facts about the yacht's origins. This much was known: the yacht began as a project known as *Panhandle* contracted in Germany in 1996 by the younger brother of the Sultan of Brunei, Prince Jefri Bolkiah. The Blohm & Voss shipyard of Hamburg, in collaboration with Lürssen Yachts, began work in earnest and the project progressed until the Sultan, reacting to his brother's excessive spending, ordered that construction be stopped. The project, consisting at the time of a bare steel hull and a superstructure, was left unfinished for several years.

In 2001, Platinum Yachts, a division of Dubai World, acquired the enormous carcass and 250 containers full of spare parts that had been sent to the shipyard before work ceased. The project was renamed *Dubai*.

Although we don't presume to know what he was thinking at the time, we can't imagine that the owner's only goal was to acquire the world's largest yacht—it probably would have been easier to order a brand new project to be built at an existing shipyard. Rather, one of the goals the buyer had was to show that the small Emirate (at least in terms of size) could, in fact, build a luxurious superyacht.

The interior design is a modern mix of Middle Eastern, Asian and African influences

060 ON BOARD



The staircase's glass steps change color and stainless steel elements with gold lacquered frames make this sculptural structure a masterpiece

Dubai's visionary Ruler, in less than a decade, has molded Dubai into one of the world's most magical destinations, which is particularly amazing considering that Dubai is not the U.A.E.'s richest emirate in terms of oil reserves. In the process, HH Sheik Mohammed Bin Rashid Al Maktoum has changed the way the western world perceives the region.

By 2001 the Emirate of Dubai had already begun to generate a buzz as a serious player in the luxury sector with amazing projects such as the Burj Al Arab hotel (now an immediately recognizable symbol with its sail made of steel and glass), the Mall of the Emirates with an indoor ski slope open year-round, plus new developments that include the gigantic made-made Palm Jumeirah and Burj Dubai, soon to be the world's tallest tower at about 2,690 feet.

Still it wasn't enough and Platinum Yachts was contracted to finish *Dubai*. Incidentally since completing the project in 2005, the company has delivered *Dubai Magic* and *Dubawi* (one of the new entries in the top 100) and has finished the hull and superstructure of a 328' motoryacht built on spec and available to an owner who wants his yacht delivered in a record 24 months.

We boarded *Dubai* from a dock at Port Rashid, the Emirate's old commercial port (*Dubai* will soon move to a brand new dock on a newly built artificial island, just north of the famous Palm Jumeirah), and the first sight of the massive hull at anchor took us a bit by surprise. In spite of its 532' (162m) and 13,470 gross tons, *Dubai* has rather refined lines and her bow is truly elegant. A massive bulb is noticeable just below the water surface. It is necessary to move a bit away, however, to fully appreciate how this seven-deck "beast," the work of British designer Andrew Winch, is spectacular without being ostentatious. It took Platinum Yachts four years to finish this monster; massive, yet elegant. Fully painted in Awlgrip Snow White, she features only a few stylistic enhancements in stainless steel around her portholes and large windows. Some figures about *Dubai* are enough to induce vertigo, such as her painted surface of about 107,640 sq. feet. This alone gives some indication to the tens of thousands of hours of work that went into fairing and painting the hull.

The builder has put a great deal of thought into the traffic flow and accesses. It is possible to board the vessel through side doors, the aft deck, or through service doors. The crew (which ranges in size from a smaller group of 65 to a full staff of 115) has ample access to every deck and can reach any room without ever disrupting guests.

A huge transom area incorporates a staircase with views of the waterfall that cascades from the yacht's pool, located aft of the main deck. The striking pool features hand-made mosaics reminiscent of the marine life of the Persian Gulf. The artwork also serves as a reminder that the Emirate of Dubai has had a long relationship with the sea, deriving some of its early resources from pearl fishing and later maritime trade.

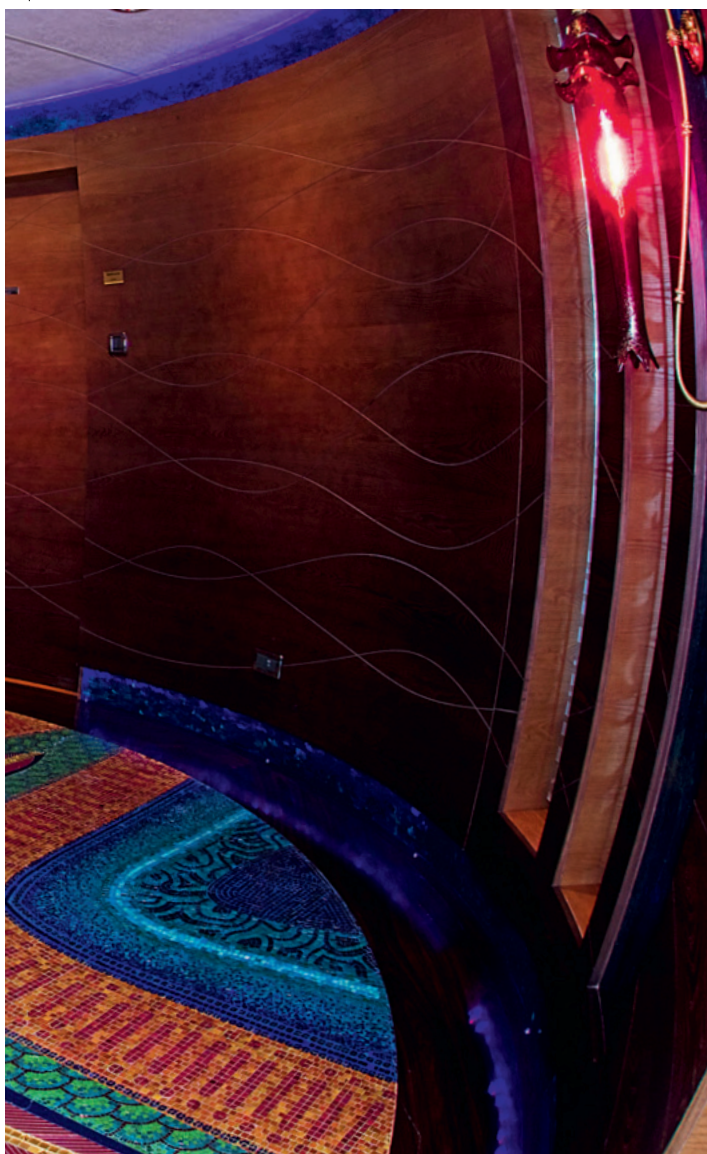
Kostis Antonopoulos-Rothschild, our guide, is Platinum Yachts' president. In spite of his young age, he has an impressive background in naval construction as of the directors of Sete Yachts, an affiliate of the Greek Latsis Group, and he has supervised the build of numerous vessels. He says the easiest part of building a vessel of this size is the manufacturing of the hull and the superstructure, which are, after all, nothing more than bent metal sheets welded together. The real challenge in completing *Dubai*, which he says was the almost exclusive responsibility of Platinum Yachts, was engineering the conception, building the yacht's technical areas and creating the interior finishes.

The team at Platinum Yachts, notwithstanding the 250 containers of spare parts they received, rethought and modified a great deal of the vessel so it would meet the expectations of its owner and deliver in terms of performance, comfort and safety. From what we understood from crewmembers, the vessel is being used more and more, further proof, if one was needed, that the result met expectations.

Each lobby features
a different design
and materials







Fine hand-made mosaics
are found almost everywhere

Each and every detail has been
meticulously organized and arranged to
create a truly breathtaking yacht

In spite of its 532' (162m) length, 72' (22m) beam and 13,470 gross tons, *Dubai* can reach a 26-knot top speed and cruises at 23 knots. Her range of 8,500 nm at 25 knots gives her the potential to cruise around the world in record time. Her power package is relatively modest considering her displacement; 9,150 tons: four MTU 20V 1163TB93 engines of 6,323 kW each connected by pairs to a MAAG gearbox that drives a shaft with controllable-pitch propeller. *Dubai's* relatively small draft (26' with 1,050 tons of fuel and 400 tons of fresh water) is an asset in the shallow waters of the Persian Gulf. A detailed description of the yacht's interior (including the various salons, dining rooms and its clinic equipped with an independent ventilation and A/C system to prevent risks of infection) would fill this entire magazine, so we will keep it brief. Aside from the lavish pool and the helicopter station (equipped with antistatic devices to prevent any risk of sparks during refueling,) which can accommodate a Sikorsky S76 or any other helicopter up to 9.5 tons, the exceptional quality of finishes is certainly worth mentioning. The style is consistent throughout but each room is decorated with a variety of noble materials most of the time in different colors. Tiles covered in gold leaf, marble, onyx, lapis lazuli and malachite have been used to produce the most impressive results. Platinum Yachts did all the work, including the woodwork, on the docks of the commercial port of Jebel Ali because at the time the company did not have any sheds. This is about to change. Within a few months, the shipyard will have ultra modern facilities at the heart of the gigantic Dubai Maritime City complex, an area dedicated to all things nautical.

The yacht is divided into distinct areas. The crew area, designed to accommodate up to 115 personnel, is close to the engine room and garage for tenders and toys. The rest of the yacht is divided into four zones organized around the yacht's monumental central staircase. The social area features various salons, including a traditional "Majilis" and dining rooms. The guest area features 50 suites; the VIP area is a vast apartment on the fifth deck, divided into three suites and a home theater—no doubt reserved for members of the owner's inner circle, and the owner's area, accessible only through a private elevator, occupies the two top decks. A private entrance also provides direct access to and from the helicopter pad.



The style is consistent
throughout the yacht but each
room is decorated with a distinct
variety of materials most of the
time in different colors

064 ON BOARD



The mosaic pool reflects the owner's love of the ocean and the maritime history of Dubai

One of the outstanding features of *Dubai* is that each space has been given a distinct personality. Another is the level of insulation; 45 decibels is the maximum noise level noted in any of the cabins. And finally, the wheelhouse (on par with the ones you'd find on a cruise ship) is very revealing of the scale of this vessel. The electronics and safety systems are such as you would expect from a yacht that meets Lloyd's +100a1 SSC Yacht (P) mono G6 IWS +LMC (UMS) and SCM Solas requirements.

The several hours spent onboard *Dubai* have proven that in spite of the enormity of this vessel with volumes more in line with a cruise ship than a pleasure yacht, *Dubai* conforms without a doubt to the highest standards of American and European shipyards. Regardless of one's personal taste in terms of interior décor, the level of finishes onboard *Dubai* is impressive. By the end of our tour, we asked Kostis Antonopoulos-Rothschild if Platinum Yachts would consider building another vessel of this size, or larger, and he replied without hesitation that they would, provided it was at the right price.

After all that is what it takes to be "Number One".

YACHTS



Fully painted in Awlgrip Snow White, the yacht features only a few stylistic enhancements in stainless steel around her portholes and large windows



Length overall: 532' (162m)

Max beam: 72' (22m)

Draft @ full Load: 16' (5m)

Displacement:

9,150 tons fully loaded

Max. speed at 100%: 26 knots

Cruising speed: 23 knots

Range @ 25 knots:

8,500 nautical miles

Fuel capacity: 1,050 tons

Fresh water capacity: 400 tons

Gross tonnage approx: 13,470

Engines: 4 x MTU

20V1163TB93 - 6323 kW

Propulsion: Dual shaft propulsion

system each with MAAG reduction

gears (twin input single output

configuration) connected to

a Controllable Pitch Propeller

Classification: Lloyd's Register

+ 100A1 SSC Yacht (P)

Mono G6 *IWS +

LMC (UMS) SCM SOLAS

compliant for less than

36 passengers

Generators: 4 x MTU 8V 396 T54,

440V 60Hz, 3 phase,

each 800bKW at 1800 rpm.

Exterior paint & color:

AwlGrip system, Snow white

Designer: Andrew Winch

Builder: Platinum Yachts Dubai

Contact: platinumpyachts.ae

THE EXCITEMENT IS GROWING



The 50th Anniversary Edition of the World's Largest Boat Show
October 29-November 2, 2009
Fort Lauderdale, Florida

See the greatest collection of super yachts, power boats, fishing boats, trawlers, cruisers and everything in between. Plus see the latest and greatest electronics, engines and more!

For all the details and to purchase advance tickets
www.showmanagement.com • (954) 764-7642



THE RETURN OF A TRUMPY CLASSIC

Springing new Leaves

Wishing Star Churchill Yacht Partners Charter Management

The name Trumpy evokes an era when well-heeled gentlemen commuted by yacht from their ocean-side estates to their Wall Street and Washington offices. John Trumpy Sr. designed his first boat in 1909 and Trumpy Yachts launched what was their last Trumpy in 1974, but the brand is sprouting new life through a collaboration with Vicem Yachts, the Turkish builder of classically-styled modern yachts inspired by some of the most cherished styles of years gone by.

Story Lisa Larsen

JOHAN TRUMPY DESCRIBES his grandfather, John Trumpy Sr., as an ambitious 23-year-old naval architect who arrived from Berlin, Germany, at the turn of the century. He began his U.S. career at the New York Shipyard in Camden, N.J. and eventually became a prolific designer at the Mathis Yacht Building Company. By the 1920s, the graceful Mathis-Trumpy line had an easily distinguishable styling with signature "T" scrollwork, plumb bow and counter stern, vertical Pullman windows and canvas awning. Trumpy solidified the company's reputation by building yachts for many prominent politicians, industrialists and financiers. Johan Trumpy lists the Duponts, Firestones, and Kimberlys among the proud owners of Trumpy yachts, "real yachtsmen, who had yachting in the family for many years." The 104' *Sequoia* Presidential Yacht, built in 1925, is perhaps the most illustrious Trumpy built in the 1920s. Designated as a National Historic Landmark, the yacht served more than nine Presidents and even hosted President Clinton. GM executive DeWitt Page owned the 1929 112' *Maemar* that featured elegantly arched topside windows. Steel and auto executive Truman Handy Newberry owned the 105' *Truant*, built in 1926 and later commissioned the 121' *Truant II*, the second largest Mathis-Trumpy build, launched in 1930. In Chicago during the 1920s, four colorful brothers built an empire manufacturing coin-operated slot and vending machines. They jointly owned the 108' *Minoco* built in 1930, which provided their escape from the fierce Chicago winters.

Just before WWII John Trumpy Sr. became president of the Mathis Yacht Building Co. and renamed the company John Trumpy & Sons Inc. His sons joined him, and the family continued to produce its signature yachts until 1974, when the company launched its last vessel, hull No. 450. After manufacturing ceased, Trumpy enthusiasts helped preserve the brand by collecting and restoring authentic Trumpys and on occasion tried to duplicate the design. "Through the years people have come to me with various projects that they wanted to build," Johan Trumpy said last winter onboard *Showtime*, a restored Trumpy that belongs to Jock West. "Nothing seemed very



©Billy Black

From top clockwise:
Vicem craftsman
and hull in early
stages of cold-molding
construction;
Johan Trumpy

satisfactory in my opinion until late last fall when Jock West came to me with the concept of building a new Trumpy, with the appearance, style and comfort of a Trumpy, built by Vicem Yachts. They build beautiful boats and are very qualified to build boats in the manner that we built boats, which is to say they fulfill the owner's desires." Jock West gave the 1967 Trumpy *Showtime*, a popular exhibit at many boat shows, a new life as a showcase for industry products. *Showtime* now also serves as the model for the new Trumpy 63, which partners in the venture hope to start building soon for a new generation of Trumpy enthusiasts. To mark continuity the next Trumpy, to be built at Vicem shipyard in Turkey, will bear hull no. 451.

The Trumpy 63 original flush deck layout features a main deck with forward wheelhouse, large saloon amidships with free-standing sofa and chairs and traditional after deck with classic built-in settee and chairs. All cabins, including crew quarters, are on the lower deck. The new Trumpy Yachts company has developed three layouts that place the galley on the main or lower deck depending on the number of cabins owners' need. Wherever possible interiors will be an exact replica of the original, right down to the hardware (to the extent it can found.) Contemporary alternatives will be available, but the builders hope that owners will choose the classic over the contemporary, including a traditional copper countertop in the U-shape galley. Designers of the next Trumpy have modified the original hull for added comfort but have tried to keep changes below the water line. The updated design has allowed slightly increasing the beam and features a deeper V-hull for better sea-keeping ability, modern plumbing, electronics and, of course, new engines. Vicem's cold-molded construction is an important innovation, says Jim Ewing, president of New Trumpy Yachts. "The process was developed with the advent of epoxies about 20 years ago and enabled builders to get all the benefits of wood hull construction without the associated negatives, primarily rot from basic exposure to moisture. The epoxy encapsulates the wood from the moisture. That's one aspect of the wood construction that Vicem is very

©Billy Black



©Billy Black

Trumpy yachts traditionally use free-standing furniture for a homey feel throughout

expert in," he says. Michael Landsberg, president of Vicem USA, adds that, "when it comes to construction we realized, after talking to Trumpy, that what we do now is an upgraded version of what they did back in the day. Now, we are actually using the same construction method but with the advantage of the new technology and advancement of chemicals."

New materials and equipment allow the Trumpy 63 to meet modern expectations while retaining the aesthetic qualities of the beloved original. Landsberg sums up the strategy. "You have to be distinctive, you have to stand out. Difficult times call for distinctive products and that's what we have." Among new high-tech units, from solar powered cruisers to high speed catamarans, the Trumpy 63 holds its own as uniquely alluring to buyers who value romance tinged with nostalgia married with technology.

LOA: 63'

Beam: 16'3"

Draft: 4'10"

Displacement: 35 tons

Fuel: 800 Gal.

Water: 320 Gal.

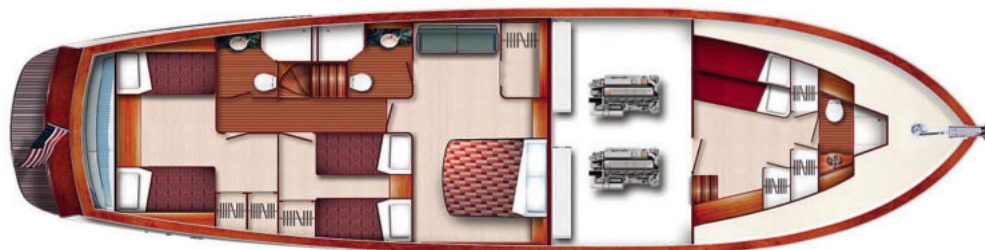
Engines: 2 x MAN D 2840 LE

Engine Power: 2 x 820 bhp @ 2300 rpm

Generator: Kohler 16 KW

Builder: Vicem Yachts

Further information available at:
Trumpy Yachts, 226 Bellevue Ave.,
Newport, RI, 02840 Tel: (401) 846-
0303 trumpyyachts.net and Vicem
Yachts USA, 133 New York Ave.,
Huntington, NY, 11743
Tel: (631) 418-2700 vicemyacht.com



YACHTS

**TOTAL STABILITY
AT ZERO SPEED AND
UNDERWAY.**



Anchoring in protected waters and cruising the open sea demands the latest in stabilization technology. That's why we engineered the most effective anti-rolling device ever made. Using gyroscopic technology, the Seakeeper™ Gyro System actively controls boat roll, for total comfort. Our proprietary internal system predicts the effect of each wave and compensates before it can be felt, eliminating the need for external fins. Efficient, quiet and virtually maintenance-free, nothing tames the sea like the Seakeeper™ Gyro.



SEAKEEPER™

WWW.SEAKEEPER.COM

I N N O V A T I V E I N T E R N A L S T A B I L I Z A T I O N T E C H N O L O G Y



TOP 100

THE WORLD'S

LARGEST YACHTS

Staff report

The melting portfolios of a few of the world's most successful entrepreneurs may have cooled what was an explosive growth in the superyacht segment. Our 2008 report listed 15 new additions to the list of the world's largest private vessels. In 2009, there are six. Still the average length of the world's largest 100 vessels has increased to 276'11" (it was 274'6"). The largest newly launched yacht in our 2009 report is the 360'10" (110m) *Dilbar* (in the 2008 report, the biggest new

launch was the 508'6" (155m) *Al Said*). Several financial publications, chief among them Forbes, track the net worth of the world's richest entrepreneurs. About one third (29 to be exact) of the known owners of the "Top 100" have appeared on both Forbes' 2008 and 2009 lists of billionaires. In 2008, their fortune was nearly \$321 billion; as of April 2009, it was \$155 billion.

The precipitous fall of metals and energy prices particularly affected Russian billionaires, many of whom

derived their fortunes from mining and steel conglomerates. Still, stock rallies in the past few weeks have helped offset losses recorded only weeks earlier. The major unanswered question is whether publicly listed assets can predict personal spending habits. Only time will tell if this recession will have a lasting impact on the owners of the world's largest vessels beyond encouraging them to retreat behind a veil of anonymity until a more favorable climate returns.

"This list does not include mini cruise ships or vessels built exclusively for charter."

YACHTS

THE WORLD'S 100



1) DUBAI (EX PANHANDLE/PLATINUM): 531'6" (162M)

Blohm & Voss/Lürssen, Germany, 2003 Platinum Yachts, Dubai, 2005

Dubai remains to date the largest yacht ever built. In 2001, the unfinished hull arrived in Dubai where the vessel was finished. See our article on *Dubai* in this issue.

2) AL SAID (EX SUNFLOWER): 508'6" (155M)

Lürssen, Germany, 2007

The 68-year-old Sultan of Oman, Bin Said Al-Said, who has ruled this independent oil producer since 1970, uses this vessel, spotted in Italy last year. Oman's economy, which is pegged to the dollar, is considered a successful model of moderate growth and diversification able to withstand the recession.



3) ABDUL AZIZ: 482'4" (147M)

Helsingør Værft, 1984, Denmark

The Royal Saudi yacht, with naval architecture by Maieform, has a top speed of 22+ knots thanks to twin 15,382 hp, 12-cylinder Pielstick engines. A 2007 refit in Montenegro updated the yacht, which was the world's largest for 20 years.



4) MAHROUSSA (EX EL HORRIYA): 478' (145.6M)

Samuda Brothers, England, 1865

The Vice King of Egypt, Isma'il Pasha, was this vessel's original owner. Substantial refits, including the 1905 replacement of the original paddlewheels, extended the hull by 56'. After the king abdicated the throne, the yacht renamed *El Horriya* became the Egyptian presidential yacht. Nowadays, ENY *Mahroussa* is in the care of the Egyptian Navy.



5) AL SALAMAH (EX MIPOS): 456' (139M)

HDW/Lürssen, Germany, 1999

Deputy Prime Minister Sultan Bin Abdul Aziz Al Saud, Crown Prince of Saudi Arabia and chairman of Saudi Arabian Airlines owns *Al Salamah*. Twin 20-cylinder MTUs developing 8,056 hp each allow this displacement yacht, designed by Terence Disdale, to reach a 21-knot top speed.



6) RISING SUN: 455' (138.4M)

Lürssen, Germany, 2004

Rising Sun is quite possibly the ultimate fractional yacht. Oracle founder and BWM Oracle Racing Syndicate leader Larry Ellison now shares ownership of the Jon Bannenberg-designed yacht with Hollywood producer David Geffen. Despite declining fortunes, both have the necessary financial credentials to own this vessel.



7) SAVARONA: 439'8" (134M)

Blohm & Voss, Germany, 1931

Only the British and Italian royal yachts were larger than *Savarona* when U.S. socialite Emily Roebling Cadwalader took delivery of her yacht. Turkish President Mustafa Kemal Atatürk then owned the vessel, which was later used by the Turkish Navy. Kahraman Sadikoglu, president of Istanbul's Tuzla Shipyard, in 1989 signed a 49-year lease with the Turkish government and financed a three-year restoration project, which included a Donald Starkey interior and installation of modern diesel-electric engines.

LARGEST YACHTS



8) AL MIRQAB: 436'5" (133M)

Kusch Yachts/Peter Schiffbau, GmbH, Germany, 2008

The Emir of Qatar, Sheik Hamad Bin Khalifa Al Thani, owns the graceful yacht, which owes her exterior styling to Tim Heywood. Qatar residents have a \$94,000-year income per capita, and despite feeling a pinch from declining oil prices, the Emir told a German magazine that he plans for the country to continue investing abroad.



9) OCTOPUS: 416'7" (127M)

Lürssen/HDW, Germany, 2003

This well-traveled yacht recently hosted billionaire fund manager and author George Soros. Paul Allen, co-founder of Microsoft, owns the Espen Oeino-designed yacht, with an interior by Seattle-based Jonathan Quinn Barnett. The yacht has hybrid diesel-electric power. Allen, who keeps busy with philanthropy and his sports franchises, also is the largest shareholder of financially troubled cable company Charter Communications, which caused him to lose some ground on the 2009 Forbes list of billionaires.



10) "A": 390' (119M)

Blohm & Voss, Germany, 2008

Phillippe Starck and Martin Francis collaborated on this strikingly innovative yacht built for 37-year-old Russian entrepreneur Andrey Melnichenko. He has kept the yacht's interior a well-guarded private domain, but the designers alluded to large loft-like spaces and innovative furnishings, some mounted on revolving platforms. "A" has a 23-knot top speed and cruising speed of 19.5 knots. The owner was one of many Russian entrepreneurs challenged by declining energy stocks but still figures on Forbes' billionaires list in 2009.

11) ISSHAM AL BAHER (EX PRINCE ABDUL AZIZ EX AL SALAMAH – EX ATLANTIS I): 377'3" (115M)

Hellenic, Greece, 1973

The late Greek shipping tycoon Stavros Niarchos, made his fortune after WWII by investing \$2 million in insurance money that grew into a supertanker empire. He ordered the yacht reputedly as a replacement for a yacht he gave as a present to King Fahd of Saudi Arabia. *Issham Al Baher* was in Greece last year, under scaffolding erected for what seems to be a major refit.



12) ATLANTIS II: 377'3" (115M)

Hellenic, Greece, 1981

Stavros Niarchos commissioned *Atlantis II* from the Hellenic shipyard (part of Thyssenkrupp Marine Systems). Twin 12-cylinder, 4,800 hp Pielstick diesel engines power the yacht, which is equipped with a retractable swimming pool. Since he died in 1996, the yacht, which remains the property of the Niarchos family, rarely moves from her berth at the entrance of Monaco's Hercule Harbor.



13) PELORUS: 377'4" (115M)

Lürssen, Germany, 2001

Yacht aficionado, soccer team owner and Russian entrepreneur Roman Abramovich bought *Pelorus* in 2003. The yacht has an exterior design by Tim Heywood and an interior by Terence Disdale, who also worked on Abramovich's yachts *Ecstasea* (No. 32) and *Sussuro*, a 160' Feadship. A single joystick controls the yacht, which is powered by twin 3,600 hp Wärtsilä engines and has a 20-knot top speed. Ownership these days is now occasionally attributed to Abramovich's ex-wife Irina.

14) LE GRAND BLEU: 370' (113M)

Bremer Vulkan, Germany, 2000

Eugene Shvidler, a friend and former business partner of Abramovich, the yacht's previous owner, owns *Le Grand Bleu*. Claus Kusch designed this front runner in the implementation of environmentally friendly technologies, which include sewage and waste water treatment plants, a water purification system and nitrogen and sulfur exhaust emission. Without these systems, the footprint of one of the world's largest expedition yachts could be quite sizeable. Shvidler's financial footprint meanwhile has gotten a bit lighter, although he still is listed on Forbes billionaire's list in 2009.

THE WORLD'S 100



15) DILBAR (EX PROJECT OPAL): 360'10" (110M) NEW

Lürssen, Germany, 2008

Dilbar echoes in some ways *Pelorus* perhaps because Tim Heywood styled both vessels. Alberto Pinto designed the interior of the yacht, which is thought to belong to metals magnate Alisher Usmanov, who also owns an Oceanco formerly named *Dilbar*. The 55-year-old Russian businessman owns "Kommersant", one of Russia's largest business publications and several social network sites, but his investments in steel producer Metalloinvest and Norilsk Nickel suffered last year.



16) LADY MOURA: 344'6" (105M)

Blohm & Voss, Germany, 1991

Saudi billionaire Nasser Al-Rashid has owned *Lady Moura*, once considered to be the most expensive yacht built, from day one. Although speedy, thanks to twin 6,858 hp diesel engines and controllable pitch propellers, the yacht seldom strays from Antibes or Monaco. Dr. Al-Rashid, of Rashid Engineering, is a Distinguished Alumnus of the University of Texas at Austin and his company has designed some of Saudi Arabia's largest structures.

17) LOALOAT AL BEHAR: 340'9" (103.85M)

Picchiotti, Italy, 1982

This was until recently the very closely guarded yacht of Oman's Emir and the largest yacht built in Italy. Since taking delivery of the new *Al Said* (No. 2,) the Emir is said to have given the yacht to Oman's Ministry of Tourism and it is being converted into a luxurious cruising yacht for wealthy tourists.



18) CHRISTINA O: 325'3" (99.5M)

First conversion: HDW Shipyard, Kiel, 1994 Viktor Lenac, Croatia, 1998

The *HMCS Stormont* served in WWII and then languished as a navy surplus vessel until Aristotle Onassis purchased the rusting vessel in 1954 for \$34,000. The \$4 million conversion initiated a popular trend, and *Christina* became a famous society venue until Onassis' death in 1975. In 1998 John Paul Papanicolaou, president of Greek company Titan Brokerage, and a group of investors purchased the yacht and undertook a three-year, \$50 million restoration that revived the vessel as *Christina O*.



19) CARINTHIA VII: 318'11" (97.2M)

Lürssen, Germany, 2002

Although *Carinthia VII*, styled by Tim Heywood, has received numerous accolades, the interior layout and design remain largely a matter of speculation. Four 9,925 hp MTU engines are said to power the yacht, and aft garage doors open to dispense a Bentley for onshore excursions. A helipad allows for discreet arrivals and departures by her owner, Austrian billionaire Heidi Horten, who inherited a retail fortune from her late husband and holds a spot on Forbes' billionaires list.



20) LIMITLESS: 315'9" (96.25M)

Lürssen, Germany, 1997

Leslie Wexner turned a single specialty store into a clothing empire called The Limited and built the *Limitless*, the largest private yacht to fly the American flag. Special features include hybrid propulsion, an F-16 joystick control, a carbon fiber retractable light mast and waterline lights that give the nighttime illusion of levitation. The Wexners are philanthropists, and in spite of a decline in retail sales Leslie Wexner still figures on Forbes list of billionaires.

LARGEST YACHTS



21) INDIAN EMPRESS (EX AL MIRQAB): 311'8" (95M)

Oceanco, Holland, 2000

Vijay Mallya, chairman of the UB Group owns this vessel formerly used by the Emir of Qatar. *Indian Empress*, which underwent a refit at Malta's Manoel Island Marina this winter, is fully equipped for business and available for charter. Acquisitions have expanded the UB Group and flagship company United Spirits (Kingfisher) but also have resulted in mounting debt, according to the financial press, prompting Mallya to explain he is looking for long-term results.

22) MAYAN QUEEN (EX PROJECT SAFARI): 306' (93.25M)

Blohm & Voss, Germany, 2008

Tim Heywood and Terence Disdale collaborated on this yacht built for 76-year-old Mexican businessman Alberto Bailleres, chairman of a leading Latin American producer of refined precious metals. While the company continues to melt metals, the CEO's fortune has also been subjected to some heat last year. However, Bailleres, who has diversified business interests figures on Forbes' list of billionaires in 2009. *Mayan Queen's* awesome underwater lights attracted attention all around the Caribbean.



24) TATOOSH: 301'10" (92M)

HDW Nobiskrug, Germany, 2000

Paul Allen purchased *Tatoosh*, designed by Kusch Yacht and Studio 8, before ordering *Octopus*. Special features include a French limestone fireplace, a six-foot-deep swimming pool and facilities to transport two helicopters. The yacht was docked in St. Petersburg, Fla., this winter only a few miles away from the Tampa stadium that hosted the Super Bowl. Allen's Seattle Seahawks, however, did not compete.



25) NAHLIN (EX LUCEAFARUL – EX LIBERTATEA): 300' (91.44M)

John Brown & Co., Scotland, 1930

Nahlin languished for years in Romania, where she briefly served as the royal yacht, before returning to the British Isles in 2000. G.L. Watson & Company, the yacht's original design firm, were hired to act as consultants on an ambitious restoration project for an unnamed British entrepreneur. Since, *Nahlin* has gone to Germany where refit work is presumably ongoing at the Blohm & Voss shipyard.



23) ATTESSA IV (EX EVERGREEN): 301'10" (92M)

Hayashikane Dockyards, Japan, 1998

Dennis Washington acquired the yacht and brought it to his Vancouver shipyard for an extensive refit. Designer Glade Johnson is working with Washington on both interior and exterior renovations, which may include a hull extension. Washington is an entrepreneur and philanthropist with controlling interest in a consortium of privately held companies collectively known as the Washington Companies. His estimated net worth has actually grown in 2009 according to Forbes.



26) DUBAWI: 297'3" (90.60M)

NEW

Platinum Yachts, Dubai, 2009

Dubai's Platinum Yachts converted a small passenger ship into this private yacht with a gigantic owner's suite on the owner's deck, eight VIP suites, 12 guest cabins, accommodations for 71 crewmembers and a dining salon for 60 guests. *Dubawi* has a 15-knot top speed and a range of 5,400 nm. The Crown Prince of Dubai, Sheikh Hamdan Bin Mohammed Al Maktoum, reportedly uses the yacht.

THE WORLD'S 100



27) NERO: 295'7" (90.10M)

Corsair Yachts at Yantai Raffles, China, 2007

The much-anticipated *Nero*, a well-guarded secret until its first appearance in the Caribbean this winter, is featured in this issue of *Yachts International* magazine.



28) ICE (EX AIR): 295'3" (90M)

Lürssen, Germany, 2005

Tim Heywood and Terence Disdale collaborated on the design of the first Lürssen yacht to be fitted with Azipod propellers. Other special features include a Eurocopter EC 135 and a swimming pool that cascades over the main saloon window. Owner Suleiman Kerimov has suffered a few set backs. After recovering from a car crash, the 43-year-old self-made billionaire sold most of his Russian assets to invest in European banks. Although declining stocks momentarily took a bite out of his fortune, he still figures on Forbes list of the world's billionaires in 2009.



29) ASEAN LADY: 289'2" (88.15M)

Yantai Raffles, China, 2004

South Africa-born Brian Chang, one of Singapore's 40 wealthiest entrepreneurs according to Forbes, founded Yantai Raffles in 1994. Last year he sold nearly 30 percent of the shipyard to China International Marine. The unique *Asean Lady* is the Chang family yacht. The vessel, based on a proa design, has a single 2,000 hp Caterpillar engine coupled to a Rolls-Royce Aquamaster azimuth drive.

30) ARCTIC P: 287'5" (87.57M)

F. Schichau Unterweser, Germany, 1969

refit: Manoel Island Dockyard, Malta, 1995

Claus Kusch reinvented the former icebreaker tug as a luxury expedition yacht with interiors by C. Kidston and A. Sassoon for Australian media magnate Kerry Packer. As of the writing of this article, the ice-class vessel, which Australian entrepreneur James Packer inherited from his father in 2005, had been docked in French Polynesia for a few months. The financial press reported that Packer's investments in publishing and gaming did not do well recently.



31) KINGDOM 5KR

(EX TRUMP PRINCESS – EX NABILA): 282'3" (86M)

Benetti, Italy, 1980

Prince Al Waleed Bin Talal Bin Abdul Aziz Al Saud (the late King Fahd's nephew) is the yacht's present owner. Past owners have included arms dealer Adnan Kashoggi and real estate mogul and reality TV star Donald Trump. Prince Al Waleed's investments into Citigroup have suffered of late but, according to an article in *Arabian Business*, the prince's diversified portfolio keeps him in good standing (with an estimated net worth of \$13 to \$17 billion.) He is reportedly awaiting delivery of a new and much larger Kingdom 5KR.



32) ECSTASEA: 282' (85.95M)

Feadship, Holland, 2004

Ecstasea is the latest known yacht to have been delivered to Roman Abramovich. Terence Disdale designed the yacht, which is equipped with a gas turbine, four MTU engines and waterjets and is said to have a 35+ -knot top speed. In spite of recent financial troubles, Abramovich is still several billions strong, according to Forbes. He is keeping his British soccer team, Chelsea, and the *Moscow Times* writes that he is carrying on with the build of his next yacht(s), kept very much alive through the blogosphere, as projects *Eclipse* and *Luna*.

33) VIBRANT CURIOSITY: 278'9" (85M)

NEW

Oceanco, Holland, 2009

Oceanco again worked with designers Nuvolari & Lenard and Azure Naval Architects. The steel-hulled vessel has twin 4,680 hp MTU engines, a cruising speed of 18.5 knots and a range of 5,000 nm. A German newspaper article identifies the owner as a European Forbes-listed billionaire, who founded a successful international manufacturing business, but the spring launch was a very discreet affair and ownership is not independently verified.

LARGEST YACHTS



34) SARAFSA: 269' (82M)

Devonport, England, 2008

Sarafsa, designed by Andrew Winch, will be one of few private yachts to emerge from the Devonport shipyard for some time as the company focuses on its commercial business. A “winter garden” dining area, an indoor/outdoor spa complex with retractable roof and two helicopter landing areas are part of this yacht’s outstanding features. Twin MTU 2,000 kW engines power *Sarafsa*, which has a 6,000 nm range at a cruising speed of 13 knots. Ownership has been attributed to the Saudi Royal family.

35) BASRAH BREEZE (EX OCEAN BREEZE – EX AL YAMAMAH – EX QADISSIYAT SADDAM): 269' (82M)

Helsingor, Germany, 1981

After months spent on the French Riviera where it failed to attract a buyer but was involved in a lawsuit, the recently renamed yacht (which was built for former Iraqi dictator Saddam Hussein) has been towed back to Iraq. A 2007 *Le Figaro* article described the yacht’s opulent interior and pointed out security features such as bullet-proof windows, a missile-launching system and a secret passage to an escape mini-submarine.



36) ALFA NERO: 269' (82M)

Oceanco, Holland, 2007

Alfa Nero, designed by Nuvolari & Lenard, has accumulated accolades. Oceanco engineers created a hydraulic system that elevates the pool floor to deck level where it becomes a helipad. Interior designer Alberto Pinto infused the interior with a hint of Art Deco. Oceanco’s Chairman Theodore Angelopoulos, a steel and shipping magnate, in 2007 hosted an event for Seakeepers in Monaco onboard *Alfa Nero*, which was identified then as his and wife Gianna’s private yacht.

37) GOLDEN ODYSSEY: 262'10" (80.15M)

Blohm & Voss, Germany, 1990

The *Golden Odyssey* returned to Blohm & Voss for maintenance before a new expedition to the Red Sea to explore the reefs of Farasan Banks. The explorer-style yacht often navigates with the U.S.-built support vessel *Golden Shadow* and the 98' sport fisherman *Golden Osprey*. The “Golden Fleet” belongs to Saudi Prince Khaled Bin Sultan Bin Abdulaziz, a keen diver and amateur oceanographer who founded the Khaled Bin Sultan Living Oceans Foundation.

38) NORGE (EX PHILANTE): 262'6" (80M)

Camper & Nicholsons, England, 1937

One of only two royal vessels left in Europe, *Norge* was the Norwegian people’s gift to their king, Haakon VII in 1948. A nationwide fundraising campaign helped acquire and refit the former escort vessel. After a 1985 fire nearly destroyed *Norge*, King Olav, then Norway’s monarch, ordered a restoration. Further refit upgraded the navigation system. *Norge* has a gross tonnage of 1,628, a maximum cruising speed of 16 knots and room for a crew of 54.



39) CONSTELLATION: 262'6" (80M)

Oceanco, Holland, 1999

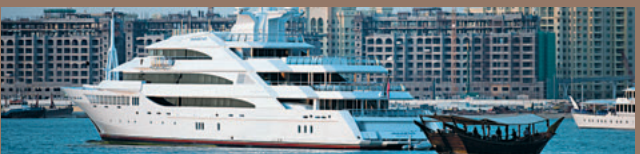
The Emirate of Qatar is home to a growing yacht fleet that includes the recently delivered *Al Mirqab* (No. 8), a shadow vessel, and two sisterships built by Oceanco. The A Group and Jean-Pierre Fantini created *Constellation*’s minimalist interior. Twin 20-cylinder 10,000 hp MTU engines and ample fuel reserves allow the yacht to cruise 5,000 nm at 20 knots.



40) STARGATE: 262'6" (80M)

Oceanco, Holland, 2001

Stargate, like sistership *Constellation*, was built for the Qatari royal family. The interior by the A Group and Camillo Costantini, is a well-guarded secret but is, according to the builder, truly spectacular. Sheikh Abdullah Bin Khalifa Al Thani is said to own the yacht.



41) AMEVI: 262'6" (80M)

Oceanco, Holland, 2006

Amevi owes her sleek silhouette to the design team of Nuvolari & Lenard, and her interior to Alberto Pinto. Twin MTU 16V 595 TE70 engines of 3,600 kW each allow the voluminous transatlantic six-deck yacht to reach a top speed of 19 knots. London-based Indian industrialist Lakshmi Mittal, president and CEO of the world’s largest steel company, ArcelorMittal, owns *Amevi*. Declining steel prices took a bite out of his vast stock fortune, but he holds on to a high ranking on Forbes’ list of billionaires in 2009.

THE WORLD'S 100 LARGEST YACHTS



42) TALITHA (EX REVELER – EX CHALENA – EX CAROLA – EX USS BEAUMONT – EX ELPETAL – EX JEZEBEL): 262'6" (80M)

Krupp, Germany, 1930

Krupp Germaniawerft built *Reveler*, a Cox & Stevens design for the chairman of Packard Automobiles. At the onset of WWII the yacht became the *USS Beaumont*. After it was decommissioned, Bath Iron Works refit the vessel for the owner of the Woolworth department store chain. Many owners kept the yacht alive through the years, but the late J. Paul Getty, who financed a major transformation, gets much of the credit for the way *Talitha G* looks today. The yacht, which is available for charter, remains in the Getty family.

43) AL DIRIYAH (EX MASSARAH – EX SERENDIPITY EX ULTIMA II – EX DANGINN): 257'10" (78.60M)

National Bulk Carriers, Japan, 1960

The late U.S. billionaire Daniel McClusty had the yacht built at the commercial shipyard he leased to construct massive tankers. The vessel has had at least five different names and owners since her launch. Currently, international investor Hussein Nuaman Soufraki is believed to own *Al Diriyah*, which has a range of 5,500 nm and a 14.5-knot cruising speed thanks to twin 1,800 hp 10-cylinder Fairbanks Morse engines.



44) PRINCESS MARIANA: 257'9" (78.59M)

Royal Denship, Denmark, 2003

Espen Oeino designed this stylish six-deck yacht with interior décor by François Zuretti. Original features include a "beach club" that doubles as a tender garage and a pool; a helipad that is also a golf driving range and a 13-seat cinema. Twin MWM Deutz engines give the transatlantic yacht an 18-knot top speed. The yacht's owner, Carlos Peralta Quintero, is Chairman and CEO of the IUSA Group, one of the largest industrial groups in Mexico and Latin America. The yacht is for sale for about \$162 million.



45) DELPHINE (EX DAUNTLESS): 257'8" (78.5M)

Great Lakes Engineering, USA, 1921

Horace Dodge never got to see his yacht and it became his widow Anna's responsibility to care for the vessel, which she did until 1967. European entrepreneur Jacques Bruynooghe in 1997 purchased *Delphine*, by then a rusty mess in a French port, and took the vessel to Belgium for a lengthy restoration. Although he received kudos for returning the yacht to life, Bruynooghe was forced to defend his reputation in court. He was vindicated this winter when the Gent Court of Appeals acquitted him and all co-defendants of breaking labor laws by employing foreign nationals as craftsmen.



46) DANNEBROG: 257'3" (78.43M)

Royal Dockyard, Denmark, 1931

HM the Queen of Denmark and family stay aboard the yacht when they travel abroad. The Royal apartments contain furniture and fittings from an 1879 paddle steamer that previously served as a Danish royal vessel. *Dannebrog*, which served as a hospital during WWII, has sailed more than 300,000 miles to date. In 1981 new engines allowed the vessel to continue sailing every summer.



47) EMINENCE: 257'3" (78.43M)

Abeking & Rasmussen, Germany, 2008

An experienced yacht owner from the U.S., Herb Chambers, initially ordered this vessel but sold it to a new owner, whose identity is not publicly known, within the last few months of construction. Raymond & Langton Design designed *Eminence* inside and out, and the A&R engineering team developed a proprietary system that allows launching and recovering an auxiliary boat while the mothership is under way. Twin 1,492 kW Caterpillar engines give the transatlantic yacht a 14-knot cruising speed.

LATITUDE: 28° 80" N, LONGITUDE: 41° 70" W

and not a worry in the world

It's not one thing we
do that sets us apart,
it's everything we do.
That's what makes us
the most trusted name
in marine electric.

Call today or visit our website for more information or to schedule an appointment

SERVICES

- New Installations
- Modifications
- Custom Computerized
& Laser Engraving
- Custom Designed Switchboards
- In-house & Dockside Service
- Repairs
- Engineering
- Electrical & Corrosion Surveys
- Fire Surveys
- Panel Production

EQUIPMENT SALES

- AC Generators
- Transformers
- Battery Charging Equipment
- Panel Meters & Gauges
- Switches
- Cathodic Protection Systems
- Converters/Inverters
- Wire/Cable/Fuses
- Shore Cords & Adapters
- Lamps & Lighting
- Overcurrent Protection



HEADQUARTERS

617 S.W. Third Avenue
Fort Lauderdale, FL 33315
Phone: 954.523.2815
Toll Free: 800.545.9273
Toll Free Fax: 800.297.8240

WEST PALM BEACH

999 West 17th Street • Unit #3
Riviera Beach, FL 33404
Phone: 561.863.7100
Fax: 561.863.7008

www.wardsmarine.com

THE WORLD'S 100

48) C²: 257'4" (78.45M)

NEW

Abeking & Rasmussen, Germany, 2008

Eminence's sistership may be the new yacht of a North American cigar aficionado who previously ran a smaller vessel. Blogs from New York to New Zealand attribute ownership to a member in good standing of the 2009 Forbes billionaires club who has listed his previous yacht for sale.

49) MAD SUMMER (EX PROJECT BERMUDA): 257'3" (78.4M)

Lürssen, Germany, 2008

NEW

Espen Oeino has given *Mad Summer* exceptional interior volume and Alberto Pinto created the decor. The yacht has a 17-knot top speed and advanced sound and vibration features. The published price for a week charter in the Med on this new vessel is \$800,000. As is typical of this type of project, the whole process was kept very quiet and the lucky owner of this baby-blue-hulled giant has not been revealed.



50) MONTKAJ: 255'10" (78M)

Amels, Holland, 1995

Saudi Prince Mohammed, son of the late King Fahd, owns *Montkaj*, one of the world's most secretive yachts. No one has ever published pictures of the interior, but at night *Montkaj*, lit from her masthead to below the waterline, offers quite a show. The Terence Disdale-designed interior centers on a spectacular staircase. State-of-the-art electronics include fingertip-maneuvering controls at the helm and impressive entertainment capabilities.



51) LONE RANGER (EX SIMSON S): 255' (77.7M)

Schichau-Unterwesser AG, Germany, 1973 Manoel Island Dockyard, Malta, 1995

Simson S once was one of the world's largest icebreaker tugs. In 1994 Claus Kusch supervised its conversion from workboat to luxury expedition yacht for French yachtsman Jack Setton. Sold to a North American owner, Progressive Insurance CEO Peter Lewis, the yacht was renamed *Lone Ranger* and refit in Miami in 1997 in preparation for a circumnavigation. The vessel was recently donated to to serve as an oceanic explorer for a non-profit organization.



52) TUEQ: 254'6" (77.6M)

Van der Giessen, Holland, 2002

De Voogt designed the yacht and SETE Yacht (now PrivatSea) managed the project's various subcontractors, but it was a commercial shipyard that built the vessel, which probably helped *Tueq* escape scrutiny when it was launched. Twin Wärtsilä diesels propel the yacht with very little noise and vibration, and three MAN generators provide enough power to run a small town. *Tueq* is said to be Saudi Prince Salman Bin Abdul Aziz's private yacht.

53) PAG-ASA

(EX ANG PANGULO – EX LAPU LAPU): 253'9" (77.35M)

Ishikawajima-Harima, Japan, 1959

Philippines President Gloria Arroyo marked the yacht's 50th anniversary earlier this year by renaming the presidential yacht *Pag-Asa* (Hope). Filipino naval engineers designed the hull, which was built in Japan (who gave the vessel to the Philippines as a compensation for damages during WWII). Relief and rescue missions are part of the vessel's official duties.

54) SAMAR (EX LANA): 252'8" (77M)

Devonport, England, 2005

An occasional charter yacht, *Samar*, designed by Laurent Giles, features a helipad. Carry-along toys also include a 33' Chris Craft and a Mini Cooper Cabriolet. The yacht's diesel-electric propulsion system produces a 16-knot top speed. The owner is believed to be Kuwaiti businessman Kutayba Alghanim on Forbes' 2009 billionaires list.

55) LADY SARYA

(EX LA BELLE SIMONE – EX SARAH): 250'6" (76.37M)

Cantiere Navale Apuania, Italy, 1972

Rinaldo Gastaldi designed this distinctive yacht in 1972 for American construction magnate William Levitt. A refit by Van Der Giessen in 1974 lengthened the original hull by 36'. Twin 2,237 kW MTU diesel engines give her a 21-knot top speed. *Lady Sarya*'s current owner is believed to be Sheikh Ahmed Zaki Yamani, a long-time oil minister for Saudi Arabia and OPEC.

56) OCEAN VICTORY: 248'6" (75.75M)

NEW

Feadship (De Vries), Holland, 2008

The Makkum yard built this classic Feadship, now one of the largest yachts to be launched by the Dutch builder. Among the onboard amenities are a heated contra-flow swimming pool, a 12-seat cinema, a beach platform and an LED system that bathes the decks in the colors of the rainbow. Alberto Pinto and Laura Sessa designed the interior for a Russian owner.

LARGEST YACHTS



57) ANASTASIA : 247' (75.3M)

Oceanco, Holland, 2008

Sam Sorgiovanni designed the stunning *Anastasia* for an active Russian family. A large garage accommodates water toys, including two custom 31' Vikal Sport tenders, a limo tender and four PCWs. The yacht's swim platform incorporates a drop-down section for easy water access. Vladimir Potanin, on Forbes list of the world's billionaires, is thought to own the vessel. He has important stakes in Russia's largest mining company.



60) ILONA IV: 241'8" (73.7M)

Amels, Holland, 2004

Ilona is a well-traveled yacht, with helicopter pad and refueling facilities, that belongs to Australian Frank Lowy. Twin 2,500 hp Caterpillars allow *Ilona* to cruise the world's oceans at 16 knots. Lowy, chairman of the Westfield Group, made his fortune by building shopping malls after immigrating to Australia with nothing but a suitcase in the early 1950s.



61) SIREN: 241' (73.45M)

Nobiskrug, Germany, 2008

Newcruise designed this modern yacht with transoceanic capability. *Siren* has a 17.5-knot top speed thanks to twin MTUs producing 4,520 bhp. The elegant yacht, seen around the Caribbean this past winter, has a touch-and-go helipad, modern uncluttered staterooms for 12 guests, a beach club and side doors to launch water toys.

62) SALEM: 241'6" (73.6M)

NV Scheepswerf, Holland, 1963 refit: Devonport, England, 1998

This former weather ship became a luxury yacht in 1998. The Devonport shipyard replaced engines, generators and air conditioners and installed stabilizers. A single 3,996 hp MAN B & W Alpha Diesel engine allows *Salem* to cruise at 14 knots. The classic exterior belies a contemporary interior with space for 48 guests and 43 crewmembers. Her owner is from the Middle East.



63) SILVER: 241' (73.45M)

Hanseatic Marine, Australia, 2007

Espen Oeino designed this slender and swift yacht, the world's longest aluminum motoryacht. An aircraft-style interior and a 540-ton displacement allow twin MTU 4000 16V diesels to propel *Silver* to 25 knots. Lightweight, minimal and modern interiors feature six staterooms. *Silver* is available for charter from the Indian Ocean to the South Pacific.



58) LEANDER : 246' (75M)

Kusch Yachts / Peene-Werft, Germany, 1993

Leander is a charter yacht with great range (8,000 nm). The yacht carries no fewer than six tenders plus toys and accommodates charter helicopters. Twin 12-cylinder Deutz engines give *Leander* a 15-knot cruising speed. Yacht owner Commodore Sir Donald Gosling had significant entrepreneurial success with National Car Parks, a private car park venture he co-founded in 1948 and sold to U.S.-based Cendant in 1998.



59) ENIGMA (EX KATANA - EX ECO): 245'5" (74.5M)

Blohm & Voss, Germany, 1991

Eco was built for a Mexican media magnate, and her current owner, although media shy, also derives revenues from a family-owned media company, which includes "The Daily Telegraph". Aidan Barclay is said to own this vessel, which previously belonged to Larry Ellison, and was designed by Martin Francis. Twin Deutz MWM engines and a GE gas turbine power the yacht to a 30-knot maximum speed. The yacht's range is 4,000 nm at 18 knots.

THE WORLD'S 100

64) LAUREL: 240' (73.15M)

Delta, USA, 2006

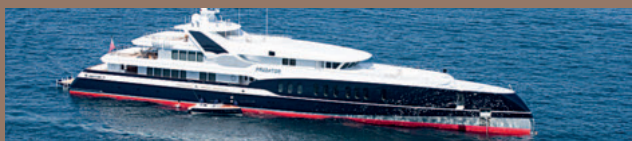
Laurel, designed by Donald Starkey, currently is the largest yacht built in the U.S. since the 1930s. Dakota Creek Industries built the vessel's steel hull and Delta built the superstructure primarily of carbon fiber. The yacht, equipped for energy and environmental efficiency, meets requirements of the International Convention for the Prevention of Pollution from Ships (MARPOL). The North American owners' fortune stems from mining.



65) GIANT: 239'5" (73M)

IHC Holland, 1973

This former Class One icebreaker built for the former Soviet Union was converted for Rene Herzog, a man with a passion for the ocean and faraway destinations. The red-hulled *Giant* became a well liked and easily recognizable charter yacht until a few months ago when a Russian national acquired the vessel and withdrew it from the charter market.



66) PREDATOR: 238'11" (72.8M)

Feadship, Holland, 2008

Predator's radical reverse bow, engineered by De Voogt, represents a departure from the traditional Feadship look. A very fine entry, weight-saving design, 12' deep draft and four MTU diesels coupled to custom-built gearboxes and propellers allow *Predator* to reach 28+ knots. Bannenberg Designs created the modern interior. The owner of this unique vessel is said to belong to a little-known Russian copper tycoon, named Iskander Makhmudov and ranked on Forbes' 2009 billionaires list.



67) QUEEN K (EX QUEEN M): 238'2" (72.6M)

Lürssen, Germany, 2004

Espen Oeino and Donald Starkey originally designed the yacht. When the vessel changed hands a few years ago, the new owner, believed to be Russian metals magnate Oleg Deripaska (who Forbes identified as Russia's richest man in 2008,) had a glass-enclosed room added aft of the top deck and had the hull re-painted grey for a new distinctive look. With a range of about 5,000 nm at 12 knots, *Queen K* is well equipped to travel the world's oceans.



68) CORAL ISLAND: 238' (72.5M)

Lürssen, Germany, 1994

Coral Island is a Jon Bannenberg design built in 1994 with a spectacular central stairway, an expandable swim platform, a sundeck that serves as a private beach and an outdoor salon on every level. Interior photos have never been seen. Powered by twin 16-cylinder 1,877 hp Caterpillar engines, the yacht can reach a maximum cruising speed of 17.4 knots. Ownership is attributed to Al Sheik Al Modhassan, a Saudi whose name, curiously, only comes up in connection with the ownership of this yacht and previously the yacht *Pelorus*.



69) KOGO: 236'3" (72M)

Alstom Leroux Naval, France, 2005

Tim Heywood designed *Kogo*, which features an ice-breaking hull, zero speed stabilizers, a dynamic positioning system and Azipod drives. *Kogo's* owner, Mansour Ojjeh, is a French-Saudi billionaire, whose business interests include the McLaren Formula One team and the yacht is a fixture at the Monaco Grand Prix. Extensive nautical and diving equipment add to the yacht's attraction as a charter vessel.



70) UTOPIA: 234'11" (71.6M)

Feadship, Holland, 2004

De Voogt naval architects, designers Redman Whiteley Dixon and Michael McQuiston collaborated on the design of this yacht, which features an elegant sky-lounge fireplace and a double-sided staircase with leather handrails by Bentley craftsmen. The helicopter deck can handle a Bell 427, and the yacht's crane can launch a submarine. Bill Miller, Chairman of Legg Mason Capital, is a well-known fund manager whose amazing winning streak came to a halt in 2007, although a market rally during the first quarter of 2009 is seen as an encouraging development for this Forbes-ranked billionaire.

LARGEST YACHTS



71) HAIDA G (EX ROSENKAVALIER – EX SARINA – EX USS ARGUSS – EX HAIDA): 233’ (71.1M)

Krupp, Germany, 1929

Haida G served in the U.S. Navy during WWII. Built to last, and notwithstanding several refits that might have extended her original hull (the Cox & Stevens archives at the Mystic Seaport Museum list *Haida* as a 217’8” vessel) the yacht still has its original twin Krupp diesel engines. Current ownership is attributed to Germany’s Grohe family (as in Grohe faucets,) although the yacht has been for sale for some time.



72) THE ONE (EX CARINTHIA VI): 232’11” (71M)

Lürssen, Germany, 1973

This yacht endures as the late Jon Bannenberg’s most famous creation, built initially for German billionaire Helmut Horten. His widow Heidi inherited the yacht and sold it when she took delivery of *Carinthia VII*. The yacht’s current owner, Francesco Gaetano Caltagirone, made his fortune in cement, real estate and the media.



73) SKAT: 231’10” (70.7M)

Lürssen, Germany, 2002

Espen Oeino designed this once controversial yacht. *Skat* has twin 2,682 hp MTU gas turbine engines allowing it to reach a top speed of 17 knots. The yacht’s owner, Hungarian-born Charles Simonyi, recruited and managed the team that developed Microsoft’s Word and Excel programs. Respected as an active philanthropist, the 60-year-old computer whiz recently returned from his second space trip, a fascinating but expensive destination. He is not listed on Forbes list of billionaires this year.



74) BOADICEA: 231’5” (70.5M)

Amels, Holland, 1999

TV production king Reg Grundy named his yacht *Boadicea* after the queen of the Iceni Celts. Her statue, near London’s House of Parliament, is replicated on *Boadicea*’s funnel. Other unique features on this Terence Disdale-designed yacht include a state-of-the-art 14-seat cinema and a removable lawn for live-aboard dogs. The yacht has been for sale.



75) SAINT NICOLAS: 230’3” (70.2M)

Lürssen, Germany, 2007

Saint Nicolas owes her contemporary styling to Espen Oeino and classic interiors to François Zuretti. Ownership of this six-deck vessel has been attributed to Vassily Anisimov, who made his fortune in metals. His daughter Anna is a high-profile member of the wealthy Russian expat community in the United States.



76) MARTHA ANN: 230’3” (70.2M)

Lürssen, Germany, 2007

Martha Ann’s blue hull easily distinguishes her from sisterships *Saint Nicolas* and the slightly smaller *Apoise*. This exceptionally voluminous yacht features spectacular woodwork done by Dubai-based Greenline Interiors, which perhaps had something to do with the yacht’s North American owner’s original line of business—carpentry. A glass elevator links the yacht’s six decks, which include a 1,400 square-foot master suite and a 4,000-gallon pool with swim-up bar.

online **YACHTS**
INTERNATIONAL
www.yachtinternational.com

THE WORLD'S 100



77) REVERIE: 229'8" (70M)

Benetti, Italy, 2000

John Munford designed this seven-decker with quarters for 32 crewmembers that cater to 12 charter guests. Children's cabins, a bistro with teppanyaki bar, a themed restaurant with pizza and a full conference room are part of the onboard amenities. American billionaire Peter Sperling owns the yacht. He and his father John Sperling started the University of Phoenix, the largest private university system for working adults, which is growing still.



78) AMADEUS (EX CARAVELLE – EX ONE EAGLE – EX KOMET) : 229'7" (69.9M)

Neve Jadewerft GmbH, Germany, 1969 refit: Jade Yachts, Taiwan, 2006

LVMH Chairman and CEO Bernard Arnault owns *Amadeus*, a converted research vessel-turned-luxurious-cruiser designed by Raymond Lengton (exterior), Vripack (naval architecture) and François Zuretti (interior). Arnault also acquired Princess Yachts of the U.K. and the Van Lent shipyard last year. Although luxury goods have suffered in the past year, Arnault still ranks in the top 20 of Forbes' list of billionaires in 2009.



79) NOMAD (EX FLORIDIAN – EX AUSSIE RULES): 228' (69.5M)

Oceanfast, Australia, 2002

Built for golf great Greg Norman, this well-known vessel became *Floridian*, the private yacht of American billionaire Wayne Huizenga until he sold the yacht in 2007 for an undisclosed price. The asking price was \$70 million. After an extended stay at a European yard, the yacht has resurfaced as *Nomad*, available for charter and for sale again for \$61.5 million.

80) ATTESSA (EX AVIVA): 225' (68.58M)

Feadship, Holland, 1998

A fire in 2001 led to an extensive refit, including hull extension, which took place at owner Dennis Washington's Vancouver Shipyards. Montana businessman Dennis Washington is currently actively working on the refit of *Atessa IV* (No. 23).

81) LADY ANNE: 224'8" (68.50M)

Amels, Holland, 2005

Jerome Fisher, the co-founder and Chairman Emeritus of Nine West, his wife Anne, an architect, and Walter Franchini collaborated on the design of *Lady Anne*, whose decor was inspired by the Ocean liners of the early 20th century. Twin CAT 3516B engines power *Lady Anne*, which has a 17.5-knot top speed and a 5,500 nm range at 15.5 knots. The Fishers recently gave \$50 million to support a new biomedical research facility at the University of Pennsylvania, Jerome Fisher's alma mater.



82) KISMET: 223'11" (68M)

Lürssen, Germany, 2007

Twin 1,500 kW Caterpillar 3512B diesel engines give *Kismet* a 16-knot top speed. The distinctive yacht, styled by Espen Oeino, has exquisite Art Deco-inspired interiors with a touch of the Orient created by Raymond Langton Design. *Kismet* sports a distinctive Awlgrip metallic blue paint inspired by the BMW's 7 series, which supports the theory that the yacht's owner, a Midwest resident, is involved with the automotive industry.



83) AVIVA III: 223'11" (68M)

Abeking & Rasmussen, Germany, 2007

Aviva III is easy to recognize thanks to her almost vertical bow. The yacht went to Abu Dhabi for the inaugural Yacht Show this winter. The owner is said to be U.K.-born entrepreneur Joseph Lewis. Although his investments in Bear Sterns did not fare so well, he is holding onto a spot on Forbes list of billionaires in 2009, thanks to a diversified asset portfolio.

LARGEST YACHTS

84) ALWAEELI: 223'11" (68M)

CRN, Italy, 1990

The Dutch shipyard Amels recently completed an extensive refit. Previously, the Emir of Bahrain, the yacht's present owner, had the yacht extended to 223'. *Alwaeli* can accommodate 24 guests in five VIP cabins, six twins and an owner's suite. It has a 6,000 nm range with a maximum speed of 19.5 knots.

85) ARCHIMEDES: 222'3" (67.75M)

Feadship, Holland, 2008

When the Dutch Royal Van Lent shipyard launched the vessel, festive red, white and blue balloons and an American flag provided a clue to the the owner's country of residence. Still very little is known about this discreet yacht, which owes its classic lines to John Munford. Twin Caterpillar 3516B DI-TA diesels provide a maximum speed of 16 knots.



86) WHITE CLOUD (EX NEW HORIZON): 221' (67.35M)

Feadship, Holland, 1983

Jon Bannenberg and Luigi Sturchio designed the vessel for Bram (Abraham) van Leeuwen, Prince De Lignac. In 2005, the yacht's new owner had the hull extended from its original 197' at Peterswerft in Germany. Recently, ownership has been attributed to cellular guru Craig McCaw, *Tatoosh*'s original owner. *White Cloud* has twin 3,000 hp MTU 12V 1163 TB62 engines and a range of 4,250 nm at 15 knots.



87) ALLURE: 219'10" (67M)

Bender Shipbuilding/Shadow Marine, USA, 2007

Shadow Marine used a salvaged steel hull to build a virtually indestructible multi-purpose vessel that can accompany the mothership but also be a yacht in its own right with staterooms, sky lounge, game room, cinema and a 28-foot swimming pool. Other amenities include a helipad, a garage and plenty of room for, sailboats, a race boat and all-terrain vehicles.

88) APOISE: 219'10" (67M)

Lürssen, Germany, 2005

Apoise shares many similarities with her sisterships *Saint Nicolas* and *Martha Ann*, such as a large upper-deck pool with integrated bar and an elegant round glass elevator linking all six decks, a top speed of 16 knots and a range of 5,000 nm. The yacht's owner is said to be David Ritchie, one of three brothers who established Ritchie Brothers Auctioneers in British Columbia in the 1950s. The company, which conducts public and internet-based auctions of industrial equipment, has done very well in the current recession.



89) SIRAN : 219'10" (67M)

Feadship, Holland, 1992

In 2005 a new owner decided to have the yacht, originally designed by Jon Bannenberg, lengthened. Tim Heywood, a Bannenberg alumnus, was able to preserve the yacht's elegance when redesigning her profile. *Siran* emerged from the shed at De Vries in 2007 with an additional deck, an improved aft deck seating area and a new LOA of 220'. A U.S. resident of Lebanese descent reputedly owns the secretive yacht.



90) ANNA: 219'10" (67M)

Feadship, Holland, 2007

Anna has kept a very low profile despite extended cruising. Michael Leach Design gave the yacht her beautiful exterior profile and interior decor. Twin CAT 3516B diesels power the yacht, which has a 17-knot top speed. Among the yacht's special features are a slide-out bathing platform and a helicopter landing pad with refueling capability. The yacht accommodates a crew of 18.

91) GOLDEN SHADOW: 218'10' (66.75M)

Marco Yachts/Campbell Shipyard, USA, 1995

Golden Shadow was designed as a high seas motoryacht and a support vessel for Prince Khaled's fleet. Available for oceanographic expeditions and charter, the vessel includes a decompression chamber and extensive diving equipment.

THE WORLD'S 100 LARGEST YACHTS



92) 777: 218'8" (66.7M)

Nobiskrug, Germany, 2006

This project was designed for the yacht enthusiast who also ordered the slightly larger hull 778, now known as *Siren*. Newcruise created a sleek and modern yacht with large entertaining areas, a cinema, a beach area that transforms into a gym/spa when the transom is open and a six-person Jacuzzi. The current owner is said to be Alexander Abramov, a 50-year-old Russian billionaire who derives his fortune from the steel and mining industries.

93) AMAZON EXPRESS (EX KISUCA – EX AMAZON EXPRESS EX CRUSTAMAR – EX ALBACORA): 217'9" (66.40M)

CN Officine Meccaniche, Italy, 1966 refit: Horten Verft, Norway, 1984

This vessel was an early conversion. Espen Oeino is credited for the yacht's current look, which belies a modern and comfortable interior with such amenities as a sauna and cinema. Jean Pigozzi, heir of a French auto empire, celebrity photographer and African art collector is said to be the owner.



94) ONA (EX DILBAR): 216'6" (66M)

Oceanco, Holland, 2005

After taking delivery of his new yacht, the larger *Dilbar* (No. 15) the owner renamed his previous vessel *Ona*. The hull and superstructure were built in Germany before final outfitting in Holland. Alberto Pinto designed the yacht's interior. Twin 3,017hp Deutz SBV 12M628 diesels help *Ona* reach a top speed of 16.5 knots.

95) CALLISTO: 215' (65.5M)

Feadship, Holland, 2006

Callisto features a Terence Disdale interior with oak paneling, custom carpeting and polished marble floors. The yacht cruises at 12 knots and has a top speed of 16 knots thanks to twin CAT 3515B engines. A large toy chest features four tenders, including a high-speed 28' Vaudrey Miller custom tender and a customized 28' Chris Craft Corsair. Despite the yacht's high-charter profile, *Callisto*'s owners have kept theirs quite low.



96) YAAKUN (EX AL MENWAR): 214' (65.25M)

Cantieri Navali Nicolini, Italy, 1987

The yacht originally built for the Emir of Qatar remained under Middle East ownership until July 2006 when it was sold to a Spanish family and began a life of adventure as *YaaKun*, spending two years circumnavigating the globe. Back at the dock and after a refit, *YaaKun* is now for sale.

97) ASTARTE II (EX KATALINA): 213'11" (65.20M)

Blohm & Voss, Germany, 1987

Astarte II, which has been owned for many years by Greek shipping magnate Philip Embiricos, is usually berthed in Athens at Marina Flisvos. She is available for charter and cruises extensively throughout the Greek islands.

98) AMBROSIA III: 213'3" (65M)

Benetti, Italy, 2006

Ambrosia III has diesel-electric Azipod propulsion, anchorless dynamic positioning, infrared navigation and a state-of-the-art security system with 30 cameras, anti-pirating and anti-terrorism devices. Stefano Natucci and the Benetti team worked together on the yacht's styling, while François Zuretti created an interior inspired by the classic cruise liner *Normandie*. In March *Ambrosia III* appeared at the inaugural Abu Dhabi Yacht Show, and it seems that owner Hong Kong businessman Ambros Young may be selling his yacht.

99) WEDGE TOO: 213'4" (65M)

Feadship, Holland, 2002

French designer Philippe Starck may have had a moment of hesitation prior to launching into his first venture in megayacht design, but he says the elegant wife of financier Issam Michael Fares convinced him to forge ahead. Wood-framed wrap-around windows give *Wedge Too* a truly unique look. Fares, chairman of the Wedge Group, is an active philanthropist, self-made international financier and a former deputy prime minister of Lebanon.

100) MAIN: 213'4" (65M)

Codecasa Cantieri Navali, Italy, 2008

Main's stealth, militaristic profile belies a comfortable interior created in collaboration with owner Giorgio Armani and his designer Giancarlo Piretti. *Main* accommodates 14 guests for extended cruises, which its generous range of 6,000 nm at 14 knots certainly makes possible. Armani has licensed his name for a hotel chain, and the Armani Hotel Dubai is slated to open in the fall inside the world's largest tower.

**When you travel. When you are far from a newsstand.
When you need an escape at the office.
When you want more than you thought a magazine could offer....**



online YACHTS **INTERNATIONAL**

Read Yachts International online!

For complimentary access to the online edition,
please visit our website:

www.yachtsmagazine.com

**Experience enhanced features such as videos, photo slideshows
and web links to the best of the yachting industry.**

088 ON THE COVER



YACHTS

CLASSIC LINEAGE, MODERN NOBILITY

Corsair Yachts' *Nero*

We first saw *Nero* in St. Maarten, where news of the 295' yacht's stern-to arrival through the precariously narrow bridge into Simpson Bay Lagoon had drawn hundreds to the water's edge. The maneuver, a first in Simpson Bay, was executed to perfection.

We would have expected no less from a yacht meticulously planned for years and built with utmost care as a modern classic. **Story** Lisa Larsen **Photos** Neil Taylor and Buggy Gedlek

YACHTS



THE YACHT'S 31' VINTAGE-STYLE cabin cruiser, one of three custom tenders, brought us to our rendezvous with *Nero* and designer Neil Taylor, principal of Corsair Yachts Limited. From a distance the gleaming black hull stretching from clipper bow to counter stern and the sweep of the toerail, visually balanced between masts, provide the illusion the yacht is in motion even in stillness. A classic yellow stack tops a white superstructure designed with a modern architectural symmetry.

Taylor, a successful British entrepreneur, hails from a family with extensive boating experience and is a yachtsman himself. He ran a beloved 1967 Benetti for 10 years and likes classic yachts, but when he decided to launch a new venture in yacht building he opted to create a modern classic adapted to today's mechanical and comfort requirements rather than to retrofit an existing vessel. He named the company Corsair Yachts, after the vessels owned by the American Morgan banking dynasty. "The *Corsair IV*, which was the last one and was a bit bigger with a length of 350' was probably the strongest influence," says Taylor as he gives us a personal tour of *Nero*. J.P Morgan's yacht launched at the Bath Iron Works shipyard in Maine in 1930. Taylor says he's also borrowed ideas from the model of a never-built boat designed in the 1890s, which he spotted at an auction. Classic references notwithstanding, his aim was to create a fairly recognizable modern yacht format with retro styling to achieve a delicate balance of design and function in a stunning envelope. "Andre Hoek does these very nice classic-styled sailing yachts, absolutely modern, under the skin state-of-the-art sailing yachts but in a very nice 1920s style. And I thought no one has done that with a motor-yacht and it would be nice to do an absolutely state-of-the-art motoryacht but in a classic skin," says Taylor. He did the design and styling himself after perfecting his skills in AutoCAD. Preliminary sketches began in the 1990s and by 2002 he started looking for a site to build Corsair Yachts' first project.

The more formal main deck level, designed for larger functions, has the biggest dining table but a deliberately intimate saloon



Nero's layout is similar to many modern yachts. The engine room, lower deck guest accommodations, main deck owner's suite and guest areas, sky lounge and sundeck are where you'd expect them to be on most modern vessels. If the styling and design refer back to the 1920s, it is in a suggestively appealing way; *Nero* is not as a literal interpretation of any one past or current vessel. Still the yacht evinces a classic grandeur. The vast sun deck has the flair of a classic promenade deck with its teak lounge chairs, skylight, stack and "snug"—a seating area sheltered from the elements. Errol Flynn's yacht *Zaca*, a schooner built in 1929, was the source of inspiration for the handcrafted Burmese teak skylight with integrated sofas that graces the deck.

The yacht's classic shear line, most acute at the bow, required a few architectural accommodations that are most apparent in the yacht's observation lounge one deck below. Complex planning helped mitigate the sloping of the boat that otherwise would be quite noticeable. Here, a tiered floor ensures that guests standing anywhere in the lounge can naturally enjoy the view through the surround of windows. A sofa perched on the uppermost tier rises more than three feet so guests can take in the full panorama and rotates 180 degrees to face a sectional grouping and video screen. At the touch of a button window shades plunge the space into absolute darkness while a movie screen lowers in front of one of two working gas fireplaces on *Nero*. The AMX integrated system controllers, which access everything from DVDs to security cameras, include a steward button in the event of confusion.

An interior corridor with limed oak paneling and walnut sole leads to a grand staircase that would be right at home on the steamship *Niagara*, whose Edwardian grand staircase was a design inspiration for this extraordinary swirl of precision marquetry. It was perhaps the most complex piece of woodwork to create, Taylor says, particularly at the top end where the pattern goes into a steep curve. Despite its complexity, it took expert woodworkers just two attempts to perfect it. The staircase's landing is in front of the library, a room inspired by the Lapis Lounge on Aristotle Onassis' yacht *Christina*. *Nero's* oval library with cozy fireplace is a lovely place to curl up with one of many leather bound volumes.

The cabinets that line the formal dining room have sculpted spaces that protect a myriad of accoutrements from the 696 piece dining set





Neil Taylor emphasized simplicity in the décor of the master compartments where he selected primary colors and designed the unadorned yet elegant headboard to avoid over decorating

The nearby main saloon, a well-orchestrated ensemble of golden tones against black carpeting, is more formal than the observation lounge but its décor retains a nautical flair. Glass-encased models of the *Soleil Royale* and the *Sovereign of the Seas*, French and English flagships that would have battled each other in the 1600s, help remind guests they are on a ship rather than a floating hotel. The main aft deck is immense and conducive to formal and playful gatherings. The dining table seats 22 people, but furnishings are expandable to accommodate up to 48 guests. Clear the furniture and the deck becomes a lively dancing area. Numerous speakers, well hidden from sight, can bring disco to a professional intensity.

Although many guests opt for outdoor dining, Taylor decided to include a formal dining room for 12 guests. It was more than an afterthought and a great amount of research and details went into creating the room. The simple elegance of the dinnerware onboard the famous ships of the White Star Line inspired the yacht's 696-piece gold and white dining set, one of two sets. Tiny oil lamps—gold plated for the main deck and silver plated for the more casual boat deck above—were custom made in London. "At night the table is lit by a row of little oil chamber lights with silk shades. That's very much the 1920s sort of feel," says Taylor, whose looked at every detail. He says that one of the greatest challenges in designing a yacht is to avoid the temptation to "over-gild the lily."

Forward of the dining room, a lobby with transfixing joinery leads to the owner's split-level apartment, which includes a spacious bedroom, his and hers full bathrooms with heated floors and mirrors, a central dressing room with full-length wardrobes and vanity, and an auxiliary closet for storage during charters. Adjacent is the private study with cozy dining area, a soothing retreat from guests and crew where you can walk around "without bothering to put your dressing gown on." The décor is elegantly simple with ash paneling, chosen for its golden warm glow.

One deck level below are the guest accommodations, meticulously designed for the most discriminating passengers. Two palatial suites, located at either end of the corridor for privacy, are beautifully appointed with king bedrooms, separate sitting rooms and his and hers bathrooms with shower and bath. JVS, a noise and vibration consulting company from Holland, made sure that the stateroom's state-of-the-art entertainment system is unobtrusive. A demonstration proves that music played at "disco volume" in one suite is inaudible behind the closed doors of the opposite stateroom. A stateroom, located aft, can divide to form two suites. Two similarly matched twins complete the accommodations for a total of 10 guests, in addition to the owner's party.

Great care and planning is also evident in the yacht's service areas. Discreet passageways provide quick access from the galley, mess and crew quarters for 22 to guest areas. An elevator links the galley to the pantries located on each deck level. Nero's chef has at his disposal top-of-the-line equipment from Miele and Electrolux, including a walk-in refrigerator, a combination steam/convection oven with turbo fan and an ice cream machine. "It's a very dangerous room," quips Taylor, "They've got all sorts of goodies they can whip up in here; you can get fat instantly." Supplies come from the yacht's dry good stores, walk-in fridges and freezers and separate cold storage room are all easily accessible despite the tapered hull, which restricts the space, especially on the tank level. Software such as CATIA and Rhino allowed engineers to make the most out of the available space during the design phase.

Highly skilled technicians and craftsmen from around the world collabo-

The inviting oval library features one of two working gas fireplaces



Vajoliroja

HOOKED ON CLASSICS

Many historic yachts are afloat today thanks to the efforts of a passionate few. Sadly, salvaging these classic vessels grows more cost-prohibitive as time goes by. The alternative is to start from scratch, build a modern version based on a classic profile. While purists may be skeptical, some builders appear to have succeeded.

On September 24, 1853, Cornelius Vanderbilt embarks on the U.S.-built 270' steamship *North Star* for a well-documented 15,000-mile four-month cruise. American motor yachting is born. From then on financiers, industrialists and politicians make yacht ownership a status symbol, underwriting a magnificent boon in yacht technology and construction that historians refer to as the "Golden Age." Many of the famous yachts from the era feature a narrow hull, clipper bow, canvas deck awnings, double masts, and a single stack, and graceful lines that still inspire today's yachtsmen. The Proteksan Turquoise shipyard refit the classic *Haida G* in 2004. The owners and shipyard received praise for the stylistic authenticity of their two-year restoration of the 1929 vessel. The 247' *Reveler* launched in 1930 cruises today as the Getty family yacht *Talitha*. In 1999 Camper & Nicholson's Shipyard refit the 122' *Atlantide*, launched as *Caleta* in 1930; Ken Freivokh Design elegantly updated the interior and exterior design without compromising its old world charm. The dramatic history of the 407' *Savarona*, built in 1931 for the American heiress Emily Cadwalader, includes a brief period as the presidential yacht of Mustafa Kemal Atatürk, the founder of modern Turkey.

All of these legendary yachts inspired in part three modern versions of classics: Corsair Yachts' 296' *Nero*, Burger Boat Company's 144' *Sycara* and Proteksan Turquoise's 156' *Vajoliroja* (EX *Anatolia*). Our discussion with their builders reveals some of the complexity of constructing a modern classic. *Vajoliroja* was launched as *Anatolia* at the Proteksan Turquoise shipyard in 2001. Tanju Kalaycioglu designed the yacht as a "mini *Savarona*," featuring Edwardian interiors by Redman Whitely. Mehmet Karabeyoglu of Proteksan Turquoise explains that the original owner, a Turkish antiques and art collector, had a Proteksan-built Edwardian-style commuter yacht to navigate the Bosphorous. Passionate about the history of *Savarona*, which has special meaning to Turkey, he enthusiastically endorsed a scaled-down version of the iconic vessel. The yacht's classic tri-deck layout emphasizes outdoor spaces, which guests seem to prefer in the Mediterranean climate. The narrow clipper bow slices through the waves with sound stability. High bulwarks on the sizable foredeck conceal tenders and PWCs. The traditionally low profile provides a lower center of gravity and the shipyard used aluminum and composite materials to reduce overall weight. The beam of *Anatolia* is wider than that of an authentic 1920s classic ship in order to accommodate machinery requirements and improve stability. "Here the challenge is to fair the mid-section beam into a very fine bow and counter stern," Karabeyoglu says. "The limited space to save height behind the deck heads is a challenge for plumbing, ducting and cabling." *Atlantide* inspired in part Burger Boat Company's *Sycara*. Ken Freivokh worked on *Atlantide*'s refit to create *Sycara*'s interior

094 ON THE COVER

and added his signature to a few exterior details. Bruce King designed the new hull by modifying original drawings to meet increased displacement and headroom requirements. Authentic architectural elements were redesigned in a modern context. For example, *Sycara* is entirely built of the aluminum alloy Alustar (a first in the U.S.) and the vessel features a funnel and mast built in composite materials; the promenade deck opens aft to reveal a hydraulic passerelle; and the bowsprit is retractable. Overall, a classic architectural empathy is evident in the teak-clad pilothouse, the canvas awnings fore and aft, circular hatches, hand-carved trailboards, skylight and bowsprit. *Sycara*, now nearly complete, will be reviewed in a later issue of *Yachts International*. Before Neil Taylor decided to design *Nero* to be “a modern version of the classic yacht,” he extensively researched available classic hulls for sale. “It’s very hard to retrofit the old classics,” Taylor says. “One of the problems is there isn’t anything left to restore of the old boats that is financially viable... and the old vessels don’t have the space required to accommodate new engines.” He also cited limited in-between deck space as a challenge to run wire and pipelines. The reduced area of the tapered bow and low profile of the 1920s naval architecture leaves no room for errors. Taylor says, “We fully three-dimensionally designed the boat in all aspects before we even thought about starting because if we had a conflict we just wouldn’t be able to get the pipes to pass.” As a result, *Nero* is a bit wider at the beam and slightly taller than a period vessel. To retain the transom’s historic integrity the boarding/swim platform was moved to the side. Modern tender systems that include side cranes for launching are cleverly concealed amidships. *Vajoliroja*, *Sycara* and *Nero* successfully evoke the character of the “Golden Age” of yachting, but accommodating the space and weight requirements of modern systems preclude builders from creating exact replicas. Or do they? Ross MacTaggart is an architectural designer, preservationist and author of two volumes on classic steam and motor yachts who laments more isn’t done to preserve authenticity. “It seems tragic to me that there are buyers who truly seek a new build classic but are unable – no matter the expense – to truly fulfill this dream simply because the required eye and expertise do not exist,” he says. MacTaggart believes that building an exact replica is compatible with the installation of modern systems. “The best way to insure that the lines and proportions of the classic-styled new build are correct would be to work from original pre-1940s blueprints. For example, the drawings by the legendary and brilliant yacht designer G. W. Watson are available. As well, most maritime museums have extraordinary designs/blueprints that can be purchased.” He adds, “I don’t blame naval architects, I know of no naval architect trained in the proportions and details required to truly recreate the lines and aesthetic of a pre-1930s steam or motor yacht. Thus, when a buyer desires a new build along classic lines, they get a jarring combination of classic and modern,” he says. The question of whether or not it is possible to build an authentic classic yacht with modern equipment and systems remains unresolved. Thus far, no builder has made the claim of having built a replica. However, the designers and builders of *Nero*, *Vajoliroja* and *Sycara* have successfully crafted seductive interpretations of a bygone era. Moreover, for most of us, but the purists, the illusion they create is perfectly fine.

Please visit the following websites for additional information: burgessyachts.com, neroyacht.com, proteksan-tourquoise.com, burgerboat.com Ross MacTaggart: TheGoldenCentury.com

rated to build *Nero* at Yantai Raffles Yard in China. “We looked at the European yards, Brazil, New Zealand, Australia, and the only place that we found that had the enthusiasm and the facilities to do what we wanted to do was China,” Taylor says. Corsair Yachts and Yantai Raffles signed an agreement that allowed the builder to rent the shipyard’s space and contract its labor force to install fittings. Next, Corsair Yachts assembled a team of 30 experts with references from yards such as Oceanfast, Benetti and Lürssen. The build proceeded in great secrecy until *Nero*’s first public appearance a few months ago.

The builders selected systems and equipment known for their quality in western shipyards. U.K.-based ANT Group designed all electrical systems, from generators to bridge instruments. French company HEM Hydro Electrique provided the water maker, which produces 21,140 gallons a day to meet the needs of 12 passengers and 22 crew, fill the fore-deck pool with 7,975 gallons and allow frequent wash downs. Huge air handlers ensure that 60 to 70 percent of the air that circulates in the cabins is fresh at all times. Naiad stabilizer fins combined with a deep draft keep the yacht pleasantly stable. Caterpillar engines deliver a maximum speed of 17 knots and a 12.5-knot economic cruising speed that consumes about 100 gallons of fuel per hour.

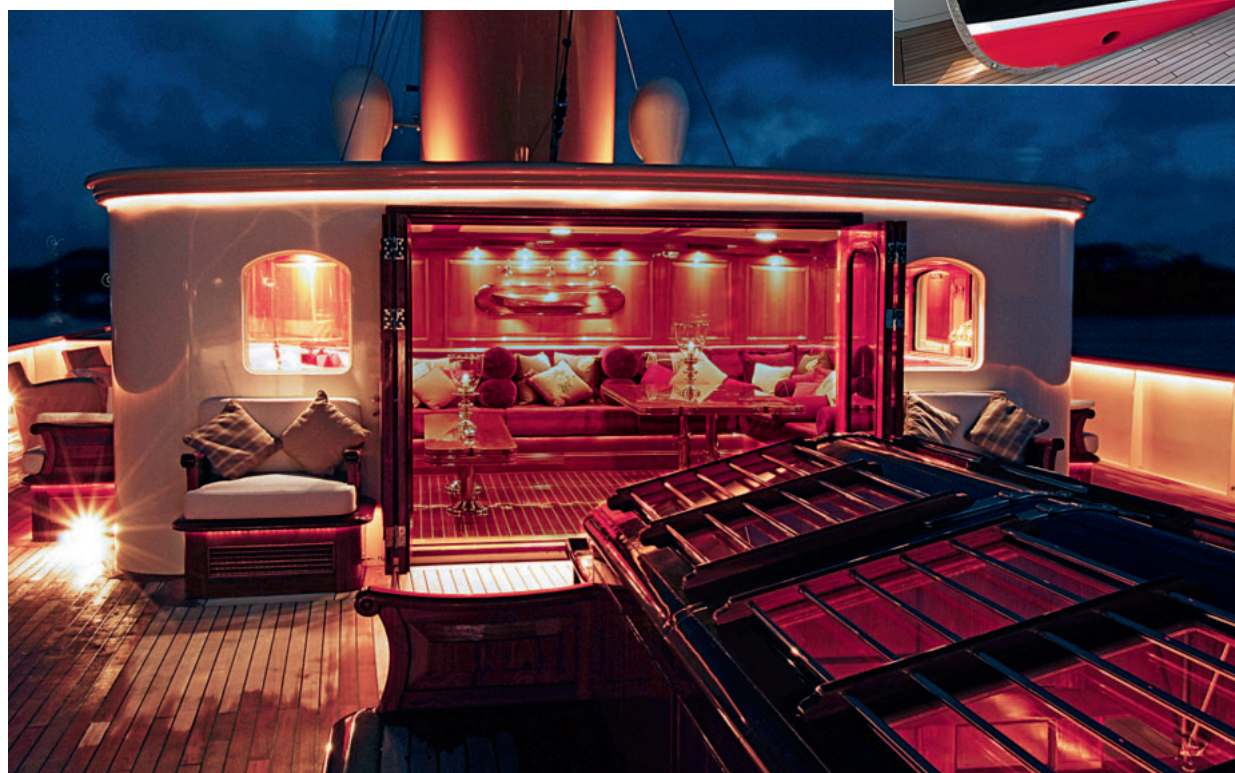
The yacht’s classic transom did not allow building a conventional aft boarding platform; instead designers devised a side door, which opens to form an 18’ x 6’ terrace over the water. Three custom tenders, including the 31’ classic cabin cruiser and two custom RIBs with a variety of speed and amenities, give guests many options to get to shore in style.

Taylor remarked a few years ago that a plethora of yachts, all similar in style, increasingly choked popular Mediterranean ports. He designed *Nero* to not only stand out from a crowd of big white boats but to be a comfortable base of operation in offshore moorings after long passages at sea. Wherever *Nero* drops anchor from Sardinia to St. Maarten, bystanders are sure to take notice.

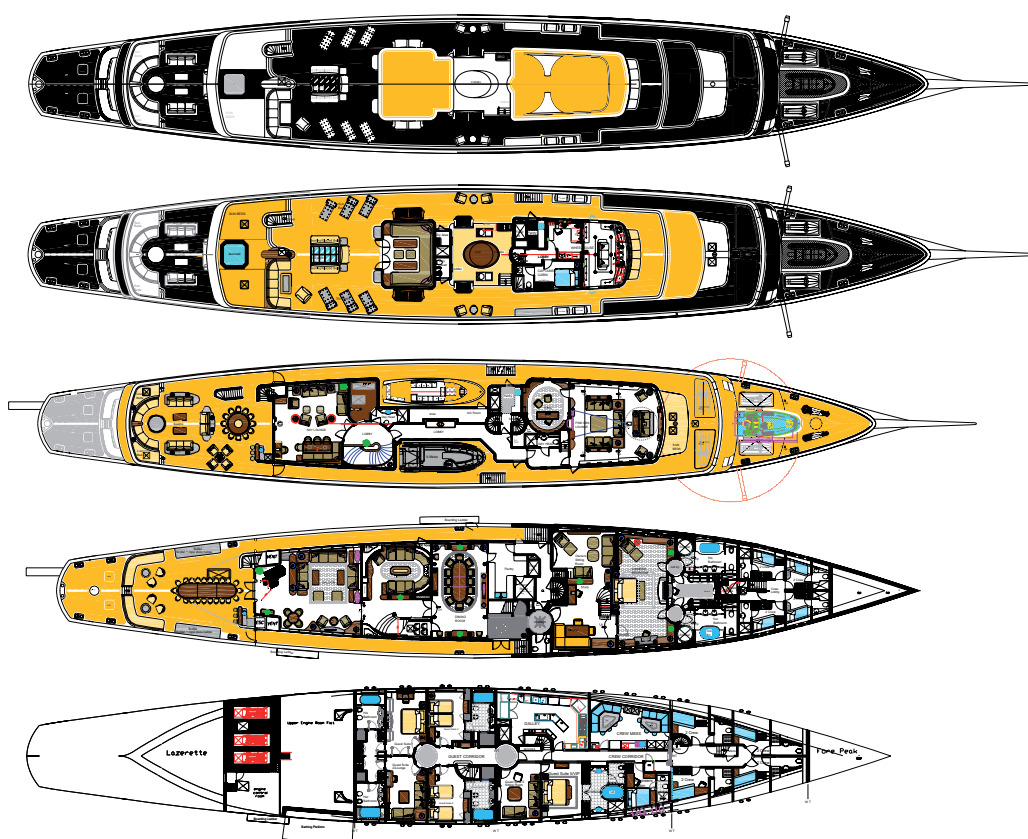
See video footage of *Nero* online only **online YACHTS**
www.yachtmagazine.com

The showpiece of the skylounge on the casual boat deck, considered “the living area”, is the rare Burmese teak skylight





A specialist hand-picked each teak plank in order to perfect decks and structures



LOA: 295'6"
Beam: 39'4"
Draft: 16'
Displacement: 1,956.6 Tons
Fuel capacity: 46,508 Gal.
Water: 8,966.5 Gal.
Range at cruising speed: 4,559 nm

Engines: 2 x 1740 kW (2333 hp)
 MAK/Caterpillar 9M20
Maximum speed:
 approx. 17 knots
Cruising speed:
 approx. 12.5 knots
Propellers: Scana Volda
 controllible pitch 4 blade
Stabilizers: Naiad 4 fin

Anchor windless capstans:
 Thomas Reid & Sons
Hydraulic bow thruster:
 Brunvol 200 hp controllible pitch prop
Generators: 2 x Caterpillar
 3412, 1 x Caterpillar 3408
Water makers: 2 x HEM France
Air conditioning: Novenco
Ships monitoring system:
 Bjorg/Molland
AV entertainment computer/WiFi/CCTV: ANT Group UK
AV control: AMX

Noise/vibration consultants: JVS
Construction: steel hull,
 aluminum superstructure
Accommodation owner/guests: 12
Accommodation crew: 22
Classification: Lloyds +100A1
 Motor Yacht SSC Mono G6
 LMC UMS, full MCA

Design and exterior styling:
 Neil Taylor
Interior design: Neil Taylor
Naval architects:
 IMT Marine Consultants Ltd.
Builder: Corsair Yachts, China
Year: 2008

Contact: Burgess, Le Panorama,
 57 Rue Grimaldi, MC 98000, Monaco,
 Tel : + 377 97 97 81 21
 email : monaco@burgessyachts.com
 or visit burgessyachts.com, neroyacht.com

096 ON BOARD



YACHTS

ACHIEVING PERFECT BALANCE

Silver Cloud

When Alexander Dreyfoos decided to test his next boat he went to one of the world's windiest, nastiest, most dangerous navigation areas—the North Sea. He took the helm of the unusual-looking vessel he was testing and did something captains rarely do in such rough conditions: he stopped the boat. He then left the helm to check on his wife, who is prone to seasickness. When he found her calmly knitting he knew his search for the perfect vessel was over. Three and a half years later he invited us to see his new yacht, *Silver Cloud*, on much calmer waters in Palm Beach, Florida.

Story Liz Pasch Photos Shaw McCutcheon

YACHTS

098 ON BOARD



YACHTS



Aft of the main deck an outdoor dining table is shaded by the helideck above; glass doors open onto the astonishingly wide main saloon, which incorporates two seating areas and two spacious dining tables

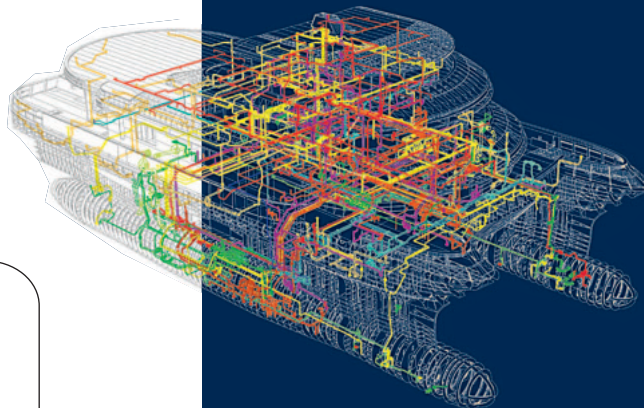


SILVER CLOUD IS A SWATH YACHT, a design that incorporates two submerged submarine-like tubes connected by narrow struts to the yacht structure, which is above the waterline. Until now the design had been used primarily on commercial vessels. The SWATH, or Small Waterplane Area Twin Hulls, has its roots in the late 1800s. When Captain Lundborg, a Swedish retired naval officer, observed whales and other fish swimming below the surface of the water, he noticed how little effort they made to reach their amazing speed and deduced that submerging an object just a few feet underwater greatly diminishes resistance found at the surface. Captain Lundborg applied the principle to the first semi-submerged single-hulled concept, which he patented in 1880. In 1968 a Dutch shipyard launched the first waterplane area twin hull vessel, which eventually led to the current SWATH design used for oil exploration, ferries, military, pilot boats and a 429' cruise ship built in 1992.

Silver Cloud is German superyacht builder Abeking and Rasmussen's first SWATH yacht, but *Silver Cloud*'s owner says being the first to cruise the world onboard a SWATH yacht was far from being his objective when he ordered the vessel. What drove his quest was his wife Renate's tendency to get seasick, which limited their ability to explore the world's oceans. "Most of our cruising was on inland waterways, rivers, harbors, and where there is little rough water," Dreyfoos says. "We would fly to meet the boat and let the captain take the boat across the rough parts. We initially thought that bigger would be better in terms of stability." The couple moved up in size from a Burger to a Feadship but found their larger monohull still produced excessive motion. At that point Dreyfoos focused his search on finding a design that would truly resist wave motion. "Anytime I saw a new style of boat in a magazine with a different type of technology I looked into it," says Dreyfoos, who was committed to find a boat that would minimize his wife's seasickness. The MIT and Harvard graduate who holds 10 patents explored options ranging from catamarans, trimarans and jet boats to wave-piercing high speed ferries. He finally heard about the SWATH design and took a year to learn more about the technology.

"This is really a very simple concept," says Dreyfoos. "If you're a scuba diver you know that when you're on the surface it can be rough; you only have to go a couple of feet under the water and you don't feel what's happening on the surface. This boat has two submarine hulls that are 11 feet in diameter. They hold the engines, generators, watermakers, compressors, air systems, sewage control and so forth, and are connected by very thin struts to the boats," he says. Only a minimal area—the struts—is at the waterline, which effectively diminishes the upward forces waves normally exercise. Four stabilizers, two forward and two aft, further increase comfort.





SWATH BY THE NUMBERS

All conventional displacement hulls are subject in varying degrees to the upward and downward motion of waves. At the heart of the SWATH design is the observation that waves only exist on the surface of the water and that below the surface the water is calmer. Therefore, waves do not affect a vessel designed with its displacement permanently below the surface. To take advantage of the calmer waters below, builders—Abeking & Rasmussen among them—have developed the unusual-looking SWATH. A&R is the first shipyard to have built a SWATH yacht. Their design places the vessel's entire superstructure above the water on top of a platform, which thin struts connect to a pair of submarine torpedo-shaped hulls. The struts are slender to minimize their exposure to waves. The design is similar in some ways to that of a car chassis, with two struts located on each side, a bit like wheels on a car. On the 134'6" *Silver Cloud* the "torpedoes" are 11'6" (3.50m) in diameter and run about 3'7" (1.1m) below the surface. A 6'10"-air gap between the water surface and the superstructure prevents cresting waves from making contact with the underside of the bridge deck. After extensive testing, A&R engineers determined that the most effective design allocated 80 percent of displacement to the torpedoes (40 percent each) and divided the remaining 20 percent of displacement between the four struts. The struts then contribute only in small part to the vessel's buoyancy; engineers installed ballast tanks inside the underwater torpedo-like hulls to help manage overall weight distribution. Also housed within the torpedoes are the fuel tanks and two 1,100 hp C32 Caterpillar engines, which provide the yacht with a top speed in excess of 14 knots. The vessel has a range of 3,900 nm. *Silver Cloud* features a Costa propulsion bulb, connected to the vessel's rudders in the axis of the propeller shaft, to help economize on power and fuel. A&R Engineers calculated that *Silver Cloud*'s Costa propulsion bulb adds about 0.5 knots to the cruising speed and increases the vessel's range by about 400 nm. Active fins fitted forward and aft on each hull act a bit as suspension does on a car. Using an advanced electronic control system, the fins help "fine-tune" the vessel's response to waves. According to A&R, fin stabilizers fitted to conventional ships and yachts are effective in suppressing rolling but do little to prevent pitching, slamming and heaving, which the SWATH does very well. The build contract went as far as specifying the vessel's maximum acceptable vertical acceleration. During sea trials in a head sea with waves topping 6', *Silver Cloud* recorded a vertical acceleration of 0.035g rms and roll angles as low as 1.2 degrees rms ("g" equals the force of gravity and "rms" represents the statistical average.) According to A&R, these numbers are almost never achieved in ships with a hull shorter than 328'. In comparison, the vertical acceleration in cargo ships is limited to a maximum of 0.15 g rms and the NATO naval vessels require a maximum of 0.2g rms. By the time A&R delivered its first seagoing SWATH yacht in 2008, it had already built 10 commercial SWATH ships, including seven patrol vessels. The German shipyard celebrated its 100th anniversary in 2007 and has built more than 6,400 vessels since its first, an unnamed 15' workboat. One of its most recent yachts is an elegant conventional twin-screw yacht that has taken its place this year on the list of the world's 100 largest yachts.

For more information, visit abeking.com

The master stateroom has great views and all overnight accommodations are quiet since the engines are located in the torpedoes below water

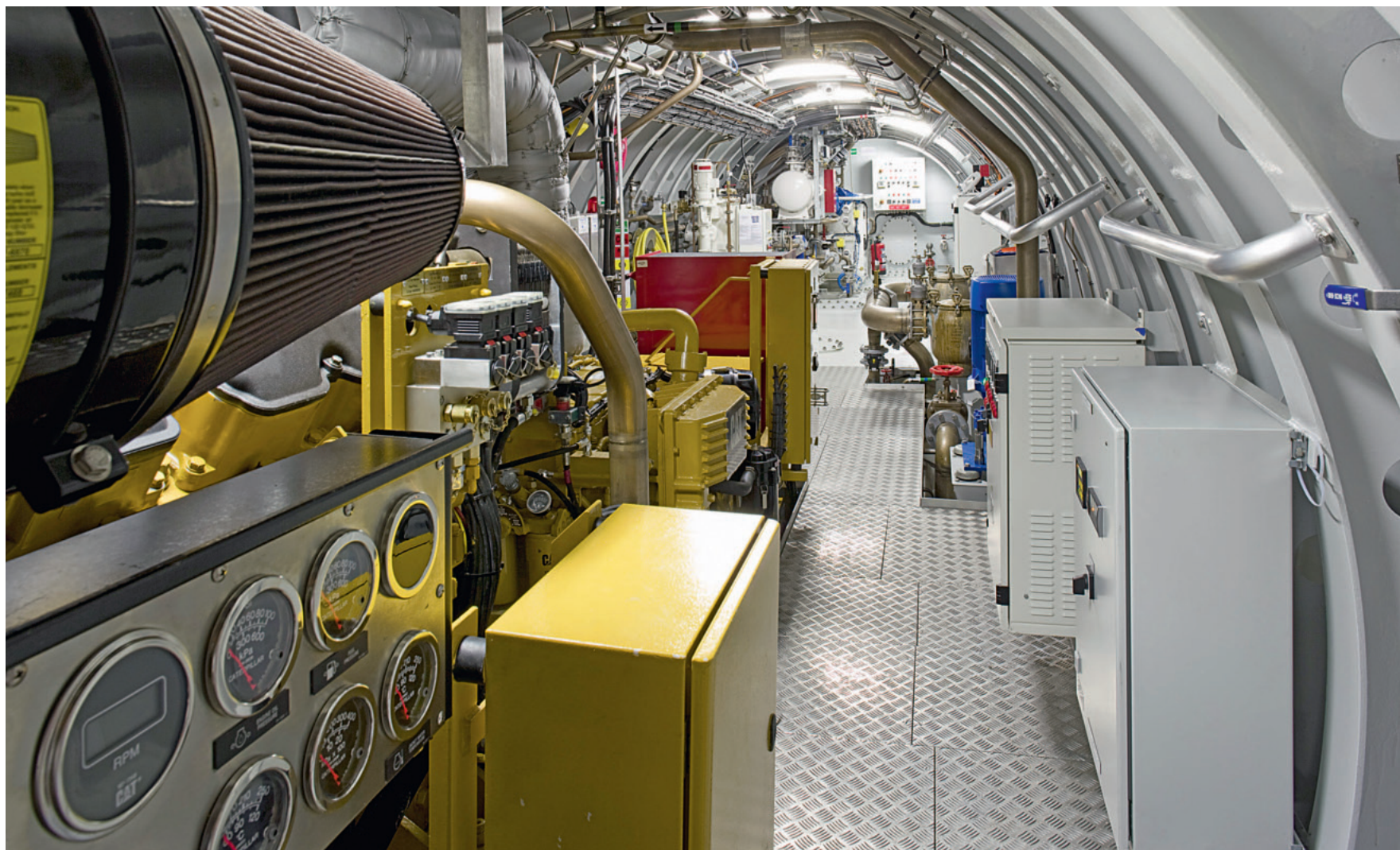
Dreyfoos found that motion reduction while underway is just one of the many advantages to the SWATH design. He is used to flying his own plane to islands he wants to explore, many with limited airfields. "From December to March the wind blows pretty hard so it's very difficult to fly into those places. People who don't know better will make the trip once but when they do they say never again because the landing and takeoff is so scary," he says. The SWATH is an attractive vehicle for island hopping; even at zero speed it is very stable and makes being at anchor comfortable. It is also quiet. Motors and generators are located in the submarine hulls so mechanical noise is removed from the yacht's living areas. Access to the subs through a narrow vertical tube is confined but sufficient. Once at the bottom of the tube some four feet under water, the 11-foot diameter of the submarine affords plenty of space for maintenance and repair. Above the water line the yacht's enormous living spaces boast full windows instead of traditional portholes. Light streams in from all directions. The full-beam salon is twice the width of traditional yachts. Here multiple conversation, dining and entertainment areas comfortably coexist. The area also serves as a gallery for Dreyfoos' photography. He knows a thing or two about the technology behind the pretty pictures. In 1963 he formed Photo Electronics Corporation, a manufacturer of digital color photographic processing equipment that received an Oscar in 1970 from the Academy of Motion Picture Arts and Sciences for video color applications developed for the film industry.

Dreyfoos also likes the arrangement for the tender garage, located in the middle of the yacht at the lowest position between the hulls. The garage door swings down from its horizontal position allowing the tenders to be lowered down into the water, about 3.5 feet below. "The beauty of this arrangement between hulls and the garage door actually going into the water is that it provides a protected harbor," he says. A detachable stairway and platform portside allows loading guests into the tender.

Dreyfoos has yet to find any significant cons with the SWATH design but admits his shakedown cruise to Florida from Germany by way of Gibraltar, the Canary Islands and the Virgin Islands required both he and the crew to acquire new habits. "The major issue on boats of this type is balancing weight very carefully," he says. When a gallon of fuel is used, it needs to be replaced with an equivalent amount of water to compensate. The yacht's two HEM watermakers, which produce 3,600 gallons per day, help achieve this goal. Balancing weight on the transatlantic cruise helped improve the yacht's performance dramatically and allowed using significantly less fuel than anticipated.

Dreyfoos and his crew will have more opportunities for fine-tuning on the circumnavigation they have planned for the next few years. They hope to spend New Year's Eve in Sydney but are trying not to structure the trip too much. "I see most things from the point of view of 'would it make an interesting picture'," Dreyfoos says. This may be the kind of open mindedness that allowed him to recognize the potential a commercial boat in the North Sea had to become the ideal yacht on which to travel the world. ■

102 | ON BOARD





LOA: 134'5"
LWL: 121'
Beam: 48'5"
Draft: 13'6"

Engines: 2 x 1,100 hp
 CAT C32 820 kW
Gearbox: ZF Type 3310
Propellers: 2 x 6 bladed
 fixed pitch Schaffran
Shafts: Schaffran
Generators: CAT 2 x 160KW,
 1x 69 KW

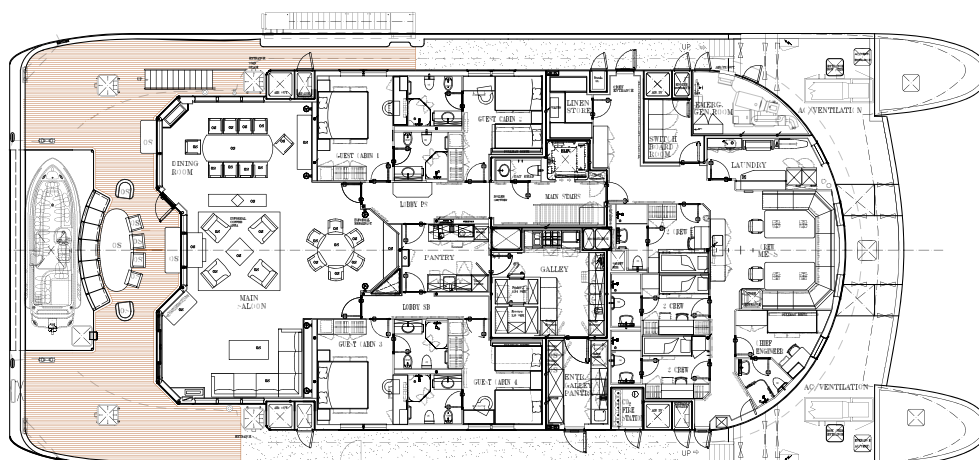
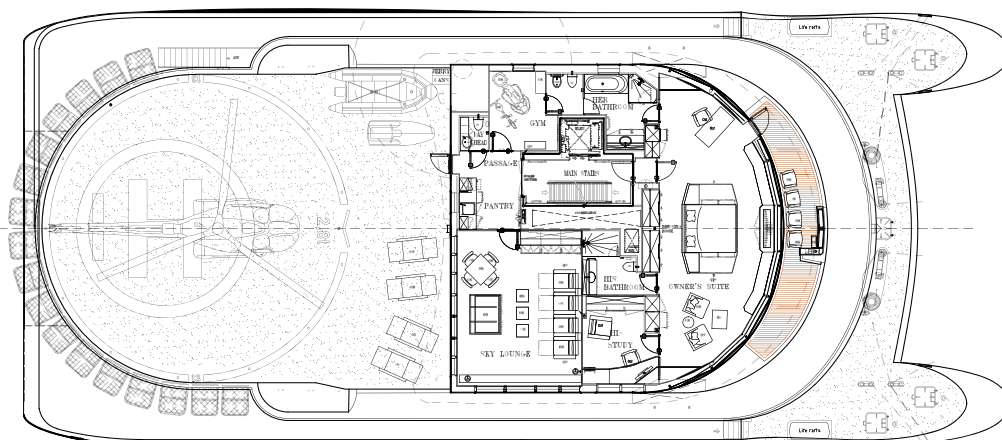
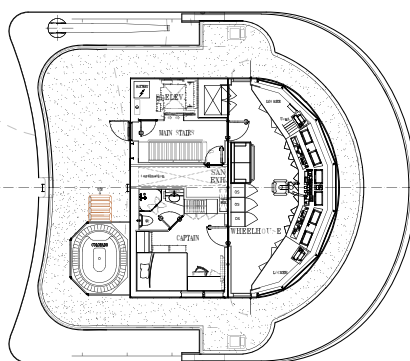
Maximum speed: 14 knots
Cruising speed: 10 knots
Range: 3,500 nm@10 knots
Fuel capacity: 19,300 Gal.
Water capacity: 15,900 Gal.
Water makers:
 HEM 2 x 3,600 Gal/day

Radar: (2x) Raytheon
Autopilot: Raytheon Anschutz Nauti-Pilot
Depth sounder: Elac
 EL 1500 dual frequency
Gyro compass: Anschutz
 Digital Standard 20
SSB: Sailor
Sat Com: Inmarsat C & F77

Construction: grade A steel
 GL certified ALMg 4.5 Mn/ALMgST0.7
Class: GL 100 A5 motor yacht / MCA LY2
Displacement: 601 tons
 Gross tonnage: 926 GT

Stabilizers: 4 x hydro control/MDI
Bow thruster: Schottel 60Lk 120kW
Passerelle & bathing ladder:
 Alio / Yacht Tech Ltd.
Cranes: Gilbert & Schmalriede
Tender: 23' Custom Line Novurania with
 Volvo D3 190 hp diesel
 15' Inflatable Rescue boat with 40 hp 4
 stroke outboard motor.
Naval architect:
 Abeking & Rasmussen
Exterior stylist: Abeking & Rasmussen
Interior design: Kirschstein Designs Ltd /
 Spectrum designs / Abeking & Rasmussen
Owner's project manger:
 Captain Stephen L. Martin
Shipyard: Abeking
 & Rasmussen 2008 - Germany

A narrow tube leads
 to the hulls housing
 engine and generators
 four feet under water



For further information,
 contact Michael Rafferty Camper &
 Nicholson, 450 Royal Palm Way Palm
 Beach, FL 33480, Ph: (561)655-2121
 e-mail: mrafferty@pal.cnyachts.com
 or visit yachtsilvercloud.com

104 SHIPYARD



A WIND OF CHANGE

Trinity Yachts

'Trinity' has several meanings in New Orleans: it invokes the divine trinity, central to this Catholic city's culture; it refers to celery, bell peppers and onions, the 'trinity' of ingredients that locals use to make a great gumbo and, finally, it stands for New Orleans' hometown shipyard, Trinity Yachts. In 2005, the builder opened a second yard in Gulfport, Miss., and it now delivers between eight and ten yachts per year. Vice President Billy Smith, one of the 'trinity' of founding partners, recently opened the doors for Yachts International. Story Danielle Viguerie Ahern Photos Trinity Yachts

YACHTS

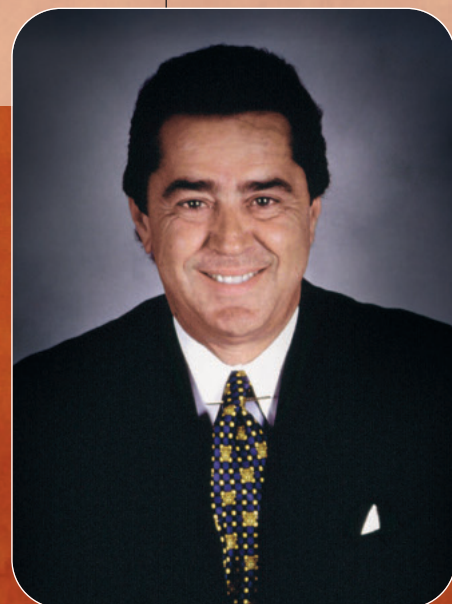


THERE IS AN UNASSUMING ROAD in the quiet town of Gulfport, Miss. that could easily be overlooked; yet its underwhelming appearance conceals intrigues from megayachts to secret government ships. Trinity Yachts' Gulfport shipyard (the original Trinity shipyard is still located in New Orleans, La.) is nestled here between Northrop Grumman, where secret materials and products are moved in and out of the covered shipyard at night, and Seeman Composites, the developers of SCRIMP (Seeman Composites Resin Infusion Molding Process) technology. Trinity is certainly in good company. Although this relatively new yacht builder expanded to the Gulfport locale post Hurricane Katrina, they have roots here that reach into the 1980s. This was the site of one of Trinity's original parent companies, Halter Marine, which builds commercial, defense, energy and research vessels. (Halter Marine is where John Dane, CEO of Trinity Yachts, worked as a construction engineer in the early 1970s.)

Trinity's location and roots are an integral part of their story. Anyone who knows the history of New Orleans and the Mississippi Gulf Coast is familiar with the region's commercial shipyards. A New Orleans shipyard even played an important role in World War II. In 1944, Dwight D. Eisenhower said of New Orleans-based Higgins Industries: "Higgins is the man that won the war for us." (As fate would have it, Trinity's New Orleans shipyard is the old Higgins Industries shipyard.) The region was not only known for their intelligent military vessels however; it was, and still is, one of the major thinking grounds for oil and gas technology. Thus it is from these military and commercial origins that Trinity Yachts was born.

In 1988, parent company Trinity Industries, which was a combination of Halter Marine, Equitable (the old Higgins shipyard) and Moss Point Marine, was looking for new markets; they had state-of-the-art technology at their fingertips and an underutilized shipyard within their reach. John Dane and Billy Smith identified two potential hot markets: yachts and high-speed ferries. They observed that, although it was impossible to find a 150' motoryacht made in the U.S. at the time, European shipyards like Feadship, Abeking & Rasmussen and Benetti were selling 50 to 70 percent of their 150' yachts to U.S. customers. The business plan was a no-brainer: use the commercial technology they had acquired over decades and add a bit of luxury and comfort. Looking back, Billy Smith admits their naivety: "Our biggest mistake was underestimating the subjective nature of the luxury yacht market. Reputation, image and pedigree are so important in this industry and we had no idea."

The Gulfport, Miss., shipyard, preceding page, and Trinity founders, from left, Billy Smith, John Dane and Felix Sabates

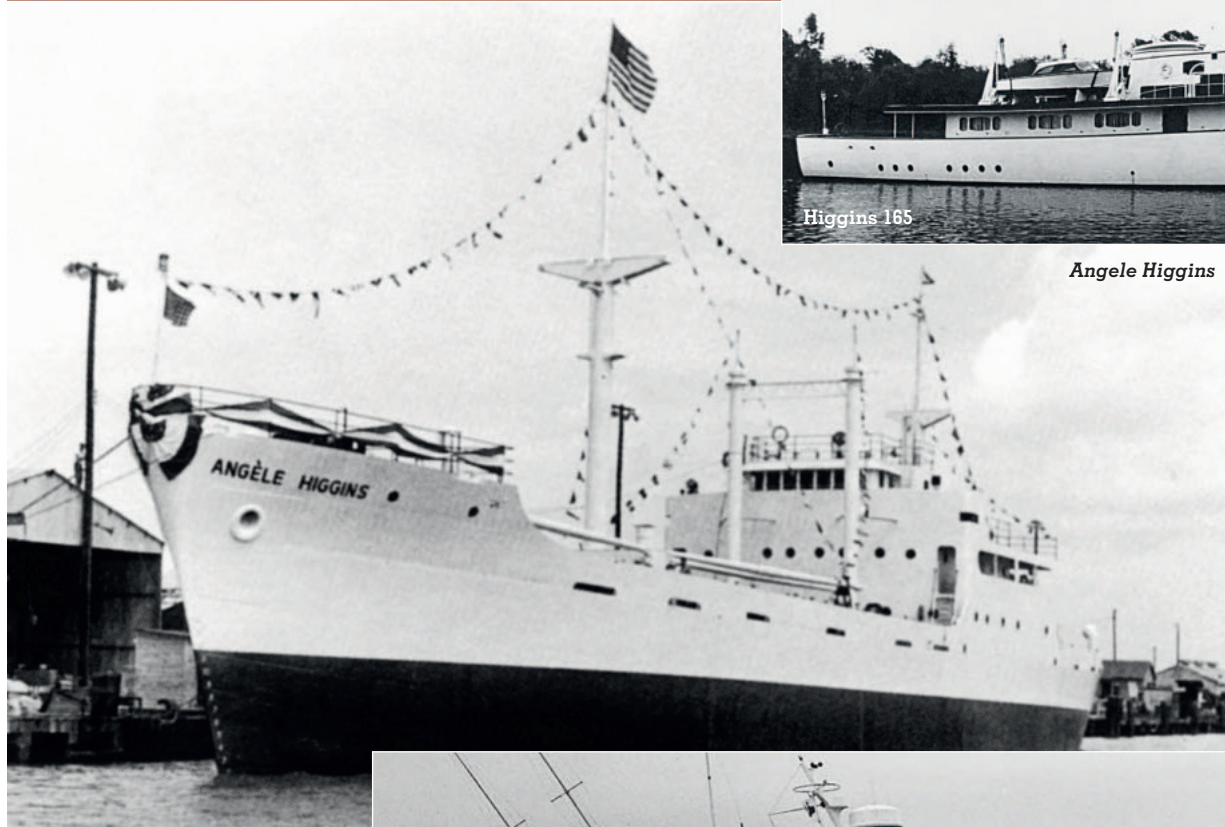




Higgins 165

Angele Higgins

Trinity's New Orleans shipyard is located on the site of the old Higgins shipyard, which played a crucial role during World War II with its landing craft and navy vessels but also built pleasure vessels; the 256' steamship *Angele Higgins*, left, was the largest vessel built at the shipyard; Higgins also built the 165' custom luxury yacht show above in 1949.



Ta Lo 56' Sport Fish



The 90' diesel cruiser, The 56' sport fish TA LO, built in 1967 when the shipyard was still Higgins, is a precursor to other sport fishing vessels launched years later at Trinity

Smith and Dane plunged head first into the business, and in 1990 delivered the 97' *Leda* to a resounding THUD! After going through the trials of building their first luxury motoryacht, they received no phone calls or further requests. "You can build the best mousetrap in the world, but if nobody knows who you are, they won't buy it," Smith says, emphasizing how important a name is in the yacht business. Undeterred, Trinity Yachts continued and next built a 72' sportfish while doing several refits over the next few years. In 1997, Trinity Yachts delivered the 150' *Victory Lane* to Felix Sabates, an avid yachtsman. Excited by the idea of finding such good quality craftsmanship from an American shipyard, Sabates was quick to help promote Trinity and introduce his friends to the blossoming shipyard. Nevertheless, in 1999, after the shipyard delivered hull #11 (*Bellini*), Trinity Industries decided to sell its yacht division. In April 2000, Dane, Smith and Sabates acquired the company. "Once yachts became our sole focus, the company started to take flight," said Smith. Since the budding company did not have deep pockets, spec boats were out of the question, and custom builds were, and still are, Trinity's focus. "We do full custom because we have a very experienced engineering department, and we are used to sitting down with the military, asking the mission of the vessel they want built, and then winning the contract to build it," says Smith. "Tell us what you want, and we'll do it." Trinity's engineering



Big City



Anjilis

Trinity Yachts recently delivered the blue-hulled
141' tri-deck *Big City* and the 160' *Anjilis*



Zoom Zoom Zoom

The 161' Zoom Zoom Zoom was started as a spec yacht in 2005 and the stylish vessel has inspired several similarly styled yachts

department and designers utilize both AutoCAD and Rhinoceros software in the design process. Rhino is a great companion product to tools like AutoCAD, offering free-form 3-D modeling tools. Starting with a sketch, the designers use the software to accurately model each yacht with precision. Located in their own building merely a few yards from the covered sheds where the manufacturing takes place, the engineer and design teams can send directives from their computers to the machines that cut the materials, thus always maintaining control of quality.

Despite delivering many full custom yachts, the company started getting a reputation for building boats that had similar looks. "Our customers would see what we had done previously and say: 'We want one like that,'" Smith says. "We have yet to find clients that are willing to pay for research and development, for many don't want their yacht to be a revolution." So in 2005, they started hull #30 on spec in order to show what they could do. "We had not even cut the aluminum before it was sold," Smith says. With forward facing windows and interiors by famed designer Evan Marshall, *Zoom Zoom Zoom* led to several other similar yachts, such as *Lohengrin*, *Mine Games*, *Norwegian Queen* and *Destination Fox Harb'r Too*. Smith, Dane and Sabates thus decided that every four or five years they would start a boat on spec with a fresh new design to illustrate possibilities available to potential clients.

Trinity Yachts occasionally likes to remind that its primary focus is fully custom yachts; indeed over its history the shipyard has built a variety of vessels from the 72' sportfisher *Contigo* built in 1994 to the 184' expedition-style *Pangea* (Ex *Samantha Lin*) built by Halter Marine in 1999



Contigo



Pangea



110 SHIPYARD



Mary P., top left, is the latest sportfisher launched by Trinity Yachts, a 122-footer, but the average vessel size for vessels now under construction is about 183'

the next few weeks would determine the shipyard's fate with two contracts to fulfill when Katrina hit. The option was to take drastic steps to save the yard or simply shut down. With the benefit of hindsight, it is clear that the drastic measures the shipyard undertook paid off handsomely. Within a week of the storm, Trinity Yachts bought the Gulfport shipyard and offered its employees on-site housing. In the end, Trinity had about 500 people living at the shipyard in trailers it purchased. "It was quite a sight!" Smith says. The trailer city on Trinity's grounds showed commitment to the shipyard's employees and sowed the seeds of a fruitful future.

Within 11 months of Katrina's devastating blow to the city, Trinity's New Orleans shipyard was up and running. Three years later, Trinity Yachts employs over 1,000 workers between their two yards, more than twice the size of the pre-Katrina workforce. "We never would have bought the Gulfport yard and expanded if it had not been for Katrina," Smith says. Pushing the shipyard to expand, the hurricane changed Trinity's future for the better. The shipyard now has a 3,700-ton launching system, as well as 20 yachts under construction. At the entrance of the shipyard is a big Help Wanted sign, signaling Trinity's continuing growth.

Despite the lackluster economy, finding qualified welders is one of the shipyard's biggest obstacles, and they are not alone. "There are about 1,000 available jobs on this road alone," Smith says. Thus, the group of neighboring Gulfport shipyards banded together to work with local schools to upgrade shop classes as well as developing a website, www.goships.com, to inform the local workforce of the available positions and encourage training; they even have a mobile welding school for on-site training and certification. Trinity Yachts likes to do most of the work, from the design process to the build process, in-house for quality control and thus need a large workforce.

It is consistent quality that upholds Trinity's reputation. At the time Katrina hit, 75 percent of the shipyard's orders were for repeat clients. Now the Trinity name is becoming widely recognized abroad; the last five or six orders all came from international clients, mainly from the Middle East and Eastern Europe. Still considered 'new' in yachting circles, Trinity Yachts has quickly proven to be a stalwart and competitive player in the industry. Smith takes the present economic downturn in stride. For now they have enough to keep busy. "The world changes, and you have to change with it...We have very good client and a backlog for almost three years," Smith says. "We can wait and see what the market does."

YACHTS

OFFICIAL FBO FOR THE FT. LAUDERDALE INTERNATIONAL BOAT SHOW – SPECIAL PRICING FOR YACHTS INTERNATIONAL PAVILION MEMBERS



Enjoy a taste of extraordinary service.

Service is in the details. And the big picture. No company knows this better than Signature Flight Support, the world's leading FBO network. We have invested more in the consistency of our facilities and in our concierge-level service and amenities than any company in the industry. Every Signature employee follows a rigorous set of proprietary Customer Service Standards and Standard Operating Procedures, whether it's our Gold Cap cabin cleaning program or a plate of our famous, fresh cookies. Learn more at www.signatureflight.com.

Signature
FLIGHT SUPPORT
*We put our name on the line.
Worldwide. Every day.*



Nautica International

Nautica International's specialty is diversity. The family-owned company, based in Florida, builds almost any kind of tender from 9' to 41', with inboard or outboard engines, mono or catamaran hulls and traditional or jet propulsion. The common denominator is that they are all RIBs or Rigid Inflatable Boats. But dinghies they're not.

Story Cecile Gauert
Photos Nautica

A FORMER MEMBER

of Italian Special Forces founded Nautica International in the early 1980s in New York before moving the company and his family to Miami in 1986. There he found an available workforce of boat builders who used to work in Florida's once flourishing speed boat industry. In 2003, Nautica International, now under the leadership of the founder's son, the younger Franco Rossi (pictured) set up shop in a 75,000-sq.-foot manufacturing plant, tucked away from the main thoroughfare of a Fort Lauderdale suburb.

Here, a team of 50 craftsmen currently work on a growing fleet of custom boats that are very removed from the basic RIBs that were born in Europe in the early 1970s. RIBs may have humble origins as hard-working rescue boats, but today's high-tech RIBs have long since shaken their image as lowly "inflatable" boats.

RIBs are very much in demand as tenders because they are lightweight (making them easier to launch and retrieve) and their sturdy inflatable tubes or "sponsons," which help stabilize the craft in rough seas, also are useful in preventing damages to expensive custom-paint jobs if they come too close to the mother ship. The boats' fiberglass hulls ensure that they are sturdy and seaworthy, and a large selection of power can make them very speedy indeed. New materials also have helped refine the look. Of late, it is not unusual to find an imitation teak sole on a fiberglass tender, giving the boat a more polished appearance. Nautica uses the finish on its elegant limo tenders.

Company management decided from the get-go to build sturdy and high-quality custom boats rather than producing series boats made to meet a price point. It also kept a diversified clientele. The formula has worked. Nautica, one of several companies specialized in RIBs (others include Zodiac, Novurania, Avon and AB inflatables,) now builds about 400 vessels a year for a variety of clients from yacht owners to law-enforcement professionals. Recently, Miami-based non-profit Shake-A-Leg Foundation, an organization that helps young people with disabilities

Lightweight, RIBs are easy to take along, and they can also serve as ferries for toys and sturdy and fast patrol boats, like the Nautica X-41 below left, built at the Nautica plant

enjoy nautical activities, took delivery of a custom Nautica with an aft boarding platform and side door ideally suited to its activities. A couple of years ago Nautica delivered a spectacularly styled 41' RIB with enclosed cabin to patrol the waters around Fort Lauderdale's Port Everglades. Adapted to the leisure market, the speedy model (40 to 45 knots according to the selected power option) is available in different styles and layouts, which can include a cabin and a galley. Nautica's diverse clientele has helped the company explore and develop a number of increasingly daring designs. The first door Nautica devised helped unload a yacht owner's motorcycle. It is now a must for tenders used for diving and is a useful addition to help any swimmer get in and out of the water with ease.

Nautica International's Director of Marketing Howard Rogers, says that it is not unusual for owners to get involved in the design and construction of their tenders, and it is not so surprising. Yachts, because of their size, are often the domain of captains and crew, while the yachts' auxiliary boats can provide owners with the freedom to go wherever they want at any speed they please. Nautica's offices feature a meeting room with deep armchairs and an aquarium full of colorful tropical fish that welcomes visiting owners. The extensive list of available models in Nautica's brochure and a few designs pinned to the walls, indicate that few ideas, but perhaps the most outlandish and expensive, are turned away. While a 9' Nautica RIB Sport sells for about \$3,000, an X-41 RIB with diesel engines and jet propulsion can easily cost 100 times as much. Nautica's recent deliveries include a RIB with a foldable tower for a yacht owner who is a fishing enthusiast, an X-36 diesel jet boat with six \$18,000-a-piece hydraulic seats for optimum comfort at 70 mph and a catamaran-style boat created to ferry a well-traveled Smart car to shore.

Center, side, single or dual consoles; side doors; aft boarding platforms and biminis of all shapes and sizes are all within the realm of possibilities. Customization means far more than a simple matter of color selection for cushions and tubes, although that is also part of personalizing a craft.

Extensive meetings precede actual construction of a new boat. "We never build a boat without knowing where it is going, in other words onboard a sport boat or into a garage. For an Italian client, we had to alter the tubes to fit the garage. We make sure that all things are going to work. It is a matter of attention to the customer," Rogers says.

The sturdy fabric that shapes into the easy-to-spot inflatable sponsons is chlorosulfonated polyethylene, which is distributed under the trademark Hypalon. It has many different applications that include construction of roofs and portable water reservoirs—it is that sturdy. Suppliers deliver electronics and engines to the plant as needed, other than that, Nautica's



©Neil Rabinowitz

craftsmen do nearly everything else in-house and mostly by hand. Heavy-duty sawing machines stitch together the custom-designed cushions. Although a computerized cutting machine is available for complicated jobs, it is not unusual for craftsmen to cut by hand the fabric that is later glued to form the tubes. Strips of fabrics and patterns on long tables look like pieces of an expensive suit. Biminis and their aluminum frames are all built in-house. Custom features make many of the frames collapsible to fit the garage. In a room, redolent with the smell of resin despite ample ventilation, are several Nautica-designed hull molds waiting for the next coat of fiberglass. Builders lay coats of biaxial woven fiberglass and sometimes Kevlar for added stiffness, and the hulls are cured on site.

A wide range of electronics and engines are installed here since the boats can be designed for inboard or outboard engines and jet or stern drive propulsion. A closer look reveals neat bundles of color-coded wires and aluminum reinforcements placed as needed. "People at boat shows don't always understand the price of these boats, but if they could see this they would understand," says Rogers as we walk through the spacious and uncluttered workshops where Nautica employees are working on current orders at various stages of production. In one of the rooms, a craftsman has built a console and its wheel out of plywood to serve as a full-size model. It is clear that a great deal of attention and a dash of passion go into building the boats.

Occasionally a few of them, shipped as far away as New Zealand, come back to Pembroke Pines for warranty work or repairs. The names reveal their affiliations to a few of the world's best known yachts. The RIB has come a long way indeed.



Contact: Nautica International, 1500 S. 66th Avenue, Pembroke Pines, Fla. 33023
Tel: +1 (954) 986-1600, email: nautica@nauticaintl.com

O C E A N F A S T

48



Oceanfast 48 currently under construction
Available June 2009

For more information please contact:
Telephone: +61 (0)8 9494 9999
yachts@oceanfast.com.au

www.oceanfast.com.au

OCEANFAST



LUXURY YACHTS
an Austal group company

The basics of propulsion systems

MOVING FORWARD

Yachts 40' and larger rely on three primary types of propulsion: conventional submerged propellers, surface-piercing propellers and pod-style propulsion, which in turn are associated with three system types: IPS Volvo and Zeus CMD for traditional diesel, and ABB Marine for electric power. A certain segment of high-powered craft also relies on waterjets. Herewith, a brief summary of the advantages and drawbacks of each system.

Story Alain Brousse and Franck van Espen Photos Matthieu Carlin

Overmarine Italy

YACHTS



DIVIDED INTO TWO SUB-CATEGORIES, V-drives and in-line

drives, inboard drivetrains are the most common systems found on yachts. Their popularity is due to their simplicity and low maintenance requirements. In this configuration, a propeller is attached to a stainless steel shaft that is supported externally by struts; the shaft line is guided through a stuffing box, which ensures that

Inboard drivetrains

ADVANTAGES

- Low maintenance and
- nearly unlimited life



DRAWBACKS

- Underwater appendages are subject to impact shock
- Relatively noisy, even with today's technology
- A cumbersome set-up, although the V-drive configuration helps minimize the problem



the system is watertight, and connects to the transmission and engine via a coupling flange. A reduction gear establishes a ratio between engine and shaft revolutions per minute, and allows operation in forward, reverse or neutral. A rudder, placed aft of the propeller, allows steering the boat with precision. Other than requiring a precise shaft angle, the system is straightforward, reliable and suitable for most hull types. Maintenance is relatively minimal and focuses mainly on the stuffing box and the rubber bearings that help maintain shaft alignment. Over time the stuffing box's Teflon braid becomes less effective and must be replaced periodically, which is uncomplicated as long as the shaft line easily disconnects from the engine. Rubber bearings also must be replaced regularly to minimize vibrations.

Although corrosion issues are inevitable with underwater metal appendages, sacrificial zinc anodes and a properly grounded engine help reduce the problem significantly. This drive system's main drawback is performance limitation. Aside from exceptional cases, such as the famous 60-mph Monte Carlo Offshorer designed by Carlo Riva, Bob Hobbs and Cal Connell, this mode of propulsion seldom allows boats to go over 40 knots or otherwise requires so much additional power that it makes more sense to use surface drives. Within the past decade, however, we have seen new types of hulls with half tunnels that house the propellers. One important function of this design is that it reduces propeller shaft angle, which gets the boat to plane more quickly. Additionally the tunnel helps funnel the water flow and creates a vortex effect that amplifies power. Thirdly, it helps reduce drag by covering the upper half of the propeller and protects it from floating debris. Finally, it allows for a lower center of gravity that makes the boat less susceptible to pitch.

YACHTS

THIS TYPE OF PROPULSION IS MOST common on yachts 100' or longer, with a few exceptions, such as tenders by Wally, Tresco and some semi-rigid ribs. Many Italian builders, including Overmarine and Arno, use waterjet drives frequently on their larger models, while AB Yachts uses them exclusively throughout their range of yachts from 58' up. The New Zealand-based Hamilton brand in 1957 first introduced a waterjet model named Chinook. Since that time waterjets have evolved greatly and now work in conjunction with powerful engines. Nowadays waterjets are found on fast ferries and catamarans used for passenger transport.

Although the system requires more moving parts than conventional inboard propulsion, it remains a relatively simple mechanism. Water enters through an intake unit under the hull and is funneled through a tunnel housing an impeller (that serves as a pumping unit) before being discharged as a high-velocity jet through the stern. Hydraulic jacks direct the exterior nozzle whose orientation determines the boat's direction. Occasionally manufacturers use fixed waterjets as boosters, particularly in triple engine configurations that include two diesel engines and a gas turbine, to produce very high speeds. This system was installed on *Moonraker*, a Frank Mulder design built by Norship in 1992 and on *The World is not Enough*, another Mulder design built by Millennium Yachts, allowing both yachts to reach speeds in excess of 65 knots. The Pershing 115, which also features the system, has a top speed in excess of 50 knots. One of the advantages of waterjets is that they allow reversing at higher engine speeds, thanks to a deflector scoop that drops down over the nozzle to stop or reverse the jet's thrust vector. The maneuver is completely safe, as long as the passengers are forewarned. A 165' Mangusta going at a speed of 38 knots can come to a full stop in less than 265 feet. Waterjets are suitable for shallow-draft planing hulls to augment high-speed capabilities. It is a relatively simple fitting that requires but one entry point in the hull bottom and an exit point at the transom. These units often are found on hulls where surface-piercing propellers have reached their limits.

Waterjets

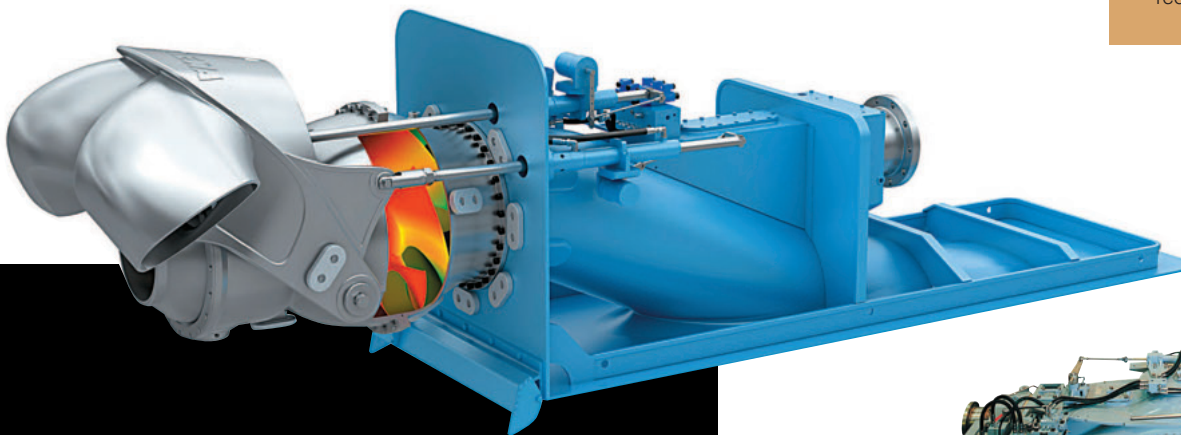
ADVANTAGES

- Produces no vibration
- Low noise level
- Excellent maneuverability
- No submerged appendages



DRAWBACKS

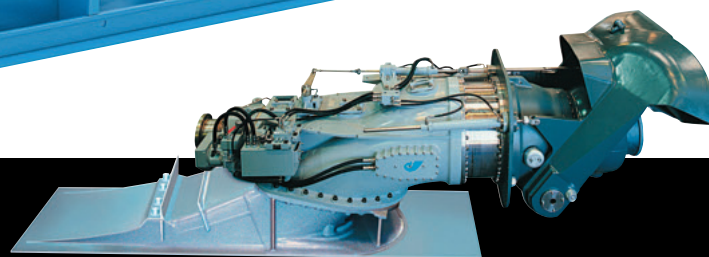
- Maintenance and repairs are a bit more involved than in other systems and can require working underwater



Rolls Royce Kamewa waterjet

Rolls-Royce began in 1904 as a luxury car maker, but this prestigious label also has become associated with technology in the aerospace, energy and marine industries. Rolls Royce's marine division includes a branch dedicated to Kamewa waterjets, available in three series: the FF series works with engines from 300 to 1,800 hp. The recently introduced A series is dedicated to high-performance vessels. Built in aluminum, these directional waterjet units can work with engines up to 4,000 hp. Finally, the S series is reserved for commercial applications on vessels such as cruise ships and ferries and can be coupled to engines generating as much as 30,000 hp.

Additional information available at rolls-royce.com/marine/products/propulsion/waterjets



Hamilton Jet

For the past 46 years Hamilton of New Zealand has installed about 30,000 waterjet systems available in two series. The HJ series includes eight models suitable for engine power from 350 hp to 1,200 hp that with triple installation can boost speeds to 58 knots. The second series, HM, includes six models equipped with impellers ranging from 1'3" to 2'6" in diameter. These are designed for boats from 65' to 195' in length and with 4,500 maximum horsepower.

For more information visit hamiltonjet.com

Arneson surface drives

Although the concept for surface drive dates back to the 19th century, Howard Arneson revolutionized offshore racing by fully developing the Arneson surface drive as an alternative to other drive systems. California's Arneson Industries manufactures and distributes its surface drives throughout the world. Builders of sport yachts such as Baia, Magnum, Pershing, Overmarine and Arno have been clients for decades. The complete range includes 13 models (ASD6 to ASD16), that can be coupled to engines from 300 hp to 2,400 hp. Arneson also sells a conversion kit for boats equipped with Mercruiser Bravo engines and conventional drives. Although it is rare, Arneson surface drives also can be found in combination with turbines.

More information is available at arneson-industries.com



ADVANTAGES

- Reliable
- Efficient
- Allows for shallow draft



DRAWBACKS:

- Maneuverability can be an issue
- Cost



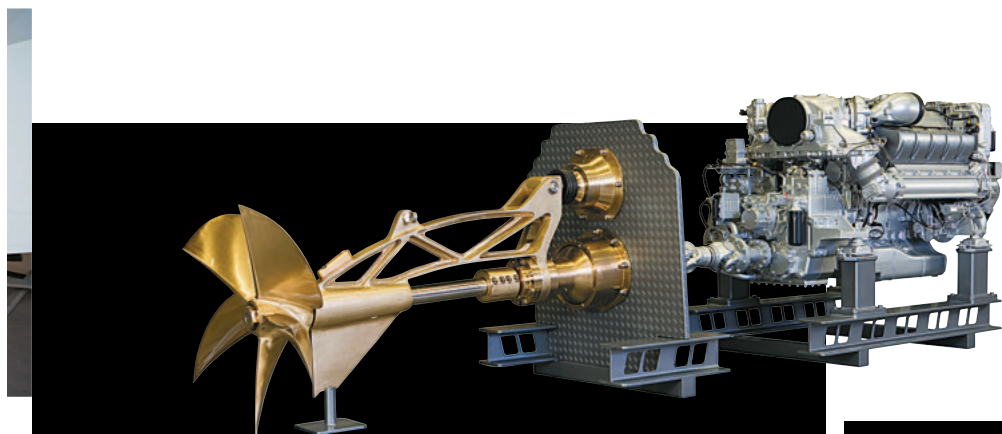
BEFORE BECOMING STANDARD

on many series sport yachts, this type of propulsion was most common on race boats, where they proved to be very efficient. The extension of propeller shafts out through the boat's transom locates them well aft, producing about 20 percent more horizontal thrust power than traditional inboard propellers. With few exceptions, most builders opt for articulated drive systems for superior steering, motion and trim control. When they are optimally mounted, surface propellers are immersed only half way to significantly reduce appendage drag. Surface-piercing propellers also can be much larger than submerged propellers, making them more efficient. It is easy to spot boats equipped with surface-piercing propellers because they usually "kick up" a telltale spray known as a rooster tail. This type of propulsion is well adapted to boats up to 90' and engines with a maximum of 3,000 hp, therefore it is unsuitable for very large yachts. For larger units with planing hulls, builders usually prefer waterjets; such is the case with the Mangusta range, equipped with Arneson surface drives up to 80', and then Kamewa waterjets for models 92' and larger.

Surface-piercing propellers

Trimax

Fabio Buzzi designed this drive system for high-performance boats. A few production boats such as the Mas 42, the XSR 48 and the Sunseeker XS Sport use this drive system that works more or less like the Flexidrive, with a rudder located just aft of the propeller. Completely locked in the running position, it includes a unique and ingenious exhaust system with a vent located just above the propeller, which helps boost its forward thrust action.



SDS France Helices

This 20-year-old company, specialized in propellers, developed its own surface-piercing propulsion system. Its complete propulsion package in bronze and stainless steel includes corrosion-resistant drives, propellers, hydraulics and steering equipment. Five models are available according to boat size and engine power.

More information is available at francehelices.fr



Flexidrive by Flexitab

The Victory Design Studio and the University of Genoa's marine engineering department perfected this Italian-made surface drive. The unit includes a composite element with a rudder that envelops the upper half of the propeller and is adjustable up and down for optimum trim relative to speed. Three models are available according to boat speed and configuration. For now, maximum engine power is 2,800 hp.

For more information, see flexitab.com

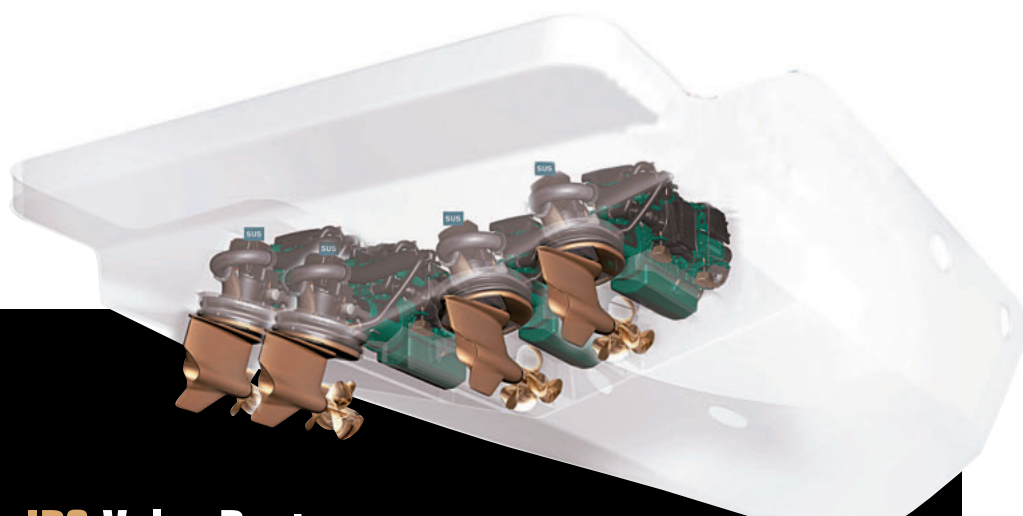


YACHTS

WITH THIS TYPE OF PROPULSION SYSTEM,

pro-
pellers are mounted on swiveling pods that extend below the boat. Independent engines, operating each drive, draw their power from an array of batteries recharged by generators. This system offers many advantages, including increased maneuverability, space savings for more interior volume, reduced fuel consumption, low engine noise and almost no vibration. Large maritime companies have ordered pod systems from manufacturers such as ABB to reduce their operating costs; the yachting industry who took notice has begun applying the technology to units 130' and larger. Companies such as Volvo Penta and Cummins-Mercruiser also developed versions designed for boats from 30' to 80'. The difference is that they rely on conventional engines, and the fuel economy they provide is thus a bit less noticeable.

Pod drives



IPS Volvo Penta

In 2005 the Swedish company Volvo Penta launched the revolutionary Inboard Performance System, or IPS, designed for boats in the 35' to 75' range. The Volvo Penta engineers' primary goal was to significantly reduce fuel consumption. The pod system inspired them, and they opted for forward-facing counter-rotating propellers that pull rather than push the boat and can thus operate more efficiently in an undisturbed water flow. Pods rotate in either direction from the boat's long axis creating a variety of possible angles (unlike stern drives that are always parallel), which allows lateral thrust, an attribute that is particularly valuable when maneuvering away from a dock. In fact, the system's associated joystick makes maneuvering a breeze. The system allows for more powerful acceleration and a 15 to 20-percent increase in efficiency as compared to conventional drives. Requiring less horsepower, the IPS, which also weighs less than conventional engines, allows greater speed with less fuel consumption. Another big advantage that boat builders appreciate is that the compact engines and drives require much less space than conventional installations, which provides additional space to expand accommodations on the lower deck. One possible drawback is that with their inclined position in a V-hull configuration, the IPS drives and propellers can encourage the boat to lean more into turns. However, Volvo Penta engineers have proven very willing to work closely with boat builders to make sure the IPS requirements become an integral part of hull design. One of the recommendations is that the angle at deadrise aft of the ship's midpoint not exceed 20 degrees. A more significant drawback is that the forward-facing propellers have no protection whatsoever. A built-in safety measure included in the system allows a damaged pod unit to separate completely from the hull in the event of a substantial impact while keeping water from intruding. The currently available product range includes 2 x 250 hp (IPS 350) to 2 x 515 hp (IPS 900), and more options are planned. Since it is possible to mount the IPS system in triple and quadruple configurations, this technology is now available on larger units. For example, the Lazzara LSX 92 features the IPS in a quadruple configuration.

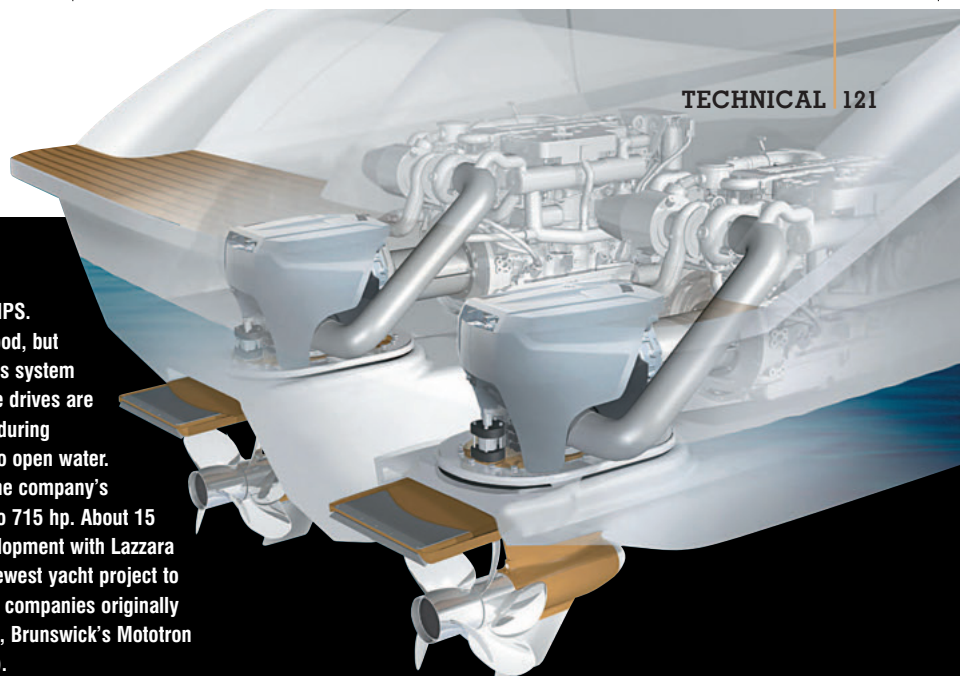
ADVANTAGES

- IPS requires less horse power to achieve the same speed compared to conventional propulsion
- This in turn results in improved fuel economy
- Precise maneuvering is ideal for tight quarters
- It is possible to install two, three or four IPS units

DRAWBACKS

- Propellers are exposed to possible damage from floating debris
- Certain hulls lean more sharply into turns
- Cost

Additional information is available at volvo.com/volvopenta



Zeus pod systems

The Zeus pod drive was Cummins-Mercruiser's answer to Volvo Penta's IPS. Like IPS, Zeus drives use two counter-rotating propellers on each drive pod, but they face aft, in the manner of most conventional drive systems. The Zeus system also uses a joystick to simplify low-speed steering and maneuvering. The drives are electronically controlled to automatically adjust to their optimal position during maneuvers. The drives are located inside tunnels, minimizing exposure to open water. North-Carolina-based CMD started production of its Zeus line in 2007. The company's product range now includes pod systems with a power range of 450 hp to 715 hp. About 15 manufacturers now use Zeus systems on smaller boats, and recent development with Lazzara Yachts, which plans to install the system in a triple configuration in its newest yacht project to be launched this summer, will help open the yacht market to CMD. Three companies originally collaborated on developing this system: CMD Mercruiser (engine blocks), Brunswick's Mototron (software) and ZF Marine Group transmission, propellers and gearboxes).

ADVANTAGES

- Propellers are mostly protected
- Fuel economy
- Trim tabs adjust automatically
- Up to four pod drives can be installed



DRAWBACKS

- It takes a little longer for the boat to go into planing mode than with the IPS system
- Cost of installation is greater than with more conventional systems
- More weight aft requires adjustments



Please visit cmdmarine.com/prop/zeus

Azipod

This term refers to a complete self-contained system that includes an electric motor, Z-drive transmission and a forward-facing propeller. Azipod found its first commercial application on large vessels, such as cargo ships and cruise ships, in the 1980s. The Azipod draws energy from banks of batteries that are connected to two, three or sometimes four generators. In 1987, Swiss transmission specialist ABB Marine launched a system called Azipod Compact, designed for vessels from 164' to 328'. German yacht builder Lürssen was one of the first shipyards to use the system, installed on the 295' *Ice*, which is powered by two 2,500 kW Azipods for a 17.5-knot top speed. French shipyard Alstom (now Aker Yachts) also turned to Azipod propulsion for the 236' *Kogo*, as did Benetti for *Ambrosia III*, which achieves a 17-knot top speed. One of the system's biggest advantages is fuel efficiency. With her two electric Azipod drives and four generators (2 x 200 kW and 2 x 1,200 kW), *Ambrosia* has a range of nearly 9,000 nm with a fuel consumption of only 54 gal/hour (its total fuel capacity is more than 52,000 gallons). With the ability to turn 180 degrees in each direction, the pod is very reactive. The system quickly reaches 95 percent of its power. One possible way to make the system even better would be to install the propellers in tunnels, which has beneficial results in terms of acoustics (which explains finding this solution on some nuclear submarines). Obviously this kind of propulsion is meant for larger units with heavy displacement hulls and speeds below 20 knots, at least for the time being.

Additional information is available at abb.com

ADVANTAGES

- Reduced fuel consumption
- Excellent throttle and thrust response and maneuverability
- Space efficient
- Quiet
- Little vibration
- Reduced pollution



DRAWBACKS

- Cost
- Maximum speed less than 20 knots
- Maintenance requires dry-docking





NATIONAL MARINE SUPPLIERS



Wherever you Travel...

Whatever your Needs...

Engineering | Safety
Deck | New Build
Water Toys | Medical
Provisions | Appliances
Galley Outfitting
Interior | Cordage
Global Logistics
Bunkering

Supplying New Build Projects

From Conception To Launch...

Our New Build Department is comprised of dedicated and reliable yachting professionals. We guarantee to supply you with customized services for all your spares and equipment along with a streamlined assistance to ensure the efficiency of your new build project.



Your Project Vision



Our Streamlined Assistance



Your Vessel Stocked & Completed



- Worldwide manufacturers distribution
- One stop shopping for all vessel departments
- Exceptional direct pricing
- On site secure and controlled storage of all vessel owned goods, and prioritized on-time shipping
- Container shipments, bonded, stored and delivered directly to the shipyard

2800 SW 2nd Ave | Fort Lauderdale, FL | 33315 | USA | Tel: 954.764.0975 | Fax: 954.764.1073
www.nationalmarine.com | 1-800-MEGAYACHT | info@nationalmarine.com



YACHTS
INTERNATIONAL

BROKER
AGE



Bahia Mar Yachting Center
801 Seabreeze Boulevard
Fort Lauderdale, FL 33316



P: (954) 522-9577
F: (954) 522-9576
www.killianyacht.com

Brokerage

New Construction

Management

Charter



HELIOS, 148'6" PERINI NAVI 2007

Spectacular Ron Holland Design, State of Art Equipped for Performance with Finger Touch Control Operation of All Sails, Dual Hundested Thrusters, Retractable Centerboard Keel, Hydraulic Swim Deck and Hull Shell Door, Steel Hull Aluminum Superstructure & Mast, Teak Decks, Caterpillar C 32 Main Propulsion, 4100 Nautical Mile Range @ 10.5 Knots, 13.5 Knots Max, (2) Caterpillar 68 KW and (1) Caterpillar 38KW Electrical Generators, ASEA 60 KW Shore Power Converter, (3) Crew Cabins for 6 Persons. The Incredible Equipment List is Too Extensive to List Here ...Cruise the World Oceans in Uncompromised Luxury and Style with 5 Fully Appointed Owner & Guest Suites for Up to 13 Owners Party. Please Call for Details Regarding the Recent Astounding Price Reduction. HELIOS Will Not Linger At This Price Very Long!

CONTACT: JOE KILLIAN / 954-614-0660 / JK@KILLIANYACHT.COM

Bahia Mar Yachting Center
801 Seabreeze Boulevard
Fort Lauderdale, FL 33316



KILLIAN
Yacht & Ship Brokers

P: (954) 522-9577
F: (954) 522-9576
www.killianyacht.com

Brokerage

New Construction

Management

Charter



151' NORTHERN MARINE

- 5 Staterooms / Maindeck Master
- Caterpillar Main Engines
- ABS Class / MCA Compliant
- Stunning World Class Interior
- Immediate Delivery Available
- Three More Fantastic Northern's Available!
- 151' 2007 CAT Powered- Light Use!
- 151' 2008 MTU Powered- Like New!
- 152' 2005 CAT Powered- Custom Interior



SIS W, 127' BURGER

- One of Burger Boats Finest Accomplishments
- Main Deck Ensuite Master Stateroom
- 4 Fully Appointed Guest Suites
- Discreetly Wheelchair Accessible Throughout
- Elevator to 3 Decks /Salon with Fireplace
- Launched in 2003 / Zero Speed Stabilizers
- Perfect Blend of Traditional Burger Custom Luxury and 21st Century Technology.
- Kept Under Cover For Last Three Years
- Call for Recent Price Information and Full Details

CONTACT: JOE KILLIAN / 954-614-0660 / JK@KILLIANYACHT.COM

Bahia Mar Yachting Center
801 Seabreeze Boulevard
Fort Lauderdale, FL 33316



P: (954) 522-9577
F: (954) 522-9576
www.killianyacht.com

Brokerage

New Construction

Management

Charter



GAUDEAMUS, 115'5" GREENBAY MARINE LTD.

- SEE AT OUR BAHIA MAR OFFICE
- Five Luxurious En-Suite Staterooms
- Main Deck Master Suite
- ABS 5-Year Just Completed
- Numerous Atlantic Crossings Made
- Perfect for Charter or Family Cruising



PRINCESS HANNAH, 110' CRESCENT



- SEE AT OUR BAHIA MAR OFFICE
- Four Luxurious En-Suite Staterooms
- New Fiberglass Hardtop/ Frameless Windows
- Spacious Aft Deck w/Flatscreen TV / Jacuzzi
- Gas Grill / Seperate Crew Quarters Aft

CONTACT: JOE KILLIAN / 954-614-0660 / JK@KILLIANYACHT.COM

Bahia Mar Yachting Center
801 Seabreeze Boulevard
Fort Lauderdale, FL 33316



KILLIAN
Yacht & Ship Brokers

P: (954) 522-9577
F: (954) 522-9576
www.killianyacht.com

Brokerage

New Construction

Management

Charter



BLUE SKY, 103' CHEOY LEE

- Frank Mulder / Dee Robinson Designed
- Navtronics - Furuno, Anschutz, KVH Sat TV/Com
- Superb Entertain/Audio-Visual Electronics
- Finest Deck & Marine Equipment Available
- Superior Comfort & Luxury for 8-10 Aboard



DAYDREAM IV, 92' HATTERAS



- Major Price Reduction!
- Four Luxurious En-Suite Staterooms
- Numerous Equipment Upgrades
- New 18' Jet Tender and Low Profile Davit
- SEE AT OUR BAHIA MAR OFFICE

CONTACT: JOE KILLIAN / 954-614-0660 / JK@KILLIANYACHT.COM

Bahia Mar Yachting Center
801 Seabreeze Boulevard
Fort Lauderdale, FL 33316



P: (954) 522-9577
F: (954) 522-9576
www.killianyacht.com

Brokerage

New Construction

Management

Charter



SAINT JAMES, 142' CUSTOM TRI-DECK

- 5 Luxurious En-Suite Cabins
- 4000 Nautical Mile Range
- Engineered For Low Cost Operation
- Yacht Kept in Excellent Condition
- Price Slashed to \$3,500,000 For Quick Sale



RASA, 131' PALMER JOHNSON

- Spectacular Full Beam, Main Deck Master Suite
- Five Staterooms / Sleeps Twelve
- 2 VIP Staterooms w/ King Beds & Whirlpool Tubs
- Lloyds Class & MCA Compliant
- Sundeck with Jacuzzi, Bar & Grill



TEXAS STAR, 102' AZIMUT

- Five En-Suite Staterooms/ Sleeps 10
- Extensive Refit / Over \$3m Spent!
- 18' Flex Boat Center Console
- Jacuzzi, Grill & All Amenities
- Asking \$2,500,000 / Anxious Seller



KEY LARGO, 107' LAWLEY & SONS

- Steel Hull Classic Motor Yacht
- Four Staterooms/ Full Width Master
- Covered Upper Deck with Seating for up to 60
- Fantail Bar / Solid Teak Decks /Stately Elegance
- Recent Owners Survey / Excellent Condition

CONTACT: JOE KILLIAN / 954-614-0660 / JK@KILLIANYACHT.COM

Bahia Mar Yachting Center
801 Seabreeze Boulevard
Fort Lauderdale, FL 33316



P: (954) 522-9577
F: (954) 522-9576
www.killianyacht.com

Brokerage

New Construction

Management

Charter



VITA, 150' TRINITY

VITA, originally built in 2003 as "MIA ELISE", has benefitted from the ownership of 3 notable and conscientious experienced yachtsmen and their "open checkbook" policies. The substantial mechanical and equipment upgrades include Quantum Zero-Speed Stabilizers, High-Speed IT V-SAT service and up to the minute wireless technology. The upgrades and new additions are too numerous to list here. VITA features a full beam main deck master suite and 4 fully appointed guest suites and nearly every amenity imaginable for up to 12 in owner's party.

*Not for sale or charter to US residents while in US waters.

CONTACT: JOE KILLIAN / 954-614-0660 / JK@KILLIANYACHT.COM

Destination LUXURY

Enjoy the serenity of your own private world

Rikki Davis Yachts at Churchill Yacht Partners orchestrates luxury yacht charters to an elite clientele, specializing in quality yachts 60' (18m) to 400' (120m) set in the world's most beautiful locales. Pampered by discreet, personal service, with every amenity, your dreams unfold at the pace you desire. Join the elite...call us today.

RIKKI DAVIS YACHTS
AT CHURCHILL YACHT
PARTNERS SERVING
THE CARIBBEAN, NEW
ENGLAND, ITALY,
FRANCE, GREECE,
TURKEY, CROATIA,
NORTHERN EUROPE,
ALASKA, MEXICO,
THE GALAPAGOS,
THE SEYCHELLES,
THE FAR EAST, AND
THE SOUTH PACIFIC.

RIKKI DAVIS
Worldwide Yacht Charters
at CHURCHILL YACHT PARTNERS

954.761.3237
charter@rikkidavis.com | www.rikkidavis.com
Fort Lauderdale, Florida | Newport, Rhode Island



Expand your Horizons

ENJOY A CHARTER VACATION



► **ANDROMEDA LA DEA** | 154' Perini Navi S/Y
 Guests: 8 | Crew: 8 | Destination: Mediterranean, Caribbean
 Special Features: 2 tenders, 2 Lasers, 2 masseuses



► **OLGA** | 121' Crescent S/Y
 Guests: 8 | Crew: 6 | Destination: Bahamas-Caribbean
 Option: New 61' Garlington tournament SF available in tandem daily/weekly



► **ZAZU** | 95' DeVries-Lentsch M/Y
 Guests: 6 | Crew: 4 | Destination: Florida, Bahamas
 Classic Art Deco Interior. Cruise in style!



► **LADY VICTORIA** | 88' Rayburn M/Y
 Guests: 6 - 8 | Crew: 4 | Destination: Bahamas
 Great crew, every charter a success!

RIKKI DAVIS
Worldwide Yacht Charters
 at CHURCHILL YACHT PARTNERS

YACHT CHARTERS | 954.761.3237
 charter@rikkidavis.com | www.rikkidavis.com



CHURCHILL YACHT PARTNERS®
 CHARTER MANAGEMENT

CHARTER MANAGEMENT | 954.527.2626
 charter@churchillyachts.com | www.churchillyachts.com



We will take you
TO NEW ENGLAND THIS SUMMER



► **CAMILLE** | 114' Hatteras M/Y
Guests: 8 | Crew: 5 | Destination: New England
Includes 28' Hydrasport fishing boat



► **KALEEN** | 110' Broward M/Y
Guests: 8 | Crew: 5 | Destination: New England
Refit 2009. Includes 26' Regulator fishing tender and ALL the toys!



► **WISHING STAR** | 84' Trumpy M/Y
Guests: 6 | Crew: 3 | Destination: New England
Immaculate classic motoryacht with cockpit



► **VICTORIAN ROSE** | 63' Burger M/Y
Guests: 4 | Crew: 3 | Destination: New England
Ideal family boat, competitively priced!

RIKKI DAVIS
Worldwide Yacht Charters
at CHURCHILL YACHT PARTNERS

YACHT CHARTERS | 954.761.3237
charter@rikkidavis.com | www.rikkidavis.com



MANY OWNERS USE THEIR YACHT 8 WEEKS A YEAR
WHAT DOES YOUR YACHT DO THE OTHER 44?
charter management
for discerning owners



CHURCHILL YACHT PARTNERS®
CHARTER MANAGEMENT

Count on Churchill Yacht Partners to manage and promote a successful charter business for your yacht. We are distinguished by the qualities that owners value most:

Respected reputation

Proven experience

Record of success

Individual attention

Effective management plans

Established marketing programs

Your yacht charter management
is our priority.

Charter Management | 954.527.2626 | charter@churchillyachts.com | www.churchillyachts.com

FRACTIONAL YACHTS



Sunseeker Sales
New Sunseeker Yacht Sales,
International Brokerage

Yacht Exchange Program

San Francisco • Los Angeles
Newport Beach • San Diego
Cabo San Lucas • Mexico
Ft. Lauderdale • Bahamas
New York • New England



Fractional Yacht Programs
Starting at \$75,000

www.sunseekeryachtgroup.com • 800-638-7715 • www.seanetco.com

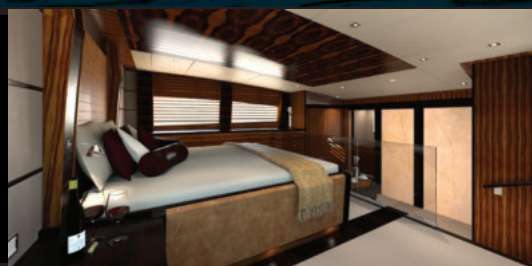
For more information, contact sales@sunseekeryachtgroup.com

NORTHCOAST 125' EXCEPTIONAL QUALITY

DETAILS..DETAILS.. ARE THE MANTRA OF THIS YACHT



CONTEMPORARY INTERIOR | CAT C-32'S | ZERO SPEED STABILIZERS | 2 LEVEL MASTER | RINA CLASS-MCA | DELIVERY 2009



INTERNATIONAL YACHT COLLECTION

Worldwide Central Agent Jim Eden New Construction Specialist
954.258.3434 | jeden@iyc.com www.iyc.com
www.iyc.com



INTERNATIONAL YACHT COLLECTION



JR NAVIGATOR 173' FREEPORT 2000. 8 SR'S
C.A. Mark Elliott



BLIND DATE 164' TRINITY 2009. 5 SR'S
J.C.A. Bob McKeage or Mark Elliott



LADY LINDA 157' TRINITY 2006. 5 SR'S
C.A. Chany Sabates III or Frank Grzeszczak



ONE MORE TOY 155' CHRISTENSEN 2001.
6 SR'S. C.A. Mark Elliott



ELANDESS 154' HEESEN 2008. 5 SR'S
C.A. Thom Conboy



CARPE DIEM 150' TRINITY 2002. 5 SR'S
C.A. Chany Sabates III or Thom Conboy



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



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



DOROTHY ANN 126' TRINITY 2001. 4 SR'S
C.A. Noell Vawter



VICTORIA DEL MAR 121' MOONEN 2001. 5 SR'S
C.A. Jim Eden



EL JEFE 115' DERECKTOR 1989/2007. 4 SR'S
C.A. Mark Elliott



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



NIC NAC 94' SUNSEEKER 2005. 4 SR'S
C.A. Mark Elliott



ADRIANA 82' HORIZON 2004. 4 SR'S
C.A. Jim Eden



JEANNIETINI 75' LAZZARA 2007. 4 SR'S
C.A. Brad Topovski

FT. LAUDERDALE (954) 522.2323 | PALM BEACH (561) 844.4141 | MONACO (+377) 97 98 24 24

TOLL FREE (888) 213.7577 | INFO@IYC.COM | WWW.IYC.COM

BROKERAGE | NEW CONSTRUCTION | CHARTER | MANAGEMENT

THE TOTAL YACHTING EXPERTS THE TOTAL YACHTING EXPERIENCE



KATHARINE 177' TRINITY 2001. 6 SR'S
C.A. Mark Elliott



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



MITSEAAH 155' PENDENNIS 2004. 5 SR'S
C.A. Bob McKeage



NO ESCAPE 150' HEESEN 1999. 5 SR'S
C.A. Thom Conboy



TUSCAN SUN 147' IZAR 2006. 6 SR'S
C.A. Frank Grzeszczak or Chary Sabates III



DOMANI 145' BENETTI VISION 2004. 5 SR'S
C.A. Mark Elliott or Frank Grzeszczak



MIA ELISE 128' PALMER JOHNSON 2000. 4 SR'S
C.A. David Nichols or Frank Grzeszczak



WHEELS 124' TRINITY 2002. 5 SR'S
C.A. Chary Sabates III or Frank Grzeszczak



TOTALLY NUTS 121' HEESEN 2005. 4 SR'S
C.A. Thom Conboy



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



ADRIANA III 110' HORIZON 2008. 4 SR'S
C.A. Jim Eden



MONTY 86' AZIMUT S 2005. 4 SR'S
C.A. Chary Sabates III or Noell Vawter



ACADIA 84' LYMAN MORSE CO 2003/2004. 3 SR'S
C.A. Mark Elliott or Noell Vawter



RULING ANGEL 80'3" GULFSTAR 1986. 3 SR'S
C.A. Michael Mahan



TRANSITION 74'8" DERECKTOR 1991. 3 SR'S
C.A. Daryl Junck

NEW CENTRAL

PRICE REDUCTION

ALSO FOR CHARTER

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

NASSAU (242) 363.4458 | NEWPORT (401) 849.0834 | ST MAARTEN (599) 544.2515



ALLIED MARINE

A FERRETTI COMPANY



TRIUMPHANT LADY, 1985 155' Sterling
John Weller, 561.379.5431



FRANCINE, 1989 151' Benetti
John Weller, 561.379.5431



SERQUE, 2008 130' Custom
John Weller, 561.379.5431



SIS W, 2003 127' Burger
\$14,950,000 | John Booyesen, 954.560.2811



WATERFORD, 1997 110' Hatteras
\$4,495,000 | Jim McConville, 954.849.0855



ANDIAMO, 2000 112' Westport
\$5,195,000 | Jim McConville, 954.849.0855



FREEDOM, 2006 108' Hargrave
\$5,300,000 | Bob Martin, 305.710.3952



MISS STEPHANIE, 1998 108' Broward
\$3,495,000 | Jim McConville, 954.849.0855



ODYSSEY, 2004 105' Broward
John Weller, 561.379.5431



EVELYN, 2001 102' Maiora
John Weller, 561.379.5431



HOPE, 1983/1996 101' Westport
\$3,499,000 | Jim McConville, 954.849.0855



PURE, 2000 100' Azimut
\$3,595,000 | Jorge Del Rosal, 786.395.1284

Ft. Lauderdale: 954.462.5527 | Bahia Mar: 954.467.8405 | Stuart: 772.692.1122

NEW YACHT SALES | BROKERAGE | MOBILE SERVICE | CHARTER | NEW CONSTRUCTION
WWW.ALLIEDMARINE.COM • 1-866-207-3468



MONEY CAT, 2003 97' Trans World
\$3,299,000 | John Booyesen, 954.560.2811



MUCKS LUCK, 1992 97' Maiora
\$999,999 | Tom Jenkins, 772.201.1800



SUGAR TOO, 2006 94' Hargrave
\$5,450,000 | Herman Pundt, 252.241.8171



GOLDEN TIMES, 2001 94' Hargrave
\$2,895,000 | Jim McConville, 954.849.0855



SUMMERTIME, 1987 94' Broward
John Weller, 561.379.5431



CASABLANCA, 2001 92' Hatteras
John Weller, 561.379.5431



BRAVO ZULU, 1997/2008 92' Westship
\$2,950,000 | John Booyesen, 954.560.2811



JEANINE II, 1984 90' Burger
John Weller, 561.379.5431



PRINCESS JULES, 2005 88' Ferretti
\$4,999,000 | Justin Sullivan, 954.931.2230



INCOGNITO, 2002 88' Pershing
\$3,399,000 | Sean Fenniman, 772.260.1628



PRIMETIME, 2007 82' Horizon
\$3,459,000 | Greg Pierce, 561.385.4564



MISS PAT, 2008 80' Weaver
\$4,900,000 | Bill Begley, 561.313.9088

Miami: 305.633.9761 | Naples: 239.262.6500 | Ocean Reef: 305.367.2661 | St. Augustine: 904.821.5244



ALLIED MARINE
WWW.ALLIEDMARINE.COM





ALLIED MARINE

A FERRETTI COMPANY



MOROCHA, 2006 112' Custom Line
Contact Central Agent: Eric Frank



NEW 2010 Ferretti Altura 840



NEW 128' CRN



NEW 97' Custom Line



CRISTINA G, 2007 830 Ferretti
Contact Central Agent: Eric Frank



LADY MAGDALENA, 2004 76' Pershing
Contact Central Agent: Eric Frank



UNFORGETTABLE, 2006 830' Ferretti
Contact Central Agent: Eric Frank



SEDROP, 2006 731' Ferretti
Contact Central Agent: Eric Frank



TAKE IV, 2000 Ferretti 460
Contact Central Agent: Eric Frank



TEMPER, 2005 37' Intrepid
Contact Central Agent: Eric Frank

**FORT LAUDERDALE
GRAND SHOWROOM**
1445 S.E. 16th Street
Ft. Lauderdale, FL 33316

Come visit me at our
Sag Harbor Office
Summer '09



Eric Frank
Cell: 954.600.0369
Email: Eric.Frank@AlliedMarine.com

NEW YACHT SALES | BROKERAGE | MOBILE SERVICE | CHARTER | NEW CONSTRUCTION
WWW.ALLIEDMARINE.COM



M/Y SERENITY

\$3.1 Million

BEST PRICE OF ANY PREOWNED JOHNSON 87
OWNER TAKING DELIVERY OF NEW VESSEL
BROKER WILL CONSIDER TRADES

- Most Spacious interior in her class
- Split-level on-deck master
- Maintained by four full-time crew
- Extensive refit in 2006
- Global electrical conversion system
- \$100,000 in electronics upgrades
- High-speed Internet VSAT-system
- Custom 4-person hot tub
- Launched 2004



Visit us at the **2009 Ft. Lauderdale Show**
for the introductory launch of the new
Argos Gulfstream



Styled for Fun. Built to Conquer.
ARGOS G92

ARGOS GULFSTREAM SERIES

80' to 120' Limited Edition Trans-Oceanic Performance Motor Yachts

The Argos G92 is the only luxury motor yacht that boasts a master-stateroom on her flydeck. The SkySuite offers breathtaking 270-degree views, unsurpassed privacy and comfort. The tri-deck layout and liberal 820 sq.m of her split-level sundecks inspire infinite possibilities for entertaining, large tenders and helipad capabilities. Her uniquely beautiful lines are entirely performance driven to deliver speed and range, power and stability, exhilaration and safety. CAT 1650 hp delivers 25kt top-speed and 2400nm range at 8kt.

Tired of compromising?

2010 Model Year Introductory Pricing



Contact David Adams | 1.561.844.6800 | dave@premierys.com | North Palm Beach, FL, USA



MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

SUPERYACHT DIVISION MERLE A. WOOD, III | PETER GROKE
CUSTOM YACHT DIVISION BASSAM CHAHINE | JOHN COHEN | DAVID FRAZER | DIRK JOHNSON | CROMWELL LITTLEJOHN | BILL RUDKIN | BARCLAY TUCK



212'/64M Amels 2007 **MY SHANTI***



204'/62M Feadship 2000/07 **FORTUNATO***



183'/56M Benetti 2005/09 **ALLEGRO***



174'/53M Oceanfast 2004 **SEA BOWLD***



168'/51M Feadship 1993 **ENTERPRISE V**



164'/50M Hakvoort 2006 **JeMASA***



157'/48M Christensen 2007 **SCOTT FREE***



157'/48M Christensen 2007 **LADY JOY**



157'/48M Christensen 2005 **NICE N' EASY**



154'/47M Perini Navi 1990/06 **ANDROMEDA LA DEA***



151'/46M Vicem 2010 **VICEM 46M***



150'/45M Trinity 2003 **MY IRIS***



142'/43M Marinteknik 1994/07 **GRIFF***



128'/39M Oceanfast 1990/08 **BEELIEVER**



127'/39M Feadship 1986/06 **GOLDEN RULE**



126'/38M Trident 1999 **SAVOY**



125'/38M Broward 1989/03 **SHOWTIME**



122'/37M CRN 1978/08 **LADY EVA***

*Not for sale or charter to US residents while in US waters.

888 East Las Olas Boulevard • Fourth Floor • Fort Lauderdale, FL 33301



www.MERLEWOOD.com



121'/37M Denison 1986/02 **NEWS***



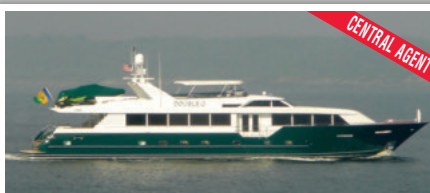
120'/36M Benetti 2007 **MAMMA MIA***



120'/36M Mefasa 1990/03 **JOANNE**



120'/36M Warren 2009 **WARREN S120***



118'/35M Broward 2000 **DOUBLE G**



116'/35M Feadship 1970/08 **UTOPIA II**



114'/35M Hatteras 1996/08 **CAMILLE**



102'/31M Broward 1984/05 **LIQUIDITY**



100'/30M Azimut 2005 **SOFIA S***



100'/30M Mangusta 1995/06 **USELESS**



95'/29M Intermarine 2001 **KRISHELLE**



92'/28M Cheoy Lee 1992/06 **MY FAIR LADY***



79'/24M Leopard 2000/06 **DOLCE VITA II***



76'/23M Lazzara 1999 **IMPETUOUS**



74'/22M Fairline 2004 **MY FAIR LADY***



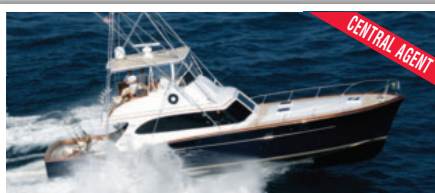
63'/19M Sunseeker 1998 **ALLURE**



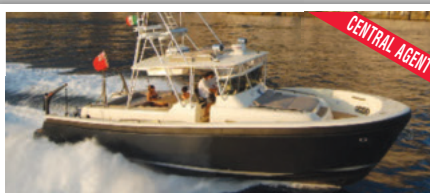
62'/18M Azimut 2003 **URANES***



55'/16M Azimut 2007 **LADY DY***



54'/16M Rybovich Sportfish 1970 **SEA HUT***



46'/14M Bluegame 2007 **MAY***



43'/13M Azimut Express 2007 **ARIA**

*Not for sale or charter to US residents while in US waters.

Phone: 954-525-5111 • Fax: 954-525-5165 • Email: mail@merlewood.com

954.316.6364

PACIFIC MARINER • WESTPORT

2957 State Road 84, Fort Lauderdale, FL 33312

info@westportyachtsales.com • www.westportyachts.com

GREG CUNNINGHAM • CHRIS JUNE • BRYAN LONG • ANDREW MILES • CAMM MOORE
JEFF OLIVER • MARK PECK • CLAUDE RACINE • RALPH RAULIN • ALEX ROGERS

New Construction
Westport 164



183' Expeditionary Cruiser 1966/2007 "McARTHUR" — Greg Cunningham, C.A.

New Construction
Westport 130



161' Admiral Marine 1992 "AURORA A" — Camm Moore, C.A.

New Construction
Westport 112



145' Westship 2004 "FIGHTING IRISH" — Camm Moore/Andrew Miles, C.A.'s

New Construction
Westport 98



130' Westport Tri-Deck MY 2008 "MISS SYDNEY" — Bryan Long/Andrew Miles, C.A.'s

New Construction
Pacific Mariner 85



Not for sale to U.S. residents while in U.S. waters

130' Westport Tri-Deck MY 2005 "BELIEVE" — Camm Moore, C.A.

WESTPORT

SINCE 1964



112' Westport RPHMY 2008/2009
Alex Rogers, C.A.



112' Westport RPHMY 2005
Alex Rogers, C.A.



112' Westport RPHMY 2003
Claude Racine, C.A.



Not for sale to U.S. residents while in U.S. waters

105' Mangusta Sport 2007
Claude Racine, C.A.



Not for sale to U.S. residents while in U.S. waters

105' Crescent 2001
Camm Moore, C.A.



96' Westship 1991/1992
Alex Rogers, C.A.



92' Tarrab 2002
Andrew Miles, C.A.



Not for sale to U.S. residents while in U.S. waters

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



90' Broward MY 1990
Camm Moore, C.A.



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



86' Burger MY 1981
Central Agents



80' Hatteras 2004
Alex Rogers, C.A.



74' Hatteras 1998
Mark Peck, C.A.



72' Donzi 1994
Mark Peck, C.A.



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



70' Broward 1978
Chris June, C.A.



Not for sale to U.S. residents while in U.S. waters

68' Ferretti 2003
Andrew Miles, C.A.



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



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



65' Pacific Mariner 2001
Andrew Miles, C.A.

WWW.WESTPORTYACHTS.COM



Experience the Marlow Difference

Marlow Marine Sales, Inc.



2008 Marlow Explorer 86 CMY

The current flagship of the Marlow Explorer fleet, "ANNE MARY" will not disappoint anyone. With four staterooms plus three private crew cabins, she is ideally set up for extended cruising and entertaining friends and family. As with all Marlow Explorers, attention to detail along with the usage of modern high tech composite construction methods has made this yacht unique in her class. The classic lines of the yacht, will surprise you with the fact that she can attain speeds over 30 knots. The yacht has been maintained to the highest standards by a very knowledgeable owner, and can be seen at our lush tropical park-like facility on Florida's west coast.



2005 Marlow Explorer 78E

This yacht is ready to return to the Mediterranean Sea. Built for an Italian businessman, there are many custom features that were built into this yacht. The extended all teak bridge deck allows space for a large tender and plenty of extra room to entertain guests. She is powered by 1550hp Caterpillar engines giving exceptional performance. As all Marlow Yachts, attention to detail is evident wherever you look in the yacht. Available to be seen at our docks.



Now open seven days a week to better serve our clients.

MARLOW MARINE SALES INC.

4204 13th Street Court West • Snead Island, Florida 34221

Phone: 800 362-2657 • Fax: 941 729-4955 • Web Site: www.marlowmarine.com

Experience the Marlow Difference

Marlow Marine Sales, Inc.



Environmental Stewardship

There are only seven seas...

Marlow Marine Sales is dedicated to the preservation of these natural wonders.



2008 Marlow Explorer 53C

The 53C boasts the best in class in performance, style and value. The great news is that a like new Marlow Explorer is available to the first buyer without the patience to wait for their new yacht. The hull shines with its lustrous navy awlgrip paint. The 700HP Caterpillar C-12 Diesels give a comfortable and efficient 18 knot cruise speed. With her full compliment of electronics, twin gensets, and three spacious staterooms, there is no place you would rather be than sitting on this beautiful Marlow Explorer yacht, contemplating your next adventure.



2004 Marlow Explorer 70E

The owner of "Miz Scarlett" has taken delivery of her 2009 Marlow Explorer 78E. This yacht has been professionally maintained by her very experienced captain and Marlow Marine Service. Following the companies desire to build a yacht to exceed each owners expectations and design, this yacht has some very special features. The private salon access to the master stateroom allows for total privacy from guests in the forward cabins. You will not be disappointed owning this beautiful Marlow Explorer. Call today to arrange for a private tour of this wonderful yacht.



2005 37' Marlow Prowler Classic

State of the art materials and technology makes this Classic a joy to own. Powered by 440hp Yanmar diesels, diesel generator and great amenities for cruising or weekending to your favorite ports of call!



1993 46' Grand Banks Classic

Powered by the popular 375hp CAT's. Owner has purchased a Marlow Explorer and this boat is a great value in today's market. Fast 15 knot cruise or slow down to trawler speed for economy. Must sell now. Our Dock



2005 Carver 466 Motoryacht

The nicest and best priced Carver 466 on the market. Has two full staterooms, kids 3rd cabin and a large salon. Owner has moved up to a 72E Marlow and this yacht is in excellent condition and at our dock for easy showing.



2000 45'Sea Ray Sedan Bridge

Owner has a new Marlow Explorer yacht being built so he said it's time to sell. This yacht has three sleeping cabins and powerful Cummins diesels. Best price on the market!! At our dock!



2002 Sea Horse 45' Fast Trawler

This yacht has both great performance, and has many details that would be hard to find on much larger yachts. Topping out at 19 knots, you can cruise at 13.5 knots comfortably.



2001 Navigator 56 Classic RPH

A beautiful boat with 3 staterooms, luxurious salon and pilot house, twin 430 Volvo Dsls., SAT TV, full electronics, and a great fly-bridge deck area. Will consider reasonable trades. Our Dock



Explorer Yachts - New construction | Brokerage | Charter

UNDER CONSTRUCTION



UNDER CONSTRUCTION



UNDER CONSTRUCTION



120/126' Inace Aft House Explorers

Elegance that will take you anywhere you want to fish. Excellent comfort and sea keeping, Zero speed stabilizers lets you fish remote locations others can't. Can carry two 22' tenders on boat deck, large Lazarette for fishing and diving gear. Full beam master, plus 4 guest with ensuite, skylounge has office and entertainment area. Design can be customized to carry larger tenders. One available for short delivery, ABS and MCA. Call for pricing.

97' La Perla | Jongert | 1989/2002/2008 | \$2,995,000 USD

Dutch motoryacht volume & quality interior. All ocean sailing performance for circumnavigation, charter or family use. Most equipment, systems & finishes new or recently renewed. Great fly bridge and outside spaces. Full beam master aft with very sexy transom windows + 2 guest suites, office and well separated crew. New paint and decks refinished '08, in best condition in years! Seller ready, inspect in Ft. Lauderdale. Will trade for Toronto real estate or cash.

Steve Reoch +1.305.216.8682

135' Inace Yacht Explorer

Carrying the Explorer tradition forward with Yacht Style, tank tested 6000 nm range, Jon Overing Hull design, Kirschstein interior and exterior design, massive on deck master stateroom, plus five guest S/R, superior sea keeping, classed to ABS and MCA, first in series under construction, short delivery, excellent quality to value ratio, Price on request.

98' Overing Mariner series

First in this new line of vessels nearing delivery. Super Efficient hull form providing 5000 nm range. Conceived, designed, Equipped and constructed for world cruising. Very large deck for tenders and toys. Large king master, queen, twin and double state rooms. Twin cat engines, 2 x Northern lights gen sets, Atlas power system, Stunning Michael Kirschstein raised panel interior. ABS and MCA. Highly complete value, Price on request.

Explorer Yachts for Charter | charterexploreryachts.com

Olga 36.89m/121' San Blas Islands
Senses 59.20m/194' Pacific
Seawolf 58.83m/193' C. America

Latitude 51.8m/169' South America
Tribu 50.50m/165' South America
Kayana 36.84m/120' Alaska
Surprise 35m/115' South Pacific

Pacific Yellowfin 35m/115' Alaska
VVS1 33.83m/111' South Pacific
Sudami 33.83m/111' Caribbean
Askari 32.87m/111' South Pacific

*All yachts offered are subject to still being available. Yacht particulars are believed to be correct but their contents are not guaranteed, neither may they be used for any contractual purposes. Specification provided for information only. Subject to prior sale, price change or withdrawal from market without notice.



Phone: 954.671.0107
website: buyexploreryachts.com

AVAILABLE FOR SALE & CHARTER
NEW CENTRAL LISTING



111' 2007 INACE EXPLORER SUDAMI

111' (33.8M) X 24'6" (7.46M) A.B.S + MCA Offshore Unlimited; Mega Yacht features, bulbous bow, large master on main deck, 2 x queen, 2 x twin S/R each with 1 Pullman. Large engine room designed and equipped for world cruising, 2 x Cat 3406 main engines, 2 x Cat Gen sets, Atlas system, Alfa Laval. Large bridge with office behind that can convert to captain's cabin. Great deck space, 19' tender, 13' tender, dining on aft deck, boat deck and on fully equipped flybridge. Large galley. Asking price USD\$9,295,000

Please contact John S. DeCaro for inquiries.



JOINT CENTRAL LISTING



103' 1992 HAVRKVOORT SEALION

Pedigree world cruiser, Lloyd's class, Excellent sea keeping, bulbous bow, first time on market, 4 stateroom, king master on deck, queen VIP, 2 x twins. 2 x slow turning Gardner engines, 5000 nm @11 knots burning 17 gph (65 lt), 3 x gen sets, updated electronics, updated engine room, recent paint, comfortable deck spaces, large galley. Ready to world cruising now. Asking price: EUR 5,750,000.

Please contact John S. DeCaro for inquiries.



EXPLORE LIFE
LAT 58.7886 LONG 16.9122
*Preview this location at:
www.buyexploreryachts.com



Explore the world in fuel efficient vessels.
buyexploreryachts.com

AERO TOY STORE

pininfarina



**BRAND NEW!!
IMMEDIATE DELIVERY!!**

GLOBAL EXPRESS XRS s/n 9281

BRAND NEW! Fly Home Today! Full Factory Warranty, Pilot & Maintenance Training, Jar-Op's 1 Compliant, HUD, Triples, SATCOM, ACARS, Lightning Sensor, Two 21" Bulkhead Monitors, High Speed Data, 14 Passenger, Forward & Aft Lavs & more! CALL!

VIEW IN MONACO!!

"AERO TOY STORE" - 147' STERLING

COMPLETE REFIT July, 2008. Beautiful Huge Observation Salon with Circular Sofa & Interspersed Cocktail Tables, a Twelve Guest Dining Salon, Enormous Master Suite with Private Corridor Past the Elevator Landing, His and Her Bathrooms, Jacuzzi Tub & Separate Shower, Desk & Sitting Area, a VIP Suite, Port & Starboard Guest Suites, Convertible Study, Forward Sundeck, Alfresco Dining Deck, Helicopter Landing Pad / Jacuzzi and more! CALL!



IMMEDIATE DELIVERY!!

pininfarina EDITION II

GLOBAL EXPRESS s/n 9139

FACTORY WARRANTY! NEW "Pininfarina Edition" Interior, Late Model, ONLY 1329 TT, Jar-Op's Compliant, SmartParts, Engines on Corporate Care, APU on MSP, HUD, Triples, SATCOM, Airshow 400, 13 Passenger, Two 21" Monitors & more! WON'T LAST!



VIEW IN FORT LAUDERDALE!!

"NEVER SAY NEVER" - 110' LAZZARA

110' of Absolute Elegance! Open Bridge with Hardtop. New Custom Paint, Stunning Gloss & Satin Cherry wood throughout, Full Beam Master Stateroom w/ Full Bath including Shower, Twin Vanity & Jacuzzi, Port, Starboard & Mid VIP Staterooms each with Private Full Bathroom, Captain and Crew Staterooms, Satellite TV & Telephone, Extensive Entertainment Systems throughout, Bow Thrusters. CALL!



BRAND NEW!!

IMMEDIATE DELIVERY!!

pininfarina EDITION

CHALLENGER 605 s/n 5728

BRAND NEW! FLY HOME TODAY! Jar-Op's Compliant. \$1.2 Million+ in Options. Direct TV, Datalink, Triple IRS, LDS, RAAS, Video Encoder, EVAS, Floorplan 1 Ten Pax Interior with Four Place Berthable Divan, Two 21" Monitors, Microwave Oven. CALL!



VIEW IN MONACO!!



IMMEDIATE DELIVERY!!

CHALLENGER 605 s/n 5718

FLY HOME TODAY! In-Service Date Dec/07, ONLY 233 TT, Warranty, 12 Passenger, JAR-OPS and EASA Compliant, Triple IRS's, Enhanced Maps on MFD, TIA Microwave & High Temp Ovens, Airshow ASXi, DVD/CD Player, Two 18" Flat Screens & more! CALL!

"ONE MORE TOY" - 88' PERSHING

"UNIQUE" & "ONE-OF-A-KIND" best describes this vessel. STUNNING NEW Designer Paint & Interior in Overall Charcoal, Red Leather, Carbon Fiber Cabinetry & Teak Floors throughout! Features Full-Beam Master Suite and Forward VIP Suite both with Private Lavs, Two Guest Suites, Crew Quarters, Entertainment System, Optional Two-Person PWC and Davit beneath Sunpad and more! CALL!

TO VIEW OUR COMPLETE INVENTORY VISIT US AT

WWW.AEROTOYSTORE.COM

SALES@AEROTOYSTORE.COM

+1.954.771.1795

FORT LAUDERDALE

MONTREAL

BEVERLY HILLS

MONACO

LAS VEGAS



VRIPACK®



BEOTHUK



DOGGERSBANK OFFSHORE 102', 31.11 x 7.60 x 2.10M. BUILT IN 2008 BY KUIPERS WOUDESEND, THE NETHERLANDS. TWIN CATERPILLAR C18 DI-TA 600HP EACH. 1 OWNER, 2 GUEST AND 2 CREW CABINS.

Designed by Vripack and built to the highest Dutch Yacht Building Standards. First yacht ever with all LED lighting, extensively equipped with DMP Radio Zeeland navigation and monitoring systems, state of the art entertainment system. This long range, 4,000NM, yacht is designed and built for safe and comfortable cruises. We dare to say that this is the best built yacht ever in her class! Central Agents.

Zwolsmanweg 16, P.O. Box 334, 8600 AH Sneek, The Netherlands. Tel. +31 515 436600, Fax +31 515 436634, brokers@vripack.com

BROKERS

WWW.VRIPACK.COM

BOATBOOKINGS.com

Boatbookings.com is a world leader in online motoryacht and sailboat charter.
Luxury yachts, day boats, corporate events, crewed or bareboat -
we offer yachts of all type and sizes worldwide.



Visit Boatbookings.com or enquire at yachts@boatbookings.com

LONDON: +44 (0)20 7193 5450 • CANNES: 33 (0) 4 93 39 52 69
ATHENS: 30 69 39 725 770 • MAURITIUS: 230 919 4848 • SINGAPORE: +65 9173 4520
FORT LAUDERDALE: 888 518 5554 (US) 954 376 3711 (INT'L)



VRIPACK®

COMMERCIAL BREAK



MOONEN OFFSHORE 90', 27.43 x 6.73 x 1.90M. DESIGNED BY VRIPACK YACHTING INTERNATIONAL NAVAL ARCHITECTS BV AND BUILT IN 2004. TWIN CATERPILLAR 3196E DITA ENGINES, 385HP EACH. ONE OWNER, TWO GUEST AND TWO CREW CABINS.

Commercial Break is an outstanding pocket mega yacht with proven transatlantic capability. Lloyds + MCA certification for unrestricted cruising in comfort and safety. Commercial Break is in excellent condition and maintained to the highest standards. A modern, yet contemporary interior with spacious accommodations. Commercial Break offers the comfort and seaworthiness of much larger yachts and therefore the ideal yacht to travel the globe with a small crew. Central Agents.

Zwolsmanweg 16, P.O. Box 334, 8600 AH Sneek, The Netherlands. Tel. +31 515 436600, Fax +31 515 436634, brokers@vripack.com

BROKERS

WWW.VRIPACK.COM

NGY
NEPTUNE GROUP YACHTING
WHERE EXPERIENCE COUNTS...SINCE 1982

Call us today!

*Whether in the sky or on the sea,
we can get you there!*



Our charter agents will help you discover just how easy your vacation plans can be.

Share in our expertise of these successfully booked world-class charter yachts that are just a few among many from which to choose...

170' LATITUDE	\$125,000/week	12 Guests
168' JAMAICA BAY	\$210,000/week	12 Guests
161' TE MANU	\$224,000/week	12 Guests
157' SCOTT FREE	\$215,000/week	12 Guests
155' ONE MORE TOY	\$181,500/week	12 Guests
147' AQUASITION	\$127,000/week	10 Guests
146' BALAJU	€170,000/week	10 Guests
136' DRAGON	€135,000/week	10 Guests
130' ARIOSO	\$ 95,000/week	10 Guests
125' BULLISH	\$130,000/week	10 Guests
112' ANDIAMO	\$ 44,500/week	8 Guests
112' NEW MOON II	\$ 37,500/week*	8 Guests
110' ADRIANA III	\$ 49,500/week	8 Guests
110' INTREPID	\$ 39,500/week	6 Guests
103' TRILOGY	\$ 33,000/week	6 Guests
100' TURNIN' LEFT	\$ 25,000/week*	9 Guests
97' GIGI	\$ 37,500/week	8 Guests

92' CASA BLANCA	\$ 29,000/week	8 Guests
84' CAPTIVATOR	\$ 18,900/week	6 Guests
82' ADRIANA II	\$ 25,000/week	6 Guests
81' PALADIN	\$ 29,500/week*	8 Guests
80' KENKAYLA'S KASTLE	\$ 23,500/week	6 Guests
78' BELLA SOPHIA	\$ 17,000/week	6 Guests
76' TEMPTATION	\$ 19,500/week	6 Guests
75' MAC	\$ 15,000/week*	6 Guests
73' SARITA	\$ 13,500/week*	6 Guests
70' HARD HATT	\$ 15,500/week	6 Guests
70' SEAS THE MOMENT	\$ 23,000/week	7 Guests
62' FELICIA	\$ 24,000/week	4 Guests
62' LADY Z	\$ 24,000/week	4 Guests
61' FISH'N TALES TOO	\$ 9,750/week*	5 Guests
58' REEL LEFT	\$ 12,000/week	4 Guests
55' FABIOLA II	\$ 9,500/week	4 Guests

**Limited Time Only, All Rates Subject to Change*

+1.954.524.7978

Info@NGYI.com

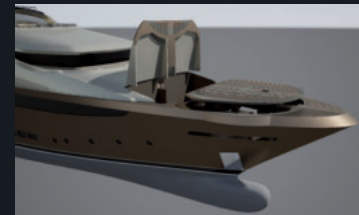
www.NGYI.com

ALLIANCE MARINE, INC. presents

SORAYA
YACHTS



153' (46.5m) of Ocean Going Luxury . . . Helipad . . . Enormous swim platform . . .
Sophisticated IP system . . . Cutting edge communication and video packages . . . Accommodations for
12 in five or six spacious staterooms . . . Elegant salon and lavish dining room. . .
Classification: R.I.N.A. charter class and MCA. Worldwide Central Agent.



125' Palm Johnson Tri-Deck Motor Yacht 2003 . . . Huge main salon in American cherry with Cuban mahogany highlights . . . Five spacious
staterooms including a full-width, on-deck master . . . Interior and exterior refit in 2008 . . . In class, Lloyds and MCA compliant . . .
Zero speed stabilizers, passerelle, dive compressor, tender, toys and more . . . Truly a "must see" . . . Seriously for sale.

ALLIANCE MARINE, INC.
Fort Lauderdale . La Spezia . Monaco

Worldwide Central Agent Robert Bell +954.554.8885 GSM +954.941.5000 Office
Email: Info@ayacht.net



SORAYA
YACHTS



Protect your yacht from the environment with our **Complimentary Undercover Dockage for Sellers**



Complimentary Dockage for Centrally-Listed Yachts of ALL Sizes!

We provide COMPLIMENTARY DOCKAGE in our Bradford Marine Showroom to qualified, centrally-listed yachts of ALL sizes. Our only charge is for electricity. Our freshwater, undercover facility is among the most desirable and respected in South Florida - and dedicated to yachts for sale.

Perfect Lady



1997 84' Hatteras Elite Series

Wide Body - \$2,745,000 - NEW LISTING!

NEW LISTING!



The "Perfect Lady" is in like new condition with many upgrades.

- New Awlgrip exterior paint
- CAT powered w/3412 (1350hp)
- Updated interior (2003)
- Full beam master w/king
- Country kitchen
- Jacuzzi on flybridge
- Maplewood interior
- Separate crew quarters
- New aft deck enclosure

Never Borred



2004 61' MARLOW
\$1,299,000 - NEW LISTING!

Three stateroom traditional styled cruiser with teak interior. Bow thruster and stabilized.

Yeratel



1995 92' Mangusta Open
\$2,395,000 - NEW LISTING!

Over \$600,000 in upgrades (2008). 4 state rooms plus crew. Deutz engines (1850 hp). New Awlgrip exterior paint. New enclosure. New soft goods. Not for sale to U.S. residents while in U.S. waters.

Lady Patricia



1993 78' TRIDENT FEXAS SEDAN
\$999,000 - MOTIVATED SELLER!

CAT 1000 HP 3412's w/500 Hrs. 2 Stidd Helm Chairs. Large navigation chart table. Perfect for Bahamas cruising. Tom Fexas design. Elegant interior - high gloss Anigri. 5 Staterooms, Sleeps 10.

Lady Jan Again



2001 82' MONTE FINO SKYLounge
REDUCED - NOW \$2,195,000

Owner has taken delivery of new yacht! Complete bottom paint job along with all new zincs. Cat engines/3412 with low engine hours. Stern thruster, 1200 gpd Watermaker. Extremely well-maintained.

Diamonte



2006 92' PARAGON SKYLounge CPMY - \$4,795,000

Beautiful African black walnut interior. Marble and granite throughout. Caterpillar powered w/3412's. Floating floors & bulkheads throughout.

Liberation



1988 95' BROWARD MY
\$1,195,000 - REDUCED!

Spacious salon w/new carpet. His & her bath in master. Jacuzzi. Large galley. Many windows. Owner negotiable. Make an offer.

Cheoy Lee



2002 81' FLYBRIDGE MY
\$2,195,000 - REDUCED!

Powered by Cat 3412's with 1000 hours. Wesmar stabilizers. 3 staterooms. Full beam midship in master. His and hers heads in master. Teak interior.

Wanderlust



118' Denison Motoryacht 1985
Asking \$2,800,000

1300 twin MTU's. Four staterooms. Huge galley. Open aft deck.

Starshine



1998 60' OFFSHORE PHMY
Asking \$949,000

Powered by twin CAT 3196's. Wesmar stabilizers. Wesmar bow thruster. Watermaker. 3 staterooms, 2 heads. Galley up. Full walkarounds. SAT TV.



A Legacy of Excellence
BRADFORD MARINE
YACHT SALES

Please contact us for more information
954-377-3900 or info@bradfordmarineyachtsales.com
3051 West State Road 84 | Fort Lauderdale, FL 33312
bradfordmarineyachtsales.com



Mangusta 130, 2004
€ 10,200,000 – VAT paid



CHARTER
ONLY

Azimut 116, 2004
11 guests. Charters from € 72,000 p/week
Western Med



SALE/
CHARTER

Evolution 110, 2005/07
€ 6,950,000



CHARTER
ONLY

Ferretti 880, 2004
10 guests. Charters from € 45,500 p/week
Croatian waters



CHARTER
ONLY

Riva Venere 75, 2009
7 guests. Charters from € 35,000 p/week
Western Med



Sealine T47, 2004
US\$ 379,000

*** CONSULT OUR WEBSITE FOR THE LATEST CHARTER RATES & CRUISING DESTINATIONS ***

OCEANSTYLE

MIAMI

+1 305 672 9400
miami@osyachting.com

LONDON

+44 20 7766 4299
london@osyachting.com

MONACO

+377 97 97 83 10
monaco@osyachting.com

ATHENS

+30 6932 408 285
athens@osyachting.com

PALMA

+34 672 070 005
palma@osyachting.com

MUMBAI

+91 961 919 5573
mumbai@osyachting.com

BROKERAGE | CHARTER | NEW CONSTRUCTION | YACHT MANAGEMENT

OSYACHTING.COM

BURGER YACHT SALES

1515 SE 17th Street, Suite 129
Ft. Lauderdale, FL 33316
bys@burgerboat.com

John Todd
Julien Eifenbein
Ron Tedeschi



106' Burger Flush Deck M/Y 1998

Owner of Burger Boat Company's Personal Yacht!

Spacious wide beam yacht with 3 staterooms plus a convertible office. Separate crews quarters. Lengthy list of update including most electronics and many engine room details. Absolutely fresh and ready to go in all respects.

Offered with special one year limited warranty.



106' Burger Raised Pilothouse M/Y 2004

This Burger is on the market with very low hours on CATS. Unique English Brown Oak interior with exotic accents. All systems ready and capable for Med use. Hydraulic passarelle. Dual anchors. Spectacular! Central Agent.



107' Burger Raised Pilothouse M/Y 1998

Wide beam, large volume yacht with 4 stateroom layout plus generous crew quarters. Natural cherry woodwork throughout. Maintained to perfection by long time yachtsman. Estate sale. Central Agent.



76' Burger Cockpit M/Y 1965/2008

This vessel is a true GEM. A beautiful example of a Classic M/Y from a most discriminating owner. She has had meticulous care over the years with an in depth refit. Major Price Reduction. Central Agent.



85' Burger Flush Deck M/Y 1999

Pride of the fleet. Exquisite condition. Interior a work of art. All of Burgers talent is combined here. Open aft and walkaround decks. Generous flybridge with hardtop. Low hours on finest engines. Totally equipped. Central Agent.



144' Burger Four Deck M/Y 2006

Essentially as new. Owners full width stateroom on main deck plus six other fine guest staterooms. A masterpiece of design and craftsmanship. Grand open deck spaces. Elegant spacious interior. Wheelchair suitable. Lavishly equipped.



117' Delta Full Displacement M/Y 1996

Long range yacht with teak interior. Complete paint job and electronics update 2007-2008. Solid fiberglass hull (no core). Efficient 625 hp Cat diesels. 3 staterooms plus crew. Impeccable condition. The best you find in this size.

CUSTOM YACHTS OF DISTINCTION SINCE 1863.

www.burgerboat.com
+1 (954) 463-1400

BURGER

AMERICAN FLAG CUSTOM BUILT IN THE USA

GILMAN YACHTS™

since 1968

www.gilmanyachts.com



151' TACOMA MY 1993/2008

She has just completed a major mechanical re-fit that includes her 5 yr & 1 yr ABS Classing & is ready for Sea. She has 5 King bedded SR's, crew accommodations for 11 & 8000 NM range in incredible comfort. Also for Charter. \$18,500,000. Please contact Dean B Young, CA in Palm Beach 561-301-7031.



112' WESTPORT 2009 - SIGNATURE SERIES.

American Built! 4 owner's staterooms plus 3 crew cabins. Extensive options list. Stunning Robin Rose interior design. Not your average 112' Westport layout. Available now for purchase or lease for 3-5 year term. Financing provided by Argosy Financial. Call John P Noone in Palm Beach 561-307-6353.



NEW BUILD - 2009 - 103' JOHNSON RAISED PILOTHOUSE MY

BRAND NEW boat that must be sold! Commissioned but not delivered. 1825 hp C-32 Acert CATs-less than 10 hours. Bi-level on-deck master with 180 degree forward view + 3 suites below, huge beam, full walk-arounds. One time opportunity to own a spectacular 103' Johnson without the new construction wait. Call Jeff Stanley in Fort Lauderdale. 954-249-0360.



86' HORIZON SKYLounge 2007

Truly a unique offering. Only 82' series Horizon built to 86' with four suites forward of the engine room. High end Dawn Moffitt interior, countless options and upgrades. Save vast amounts of money and time over a new build project. Relocated to South Florida to be sold. Price just reduced. Call Jeff Stanley in Fort Lauderdale. 954-249-0360.



104' DEREKTOR TRI DECK 1990

Famous Derektor quality. 3 staterooms with on deck and lower Master. Breathtaking Pilothouse and magnificent mahogany cabinetry. This is a great value even in this depressed market. Try \$2,150,000. Call Larry Masterman at 561-370-5090.



92' WEST BAY COCKPIT MOTORYACHT 2003

T/3412 CATs-815 hrs, bow & stern thrusters, stabilized, walk-around decks, wing controls, Aft Deck A/C, 4 staterooms + aft crew, open Galley up, traditional mahogany interior. Great opportunity at a drastically reduced price. Call Wayne Cannava in Fort Lauderdale. 954-646-5099.



77' HORIZON INVENTORY BOAT 2008

The Best Mid-Sized Yacht built for the money! Where else can you find a 5 cabin/6 head yacht with graceful lines and serious sea-keeping abilities? At our docks in Palm Beach. Loaded with redundant systems and turn key. Call Don Gilman. Reduced to \$2,975,000.



61' HATTERAS FLYBRIDGE MOTORYACHT 1983

Twin 12V71T's with 110 hours since major overhaul, updated gensets, stabilizers, custom layout with enlarged guest cabin + Day Head, updated interior and galley. Asking \$399,000. Call Wayne Cannava in Fort Lauderdale.



60' RODRIQUEZ SPORT YACHT 2007

Fiberglass Italian built, 3 staterooms + separate crew quarters w/ head aft, Volvo D-12 mains-under 300 hours, economical 30 knots cruise. Dual option opening hardtop w/cockpit AC, hydraulic passerelle & platform. SHARP. Call Joe Majcherek in Fort Lauderdale.



56' ALDEN MY 1999

Reliable CAT power. Fantastic Cherry interior in impeccable condition. Captain maintained, absentee owner will accept the first fair offer. Located North Palm Beach. Please contact Dean B. Young on mobile 561-301-7031. \$625,000. Offers.



56' OCEAN YACHT 2001

Huge 3 stateroom/3 head layout. Full time Captain maintained. Proven fish raiser and great for cruising. Up to date service on MAN engines. Over 100K spent on upgrades recently. Interior and exterior in great shape. \$595,000. Call Don Gilman in Palm Beach.



50' MIKELSON CONVERTIBLE 2005

Popular model with Tom Fexas hull and generous tankage. Huge circular settee flybridge, separate navigation station plus aft station and cockpit controls. 3 Stateroom/2 Head layout with aft galley. A MUST SEE! Call John Failla in Fort Lauderdale.



58' SEA RAY SEDAN BRIDGE 2006

Better than new. 3 nice staterooms with a full beam master amidships, Queen VIP forward and Chinese berths to stbd. Beautiful salon and open galley area. Rich cherry finish. 900hp MAN power. Blue hull. Still smells new. Call Greg Read in Palm Beach 954-849-2042.

1212-A US Highway 1
Palm Beach, FL 33408
Tel **561.626.1790**
PalmBeach@GilmanYachts.com

1510 SE 17th St, Suite 300
Fort Lauderdale, FL 33316
Tel **954.525.8112**
Lauderdale@GilmanYachts.com

Lady Lola III

Bargain of a Lifetime!



2009
MARQUIS
YACHT

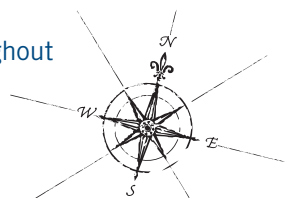
RETAIL **\$4,195,000** • SELLING PRICE **\$3,495,000** • **\$700,000** SAVINGS

We are proud to offer the Lady Lola III at an incredible price.

This 2009 72-foot tri-deck is a dream come true with less than 50 hours on its Twin Cat Diesel engines. Duane Hagadone has designed and built a number of spectacular marine vessels that have been internationally recognized. Nationally renowned interior designer Guy Dreier was commissioned to make the Lady Lola III as spectacular as its systems. The result is a floating palace that manages to make every square inch of the yacht's interior extremely functional, while presenting an environment of luxury and convenience.

Distinctive Amenities

- New Tri-deck pilot house, designed for all weather
- Twin Diesel Cat Engines C30 1550hp
- Bow and stern thrusters for one-person operation
- Custom leather, wood, carpeting and fabric throughout
- Glass fully opening door on aft bridge
- 2 electric 64"x80" opening glass sunroofs
- Custom painted hull



HAGADONE
MARINE GROUP

F.O.B. COEUR D'ALENE



FOR MORE INFORMATION REGARDING PURCHASING
CRAIG BROSENNE • 208.660.2174 • CBROSENNE@HAGADONEMARINE.COM



A tradition of excellence since 1969



95' DE VRIES LENTSCH MOTOR YACHT 1970

This lovely, canoe stern motoryacht has had extensive upgrades since 2004; major rebuild on twin Cat engines, new teak decks ('06), new master bath + remodelled crew quarters plus all new interior décor and more. ZAZU retains her classic charm yet offers the reliability and amenities of a contemporary yacht. Lying Florida. Asking \$3,499,000 (Med shipping included).

Contact Pam Barlow

SALES@LUKEBROWN.COM

To view our entire fleet go to LukeBrown.com

PHONE: 954-525-6617



81' CAPE HORN 2002

Contact Jim Wilkey



139' FEADSHIP TRI-DECK 1984

Contact Alan Bernard



100' ROMSDAL EXPLORER

Contact Ron Morgenstein



135' BROWARD NEW / REBUILD

Contact Dana Cambon



150' TRANSOCEAN EXPLORER YACHT 2010

Contact Andrew Cilla



112' BROWARD 2003

Contact Jason Dunbar



65' MARLOW 2001

Contact Marc Thomas



64' BRUCKMANN NEW CONSTRUCTION

Contact Steve Deane



78E MARLOW EXPLORER 2005

Contact Phil Annunziato

FT. LAUDERDALE, FL • SOUTHAMPTON, UK • NEWPORT, RI • BRADENTON, FL • ANNAPOLIS, MD

YACHTS INTERNATIONAL

**YACHTS INTERNATIONAL MAGAZINE is published by
I.M.S Publishing, Inc.**

Portside Yachting Center 1850 SE 17th Street - Suite 310
Fort Lauderdale, FL 33316 Tel.: +1 954 761 8777 - Fax: +1 954 761 8890
www.yachtsmagazine.com

President Michel Karsenti - m.karsenti@luxmediagroup.com

Publisher Karlene Pack - karyachts@aol.com

**Advertising Sales
Director of Marine Advertising
Jo-Aynne von Born** - JVonBorn@aimmedia.com
Tel.: (954) 761 8777 - Fax: (954) 761 8890

**Brokerage/Service & Refit/Real Estate/Aviation
Steven Sumlin** - ssumlin@aimmedia.com

**Office Manager
Donna Aschheim** - dashchheim@aimmedia.com

**Director of Retail Sales
Marcia Orovitz** - Tel. 305 538 5699 - morovitz@aimmedia.com

**Group Circulation Director
Stephanie Flanagan** - sflanagan@aimmedia.com

**Circulation Assistant
Kirsten Hober** - khober@aimmedia.com

**Group Fulfillment Manager
Natale Russo** - nrusso@aimmedia.com

**Research Director
Kristy Kaus** - kkaus@aimmedia.com

**Northern, Central & Eastern Europe
Marine Accounts Advertising Manager
Alexandre Lombard Zepellini** - Tel.: +33 153 86 89 06
a.lombard@luxmediagroup.com

**Southern Europe
Marine Accounts Advertising Manager
Nicole Miaule** - Tel.: +33 497 06 97 13 - n.miaule@luxmediagroup.com

**European Non-Marine Accounts Advertising Manager
Jean-Marc Dahan** - Tel.: +33 153 86 89 02 - jm.dahan@luxmediagroup.com

To inquire about subscriptions
Please call, 1.800.829.9152 or 1.386.246.0166
To request onboard deliveries in the Med Fax: +33 497 069 596

**Distributors
International & U.S.A**
Curtis Circulation Company - 730 River Road - New Milford, NJ 07646
Tel.: (201) 634 7400 - Fax: (201) 634 7499 Foreign Countries

YACHTS INTERNATIONAL is a trademark of IMS Publishing, Inc. All rights reserved. YACHTS INTERNATIONAL is published six times a year by I.M.S Publishing, Inc. Reproduction in whole or in part of any article without prior written permission from the publisher is strictly prohibited. YACHTS INTERNATIONAL/I.M.S Publishing, Inc cannot accept any responsibility for any errors or omissions which might occur. YACHTS INTERNATIONAL/I.M.S Publishing, Inc accepts no liability for unsolicited manuscripts and photographs that may be lost or damaged.

YACHTS INTERNATIONAL is published bi-monthly by Active Interest Media. The known office of publication is located at 475 Sansome Street, Suite 850, San Francisco, CA 94111. The editorial and advertising offices are located at Portside Yachting Center, 1850 SE 17th Street, Suite 310, Fort Lauderdale, FL 33316; 954-761-8777; fax: 954-761-8890. Application to Mail at Periodicals Postage Rates is Pending at San Francisco, CA, and additional offices. Vol 13 No. 3 July/August 09 issue. **POSTMASTER:** Send address changes to Yachts International Magazine, P.O. Box 420234, Palm Coast, FL 32142-0234. **PRINTING:** RR Donnelley, Strasburg, Virginia, USA. Printed in the USA.

YACHTS INTERNATIONAL MAGAZINE

Portside Yachting Center - 1850 SE 17th Street - Suite 310
Ft Lauderdale, FL 33316 - Tel.: +1 954 761 8777 Fax: +1 954 761 8890

**Editorial Director
Michel Karsenti** - m.karsenti@luxmediagroup.com

**Editor in chief
Cecile Gauert** - cgauert@aimmedia.com

**Senior Writer
Jerry Stansfield** - stansfield2@msn.com

Contributors
Liz Pasch, Lisa Hoogerwerf Knapp

Contributing Editors
Lisa Larsen - llarsen@aimmedia.com
Alain Brousse, John Lassal Binos, Bruce Maxwell,
Roberto Franzoni, Isabelle Gamerone, Danielle Viguerie Ahern

Staff Photographers
Matthieu Carlin, Haider Yousuf

Contributing Photographers
Shaw McCutcheon, Billy Black

**Art Director
Laurent Haoua** - l.haoua@luxmediagroup.com

Advertising Materials Traffic Manager
ads@luxmediagroup.com

Color Separation
Christophe Santana - c.santana@luxmediagroup.com

FRANCE's Editorial Office - Yachts Magazine
Franck Van Espen - f.vanespen@luxmediagroup.com
4, rue Reyer - 06400 - Cannes - France
Tel.: 33 497 06 95 95 - Fax: +33 497 06 95 96

ITALY's Editorial Office - LuxMedia Italia/Yachts Italia
Maria Roberta Morso - mrm@luxmediagroup.com
Piazza Viani, 11/A - 55049 Viareggio (LU) - Italy
Tel.: +39 584 389 845 - Fax: +39 584 399 528

LuxMedia Group also publishes:
Global Built Report - Yachts France - Yachts Italia
Yachts Russia - Yachts Croatia - Yachts Emirates
Edgar - Altitudes Europe - Altitudes Arabia



Active Interest Media
300 N. Continental Blvd - Suite 650 - El Segundo - California 90245, USA.
CHAIRMAN & CEO Efrem Zimbalist III
GROUP PUBLISHER & COO Andrew W. Clurman
SENIOR VICE PRESIDENT & CFO Brian Sellstrom
SENIOR V.P. CIRCULATION, PRODUCTION & OPERATIONS Patricia B. Fox



To view Yachts International Magazine online, visit yachtsmagazine.com

© 2008 NetJets Inc. All rights reserved. NetJets Inc. is a Berkshire Hathaway company. NetJets and Executive Jet Management are registered trademarks. The Marquis Jet Card is a registered service mark. Includes aircraft under management by Executive Jet Management.

Most experience. Largest fleet. Highest standards.

LEADERSHIP

as defined by NetJets.

In 1986, we introduced the fractional jet ownership concept and we've been the market leader ever since. With 800 aircraft, guaranteed availability and two type-rated captains on every flight, we set the standards for the industry. There are certain things Only NetJets can do.

ONLY
NETJETS™

NETJETS FRACTIONAL JET OWNERSHIP PROGRAMS | THE MARQUIS JET CARD | EXECUTIVE JET MANAGEMENT

NETJETS.COM 1.877.NETJETS

**When you travel. When you are far from a newsstand.
When you need an escape at the office.
When you want more than you thought a magazine could offer....**



online YACHTS **INTERNATIONAL**

Read Yachts International online!

For complimentary access to the online edition,
please visit our website:

www.yachtsmagazine.com

**Experience enhanced features such as videos, photo slideshows
and web links to the best of the yachting industry.**



SEEK AND YOU SHALL FIND

Sunseeker's Manhattan 70

Last winter Sunseeker introduced the Manhattan 70 to the U.S. market. *Yachts Magazine* tested hull one of the series in the South of France and reports this versatile flybridge model has much to offer. **Story** Alain Brousse **Photos** Mathieu Carlin

The open galley partially conceals the pilothouse and is conveniently located across from the dining area





Owners have a choice of three different wood veneers to personalize this comfortable and luxurious interior

SUNSEEKER YACHTS HAS KEPT

busy in the past two years. Ranked fourth in terms of the number of hulls built in the 2008 edition of our Global Build Report, the British builder keeps expanding its existing lines, increasing the size of its projects and adding to its facilities and offices. At the Miami Yacht & Brokerage Show last winter, Sunseeker unveiled two new models, including its largest ever, a 150' megayacht to debut in 2012, and announced it had reinforced its presence in the Americas with two offices located in South Florida (designed to cater not only to the U.S. clientele but to markets in Mexico and further south). On display were several models that made their debut in the U.S., including the Manhattan 70, the flagship of Sunseeker's flybridge line.

The Manhattan 70 was one of many models Sunseeker has introduced since 2007 (a 121' motoryacht, the Predator 52 and the Manhattan 52—also shown in Miami—and in 2008, a 112' motoryacht, the 86 Yacht and the Predator Sport 92.) In the U.K. Sunseeker, which already has five shipyards, last year bought a large waterfront property near company headquarters in Poole to increase its capacity.

Mindful of its image and reputation for quality, Sunseeker relies on established relationships, such as the one it has maintained since 1972 with noted naval architect Don Shead, who designed the brand new hull of the Manhattan 70. Sunseeker develops both exterior and interior designs in-house. Sunseeker's R&D department gave the Manhattan 70 a voluminous interior suitable for five cabins. This makes this model a good candidate for the charter market, and Sunseeker built the Manhattan 70 to comply with an MCA commercial certification that allows it to take along 17 passengers, including crew, for day cruises.



The master stateroom is comfortable and versatile with a full-size desk and large that also includes a vanity and a ideally positioned flat screen TV



YACHTS



Each cabin has a bathroom with separate shower

The Manhattan 70 has a tried-and-true Sunseeker look with an imposing superstructure. From any angle, the yacht has an elegant and pleasing silhouette. The engine room and its two 1,360 hp Man V12 Common Rail engines are easily accessible through a wide transom door. The yacht is easy to maneuver with help from the indispensable bow thruster. The power increases smoothly and continuously, and with engines at 1,800 rpm the yacht coasts at 24 knots. At its manufacturer-recommended cruising speed, the Manhattan 70 has a range of about 300 nm. Top speed with engines at their maximum 2,400 rpm is 30 knots. Sunseeker offers an optional power package (twin 1,550 hp engines) that allows for a sporty top speed of 36 knots. Our test model is equipped with the standard engine package, and its hull ensures a steady and comfortable ride through moderate seas.

Comfort must have been the guiding principle in the design of the master stateroom. The generously sized full-beam cabin is located amidships and features a king-size bed positioned at an angle, a clever solution that allowed designers to include a full-size desk. A large-size TV screen faces the bed, and the suite features a walk-in wardrobe. Sunseeker has increased the size of portholes in its newer models, and these attractively designed apertures allow plenty of natural light to filter into the cabins. The VIP, located forward of the lower deck, has a double bed. The other two cabins, located on either side of the corridor, have two beds (side by side in the portside cabin and bunk beds in the smaller starboard-side cabin). An additional cabin is located aft, and is, with its separate access, perfectly suited for crewmembers but is spacious enough to accommodate additional guests.

The main deck is convivial. A space is dedicated to the dining room, located one step up from the salon area, which is smartly designed for conversation with two facing sofas on either side of a coffee table. The smaller banquette on the starboard side abuts to a TV cabinet that houses a retractable screen, visible from the larger sofa located on the portside. With the salon's aft sliding glass doors open, eight guests can enjoy private meals in full view of the scenery. The dining table faces an open galley, which is located just aft of the pilothouse. The interior helm offers adequate visibility, and the captain and a companion can adjust their seats for optimal comfort and views. For maneuvers in and out of port, however, it is indispensable for the skipper to rely on a first mate for guidance, unless a camera is installed to monitor the aft deck. A door provides quick access to the side walkway, which is also helpful during maneuvers.

Accessibility, overall, is very good. Wide walkways and a tall bulwark make it easy to circulate all around the main deck. An easy-to-use ladder provides access from the cockpit to the flybridge protected by a bimini. Operating the sunshade does require a bit of patience, but it is worth the time. Once in place it keeps the helm station, the salon and the barbecue grill from the full sun. The flybridge is spacious and sturdy enough to support a 770-pound load—for instance a PWC and a crane. There is no garage, so the tender is stored on the swim platform, which a hydraulic mechanism allows to lower for easier launching. A RIB with a maximum length of 13 feet is the ideal auxiliary boat for this vessel. A variety of satin or glossy finishes in cherry, maple, or walnut allows owners to personalize the yacht.



LOA: 73'

Beam: 18'7"

Draft: 5'4"

Fuel: 1,229 Gal.

Water: 317 Gal.

Engines: 2 x MAN V12

Common Rail 1,360 hp

Cruising speed: 24 knots

Maximum speed: 30 knots

Range: 300 nm @ 24 knots

Classification: CE B/12

Generator: Kohler 13 kW and 20 kW

Radar tracking GPS: Furuno Navnet

1944 with GPS GP320B

antenna and Navnet GD-1920C

Automatic Pilot: Raymarine

ST6002 and ST8002

Naval architect: Don Shead

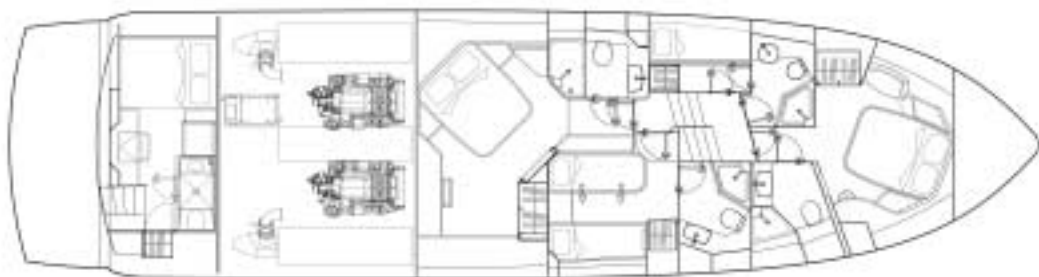
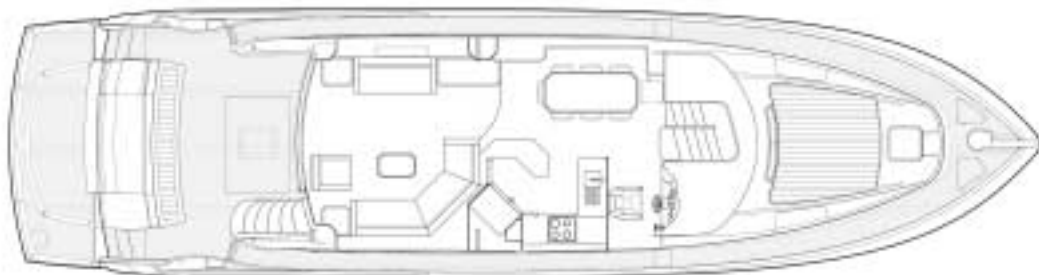
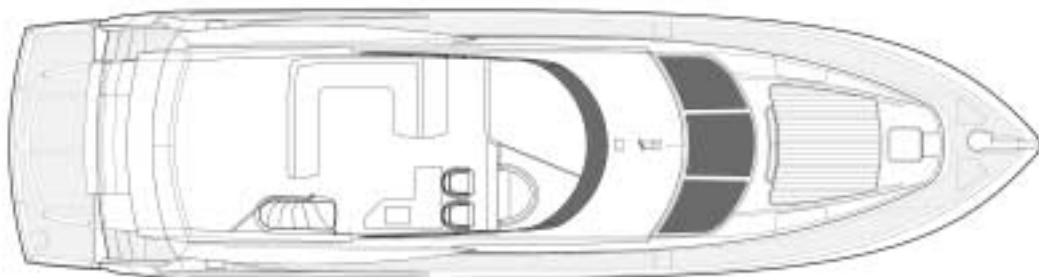
Exterior design and

interior decoration: Sunseeker

Construction: Sunseeker

International, England

The captain has a discreet and easy access to the helm station via a lateral door



For more information, including price and distribution information, please visit sunseeker.com

Click on the logo for a view of the Manhattan 70 in action

YACHTS
online
www.yachtmagazine.com