







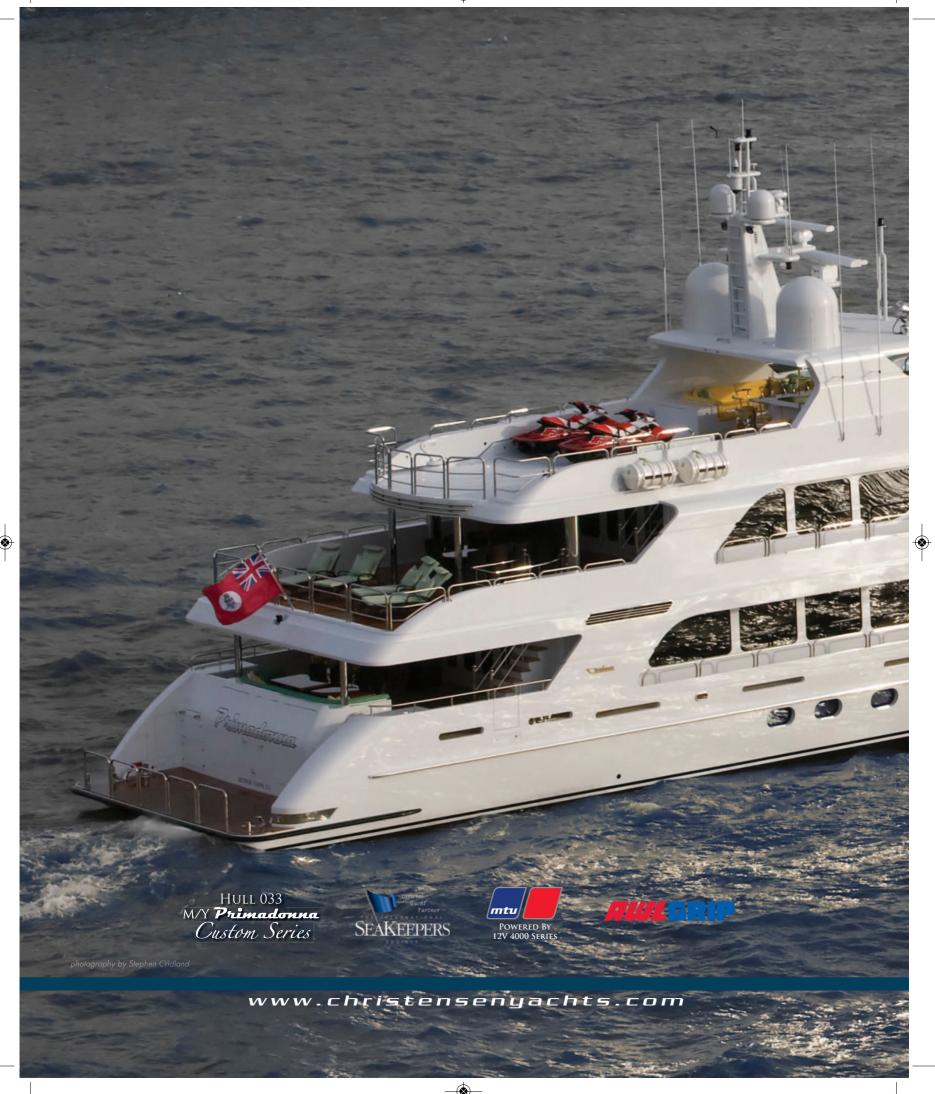


THE SHAPE OF 47 METER 154' 37 METER 121' 44 METER 144' HEESEN YACHTS CREATES PASSION, PERFORMANCE AND PERFECTION WITH (SEMI) CUSTOM-BUILD YACHTS. WE REALIZE THE WISHES AND DEMANDS OF OUR CUSTOMERS INTO THE SHAPE OF THINGS TO COME!

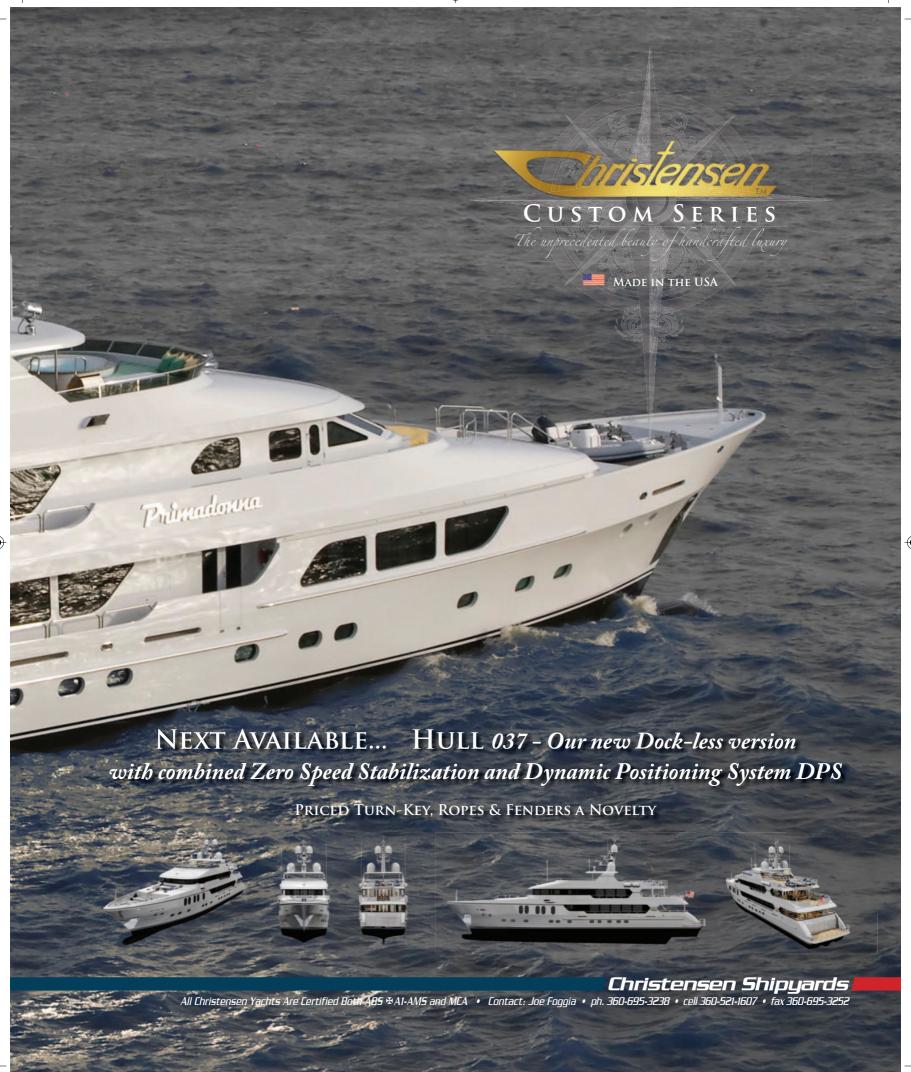


PASSION | PERFORMANCE | PERFECTION











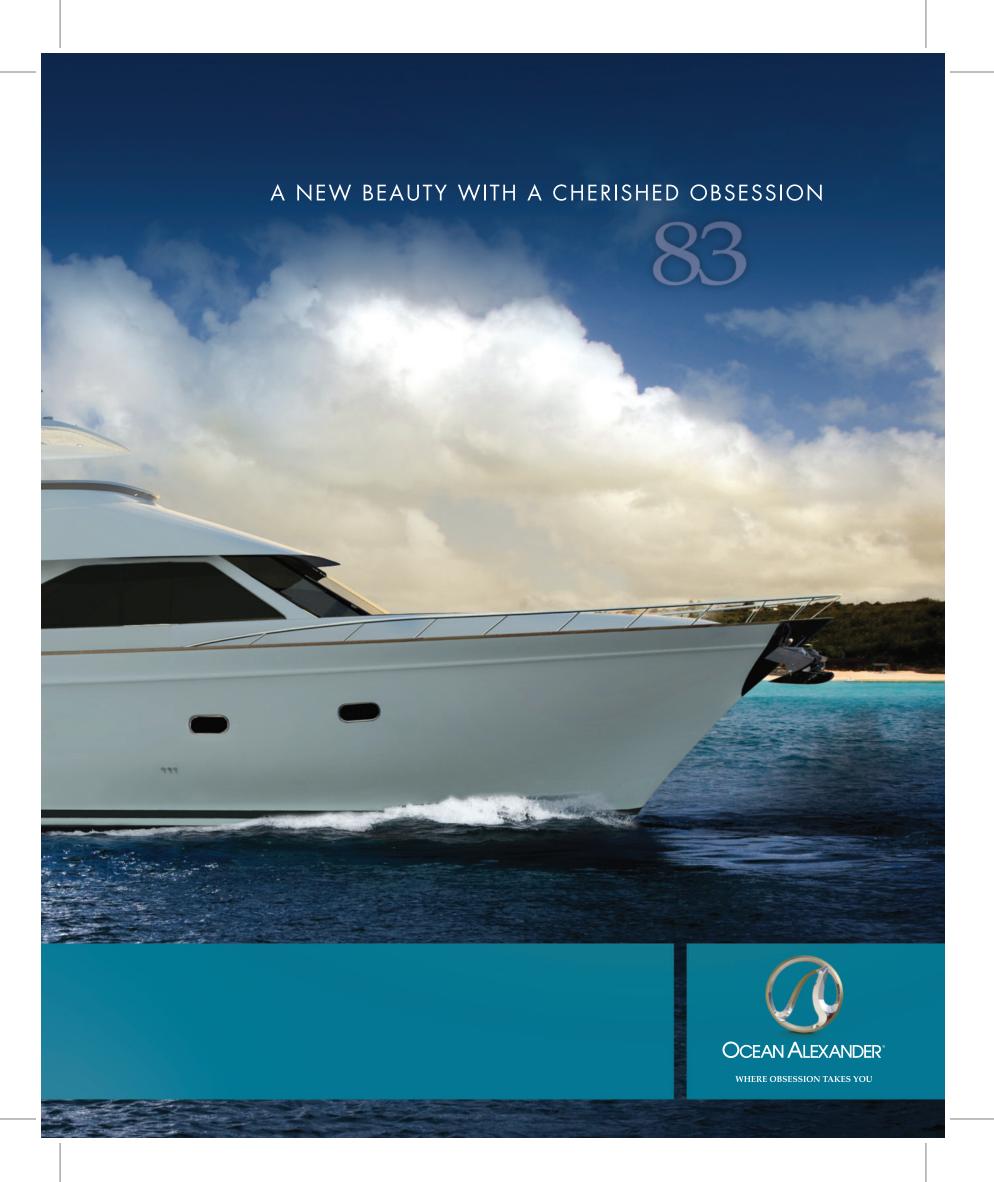
Ocean Alexander introduces the 83, a temptress with a past. Rare ebony, enormous vertical windows and elegant lines are what you may notice first.

But under her skin is a proven obsession with POWER AND STRENGTH that can stand up to any sea.

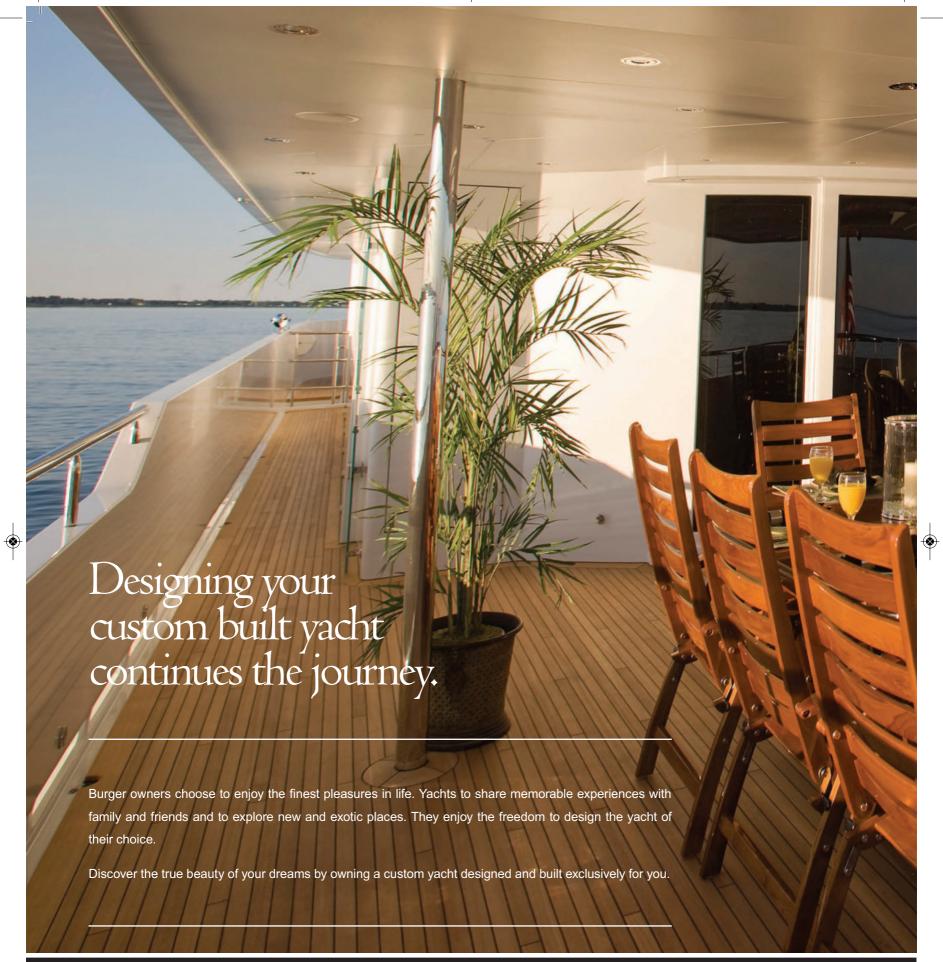
Semi-displacement hull technology gives the 83 exceptionally graceful sea handling, making your experience underway feel completely new. Experience the 83's unrivaled beauty and performance at Cannes.

800-815-4081 | WWW.OCEANALEXANDER.COM

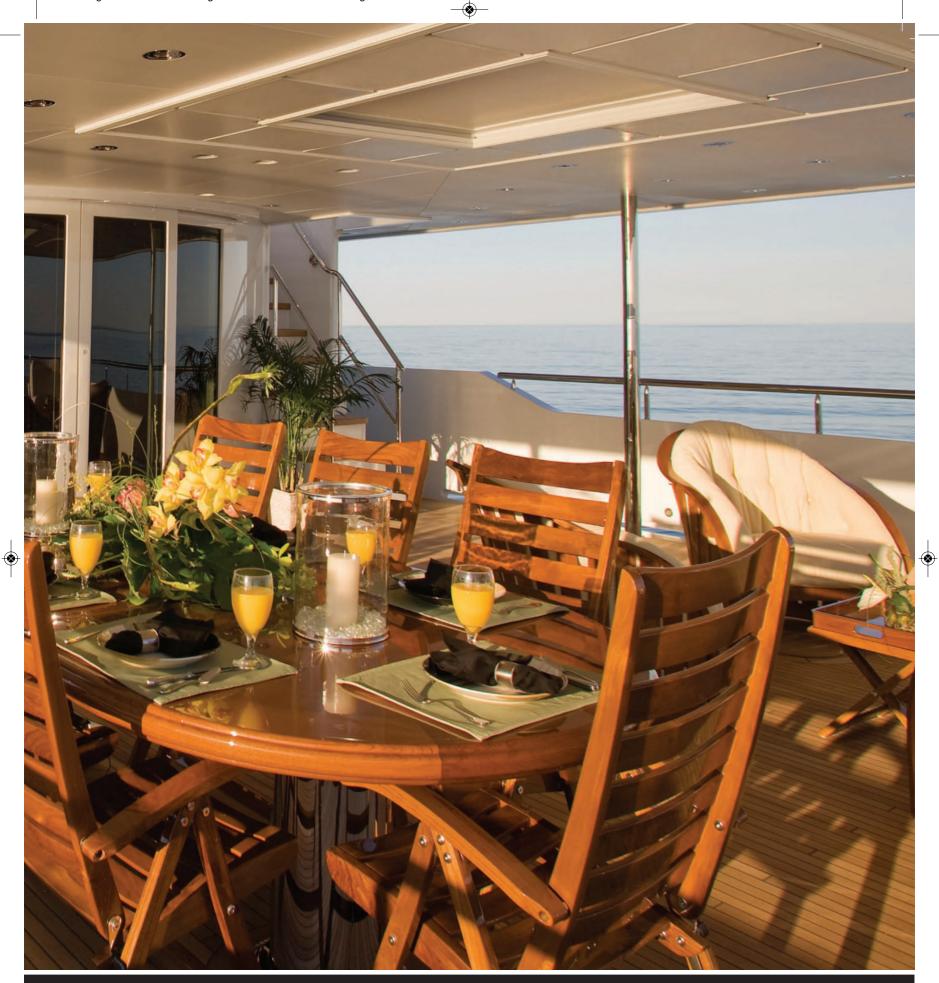
SEATTLE, WA STUART, FL FT. LAUDERDALE, FL NEWPORT BEACH, CA SAN FRANCISCO, CA KEMAH, TX STURGEON BAY, WI ANNAPOLIS, MD NEWPORT, RI







CUSTOM YACHTS OF DISTINCTION SINCE 1863.



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



CUSTOM BUILT IN THE USA







ISAREALYACHT.

ISA390 is designed to respond to all those who are looking for a real worldwide tri-deck cruiser. A steel hull and aluminium superstructure yacht that will allow you to travel everywhere, mooring in every port.

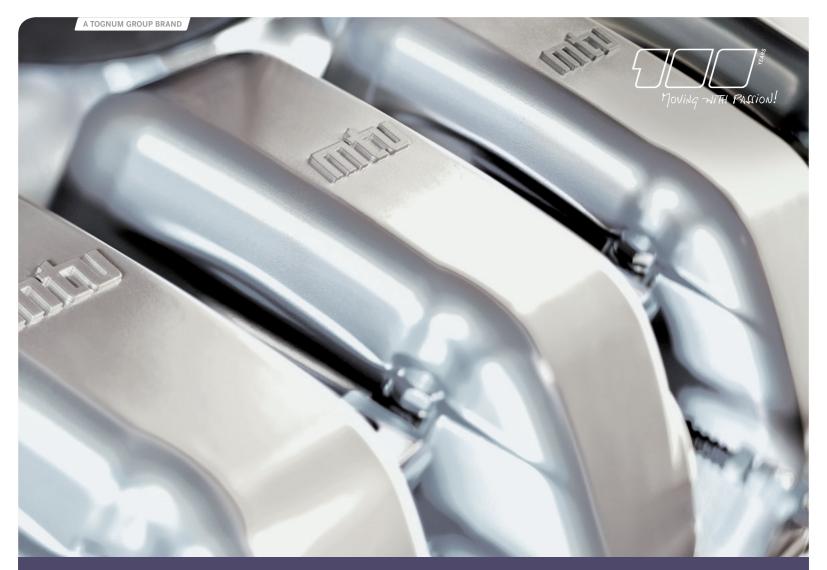




ISA**390**







We Move You. With Passion.

For 100 years we have been setting standards in the systems. Meeting individual customer requirements is at the heart of everything we do. With a drive and automation system from MTU, you will have the powerful performance and reliability

www.mtu-online.com





CONTENTS









Making waves

19 Industry news from our correspondents around the world

Work in progress

Soraya Yachts anticipates its 150' steel yacht to become one of the quietest yachts afloat

Debut

- 45 Ocean Emerald A unique Foster & Partners design for a new fractional ownership program tests the waters
- Newport 71 SS4 Quad IPS power the nimble and quick Newport 71 SS4 built in Taiwan for the U.S. market
- 54 The Marquis 500 Sport Bridge combines good looks and the convenience of a flybridge

Holland Yacht Valley Tour

59 We check in with a few Dutch shipyards busy with interesting projects but cautious about the future

Cover story

Westport 130' Since 2001 the Westport 130 has enjoyed a remarkable following; what do you do for an encore?

Onboard

- 80 **Feadship F45** *Harle* The owner of the Feadship F45 *Harle* reveals the thinking behind this laid-back and high-tech yacht
- The Vicem 72's oodles of wood and charm belie its speed, strength and ability to handle a formed sea
- 96 Monte Fino 122 Masteka 2 The Dubois-styled 122' Monte Fino Masteka 2 is an impressive new flagship
- The 257' Lürssen *Madsummer*, one of the world's largest yachts, is all about understated luxury and privacy

Shipyard profile

Derecktor stirs its course with commercial work and two soon-to-launch exceptional yachts

Security

129 Sophisticated security systems can deter would-be pirates and common thieves; we take a closer look

Design

136 A non-profit venture, the Taiwan Design Center provides invaluable support to homegrown shipyards

COLLABORATION HAS NEVER BEEN MORE

ABORATION HAS NEVER BEEN MORE









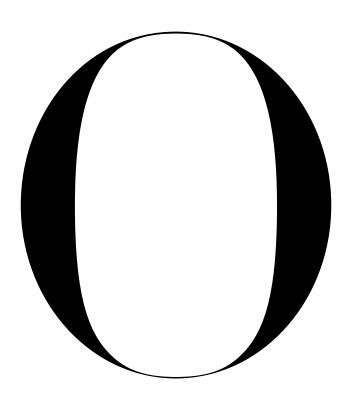




With her warm interiors infused with natural light and a play of color and texture, *slojo* makes a lasting impression. But the story at the heart of this custom-built 156-foot motoryacht from Delta is her most brilliant detail. She's the culmination of a seamless collaboration between her owners, Tom Stringer Design and Delta. They wanted a true vacation home, livable rather than untouchable, and it shows. Unpretentious and classically beautiful, *slojo* is destined to be an unforgettable hostess.



September 2009 Editorial



Our annual report on the Dutch yacht building industry, which brought me to Holland in June, has special meaning this year. On September 12, New York celebrates an important anniversary. It has been 400 years since an Englishman at the helm of a Dutch ship called the *Half Moon* sailed into sight of the island of "Mannahatta", or "island of many hills," as the local Lenni-Lenape tribe called it. Henry Hudson may have fallen

short of finding a northwest passage to Asia for The Dutch East India Company, but his trip up the river that now bears his name bound the two countries forever. Hundreds of years later, Holland is the U.S.' fourth largest investor. I also visited the Derecktor shipyard, which is building the largest yacht in the U.S. since the 1930s for an American owner, a significant undertaking for Derecktor and the whole American yacht building industry. As always, there is much more: new boats, new yachts and in-depth features. Enjoy the read and our fresh new look and layout.



Cecile Gauert Editor in Chief













THE NEW MONTE FINO 76 Designed by Humphreys Yacht Design the innovative Monte Fino 76 has been developed with the owner in mind. With stabilisers, thrusters and a host of other equipment as standard you will be just left to choose from the wide range of interior finishes and layouts. Available with optional hardtop and forward tender garage which allows full use of the flybridge.

For more details please visit: montefino.com.tw

Dealer & Distributors in AUSTRALIA, EUROPE, UNITED KINGDOM (UK) & UNITED STATE (USA) | Dealership opportunity available in ASIA PACIFIC & MIDDLE EAST

Kha Shing Enterprise Co., Ltd. (Yacht Builder) | Tel:+886-7-802-0345 (Ext110) | Fax: +886-7-802-1138 | E-mail: sales@khashing.com.tw



September 2009

MAKING WAVES

The world's new largest yacht *Eclipse* seen in Hamburg



This project is a hard secret to keep. When this gigantic hull appeared near the Blohm & Voss facility in Hamburg, it attracted all kinds of attention even if the shipyard, bound by a confidentiality agreement, isn't sharing any information whatsoever. But this is not just any project. *Eclipse* is believed to have a LOA of 170m or 557. This means that it will surpass the 532' *Dubai* as the world's longest yacht when it leaves the shipyard in a few months. Gross tonnage is estimated to be about 13,000 GT (Dubai is 13,470 GT). The rumor mill has long attributed ownership of this new giant to yacht owner Roman Abramovich, who previously acquired the 377' *Pelorus*, the 370' *Le Grand Bleu*, the 282' *Ecstasea* and the 162' *Sussuro*. He since sold or gave away at least a couple of these yachts.

Making Waves

September 2009

Sunrise Yachts Africa

2009 Cannes and Monaco Shows Setting the tone

The Cannes International Boat & Yacht Show kicks off a busy season, with the Monaco Yacht Show following just a few days later. Although financial papers have recently spotted green shoots of economic recovery, the yachting sector may be slower to recover and much rides on this fall's boat shows. The mood, attendance and boats on the Côte d'Azur in September are sure to set the tone for months to come. As far as the yachts are concerned, early indications are that interesting new models and custom boats will be there. In Cannes, although there will be fewer new models on display this year than in 2008, 170 of about 500 expected boats (53 of them large brokerage vessels, shown at Pierre Canto) will make their debut at the Vieux Port from September 9 to 14. Among them are Moonen's 99' Alu *Phoebe*, a fast yacht with the looks of an explorer; the 86' Domino by Riva, with a 38-knot top speed; also in the open sport category are the sleek AB 116' with an expected top speed of 40 knots, the 84' Sunseeker Predator, equipped with twin 2,440 hp MTUs and the Itama Sixty. Italian newcomer Arcadia is showing its very novel Arcadia 85', with angular looks and an all-glass-enclosed deckhouse. Sanlorenzo is exhibiting its SD 122', flagship of its modern retro composite semi-displacement yacht series. Appealingly classic are the flybridge models from Cantieri di Pisa, the Akhir 90' and the Cerri 102' Flyingsport. Ocean Alexander is making its European debut with a contemporary-styled 83' Motoryacht. The Monaco Yacht Show, September 23-26, has reportedly booked all 100 berths at Port Hercules where a couple of builders will introduce their first yachts. Icon Yachts, who introduced its concept of fully customized yachts based on preengineered platforms in 2005 in Monaco, is expected to show the RWD-designed Icon 62. Sunrise Yachts will unveil the 148' Africa, designed by the late Paolo Scanu with interiors by French designer Franck Darnet. Both of these long-range, fulldisplacement vessels are built for transoceanic crossings. The 19th Monaco Yacht Show will also see the European debut of Westport's flagship series with the 164' Lady Kathryn IV. Currently chartering in the Mediterranean, the 161' Anjilis, launched at Trinity Yachts early this year, is expected to make her boat show debut in Monaco. Among Monaco Yacht Show staples, Lürssen will be there with Arkley, a 197' yacht styled by Espen Oeino, and CRN is expected to show one of its most recent vachts, the blue-hulled Blue Eyes.

For more information visit salonnautiquecannes.com and monacoyachtshow.com









ARGOS GULFSTREAM

Limited-Edition
Offshore Performance Series



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?

NASSAU, BAHAMAS — PALM BEACH, USA — HONG KONG
PH# +1-416-907-0869 — www.argosyachts.com — e-mail: info@argosyachts.com

Making Waves September 2009





New from Palmer Johnson Trifecta includes two PJ 150s

Palmer Johnson delivered three new yachts in time for the summer cruising season; hull no. four of the 135' Sport Yacht series, and two PJ 150s, Blue Ice (hull five in the series) and *Oneness* (hull six.) A unique combination of a crème-colored hull and accents in Merlot makes it easy to recognize the latest born in the 135'series. The interior layout features five ensuite staterooms accommodating a total of 12 guests thanks to flexible arrangements. The owner's suite includes a private lounge, dressing area and his and hers bathrooms. The elegant 150' Oneness is a striking vision in white while her sistership Blue Ice features a cyan color that changes with the light. Both 150s are designed with an open-plan that comfortably accommodates 12. All three yachts are constructed of welded aluminum for minimum weight and high speed.

FOR MORE INFORMATION, VISIT PALMERJOHNSON.COM

74' Queenship Yachts Introducing *Meriweather*

Queenship Yachts of Maple Ridge, B.C. launched *Meriweather*, the first of the company's new all-composite 74' pilothouse motoryacht series, for a midyear delivery to its American owners.

Developed by the Queenship Design Team with exterior styling by Jonathan Quinn Barnett, the new 74' is presented as a semi-custom yacht offering significant customizing options in arrangement, equipment and finishes. "The Queenship 74' series was conceived to offer experienced owners true megayacht quality in a vessel designed and equipped for easy operation, with or without crew," said Queenship President Lee Taubeneck. "Meriweather, for example, features a three-stateroom layout finished in semi-gloss sapele, Italian marble and premium fabrics, and is equipped with a sophisticated electronics package comparable to that of much larger yachts." Two generators and a high-capacity inverter system enable owners and guests to cruise comfortably for extended periods. Twin Caterpillar C-18 Acert main engines power the stabilized hull, which is fitted with hydraulic bow and stern thrusters. Concurrent with the launch of the Queenship 74' series, the builder is proceeding with the design and development of two additional series, at 80' and 90'. As a division of WorldSpan Marine, Queenship Yachts shares its Western Canada shipyard with sister company Crescent Yachts.

CONTACT CRESCENTCUSTOMYACHTS.COM



New dockage in the BVIs

Scrub Island Resort and Marina

Scrub Island Resort and Marina, the first new resort to open in the BVIs in 15 years, features a full-service marina, providing a new docking option in the region for yachts to 150'. The marina features 58 deep-water slips available for transient yachts or permanent lease. Dockside services include internet, satellite television and phone, provisioning, black water pump-out stations, diesel fuel and oil pumps, laundry facilities and concierge. For additional marina information email reservations@mainsailbyi.com or visit scrubisland.com



CANTIERI NAVALI CODECASA S.p.A. Via Amendola - 55049 VIAREGGIO ITALIA Tel. 0584 383221 - Fax 0584 383531 www.codecasayachts.com e-mail: info@codecasayachts.com

-�

Making Waves

September 2009

Allied Marine New marketing team

Following its acquisition of Allied Marine, the sole distributor of Ferretti brands in the U.S (including Miami-based Bertram Yacht), Ferretti has reorganized its marketing team in the U.S. Brett Keating, formerly marketing director of Bertram Yacht, has been appointed as the new director of marketing for Allied Marine and will be responsible for all the brands, including Bertram Yacht. Bryan Bogue has assumed the role of market intelligence manager; Jiannina Castro is Allied's new marketing communications manager and Whitten Hall is now marketing specialist for Allied Marine. Allied Marine distributes Ferretti Yachts, Pershing, Itama, Bertram, Riva, Mochi Craft, CRN and Custom Line. Contact: Alliedmarine.com



Soon to be seen in Fort Lauderdale Delta 151' Katya

With a late-spring launch at its Seattle yard, Delta Marine has delivered its newest motoryacht, a 151' fulldisplacement tri-deck design, to its American owners. A creation of the Delta Design Group with interior by Jean-Claude Canestrelli, the all-composite *Katya* offers zero-speed stabilization and amenities for both private and charter service. Curved exterior contours offer dramatic contrast to vertical windscreens and geometric accents, and the interior features a main-deck master suite in addition to four double guest accommodations on the lower deck. Carefully book-matched figured woods and burl accents frame interior living spaces. Open-air venues include 10-place dining tables aft on the main and bridge decks, and on the sun deck is a full-service bar with barbecue, hot tub, day head, a storage cabinet for a treadmill, and space for loose furniture and for securing water craft. A panel in the transom opens on hydraulic lifts to reveal the primary tender, launched and retrieved via a sophisticated telescoping cradle. Dual Caterpillar 3508 mains dominate an engine space that features an enclosed control room and engineer's office. Katya is Lloyd's- and MCA-classed. The yacht is expected to be on display at the Fort Lauderdale International Boat Show later this fall. For more information, visit deltamarine.com

Big Bandido 170' ice-class yacht under construction

Florida-based yacht designer Juan Carlos "JC" Espinosa has developed the flagship of the Bandido line as a "go anywhere in all type of weather and worldwide cruiser yacht." This "Ice Class" vessel, which is being built at the Taiwan-based shipyard of Jade Yachts, is for a repeat client who has enjoyed his Bandito 90 for several years. Germany-based Drettmann Group is the exclusive distributor of the Bandito line, which includes the Bandido 66', Bandido 75', Bandido 90' and Bandido 148'. Inside a rugged, though elegant, superstructure are accommodations for 10 guests in five staterooms plus the owners' apartment, located on the main deck. Crew accommodations include five cabins (all with private bathrooms), laundry facilities and crew's lounge. In addition to the owner's full-beam suite, the main deck accommodates a large galley, full-beam dining room and main salon with additional dining on the boat deck. Full-beam VIP staterooms, a very large outer deck, a gym and the pilothouse occupy the upper deck. The vessel will further accommodate an atrium staircase connecting all levels, as well as an expansive enclosed flybridge with bar, observation lounge, dining area and spa pool for 10. A garage will house a 27'10" limo tender aft of the engine room. The trideck vessel, which displaces 750 tons, will have transatlantic range. FOR FURTHER INFORMATION, CONTACT: JC ESPINOSA, ESPINOSAINC.COM, E-MAIL: INFO@ESPINOSAINC.COM OR PH: +1 772 287 4925







Making Waves

September 2009





Codecasa 42 Vintage

Codecasa 50 Vintage

Forward and Back Codecasa's new projects

The Italian shipyard Codecasa recently delivered the latest yacht in its Codecasa 41 open series, a 134' stylish vessel appropriately named Flying Dagger. Designer Andre Bacigalupo gave the yacht its sporty and streamlined allure, accentuated by a bold metallic paint scheme. Ivana Porfiri created the interior. Expanding on this successful design, which was rewarded in 2007 by a World Yacht Trophy, Codecasa recently released details of an alluring 147' all aluminum vessel with triple MTU engines and Kamewa jet propulsion allowing a top speed of 38 knots. The extra length will allow the builder to dedicate increased volume to guests and crew cabins. Gyrostabilizers will help emphasize onboard comfort. The first Codecasa 45m is expected to launch in 2010. While these designs are resolutely contemporary, the shippard also has introduced a couple of retroinspired designs. Codecasa proposes its new vintage series, developed in collaboration with designer Della Role, in two lengths, 42 meters (138') and 50 meters (164'). Codecasa says vessels such as Marlin, a classic yacht that was once the Kennedy family yacht in Hyannis Port and was acquired in 2005 by the Italian CEO of Tod's, Diego de la Valle, provided the inspiration. Like *Marlin*, the vintage series features a straight bow. Of course, today's expectations for space and luxury have little to do with the simpler ways of the 1960s, and the new vintage series will be built for today's yachtsmen. The 42, for instance, includes a panoramic owner's suite and four lower-deck guest cabins. Still it has a statelier feel with a top speed of 17 knots, than Codecasa's sporty open yacht line. The first Codecasa 42 Vintage will launch in 2012. The 50m, based on a similar concept, will have large outdoor areas but a modern interior based on Codecasa's 167' displacement motoryachts. The most recent yacht launched in this series is *Emelina*, which will be featured in a future issue of Yachts International. The Codecasa Shipyard was created in 1825 in the Italian yacht capital of Viareggio, where the group still owns and operates one of its shipyards. For more information, please visit codecasayachts.com





MESSERSCHMITT

Each yacht is a unique construction and will be designed and built to the exact owner's specifications.



monaco yacht show

23. - 26. September 2009 Port Hercules · Principality of Monaco







Messerschmitt Yachts GmbH Headquarter Kramgasse 25 · CH 3000 Bern 8 phone: +41(0)31.329.55.63 info@messerschmitt-yachts.com www.messerschmitt-yachts.com

140'





CRNTriple Vision

Italian shipyard CRN has just released 3D images of a 262' full-displacement project, which, when built, will be one of the largest yachts to come out of an Italian shipyard. The layout features six guest staterooms with balconies and terraces on the main deck as well as four for the owner's staff, and a private owner's deck with heliport. On the lower deck, a wine-tasting and cellar room accommodate 1,200 bottles. CRN also recently celebrated two launches at its Ancona shipyard. *Blue Eyes*, a 197' aluminum yacht built in collaboration with Zuccon International Project Firm, features a striking midnight blue hull and sparkling white superstructure and will debut at the Monaco Yacht Show. The yacht features CRN's signature vast aft deck "beach club" and owner's private balcony. Also launched in CRN's composite series of displacement yachts is the caramel-colored 141' *Sofico*. Unique furnishings include couches upholstered in striped Fendi fabric and a bookcase lined with crocodile skin. CRN allows future owners to keep an eye on the progress of their build via internet and also provides a 24-hour, 365-day elite concierge service for past and present clients. Conciergerie Monaco, based in Munich, offers assistance throughout Italy and the French Riviera, with anything from restaurant reservations to helicopter leasing. VISIT CRN-YACHTECOM FOR MORE INFORMATION



ENJOY YOUR PRIVACY

www.linxair.com



You are in good hands.

- own jet aircraft fleet
- aircraft management
- ground service & operation
- luxury transport service

Linxair d.o.o.
Bravničarjeva ulica 13
SI - 1000 Ljubljana
Tel.: +386 1 583 00 70
Fax.: +386 1 519 44 92
Tel. 24 h: +386 51 330 560
info@linxair.si
www.linxair.com

Linxair Moscow Tel : +7 926 371 7992 vlado.vrancic@linxair.com www.linxair.ru



Making Waves

Abu Dhabi Mar expands

Nobiskrug joins builder portfolio

Gulf-based yacht builder Abu Dhabi MAR, has acquired German builder Nobiskrug. Founded in 1905, Nobiskrug has launched more than 700 vessels to date, including the elegant Newcruise-designed 243' Siren in 2008. Nobiskrug employs 420 people in its nearly 43acre Rendsburg facility, which includes 473,612 sq. feet under cover. Nobiskrug has five large yachts under construction. Abu Dhabi MAR, founded two years ago, also co-owns the French CMN Shipyard, an experienced military and commercial shipyard that recently launched two yachts in its 60m series, designed in collaboration with Andrew Winch. The yard's most recent yacht launch was the 197' Slipstream. A third yacht in the series is currently under construction. Abu Dhabi MAR itself has four yachts under construction. Among them are the 462' Swift141, set to launch later this year, and the 442' Swift135, both conversions of Dutch-built navy frigates.

FOR MORE INFORMATION, VISIT ABUDHABIMAR.COM







September 2009

Eidsgaard Design Ocean connection

Eidsgaard Design has recently made a splash with the 148' sailing yacht Saudade built by Wally. The London-based firm, which created a new interior for the recently refit Queen K, has released this innovative 202' motoryacht design with two distinct envelopes: one contemporary, dubbed M-RX and the other more classic. Whichever the style an owner might prefer, it envelops a high-volume arrangement plan with a split-level interior layout that cleverly conceals a fifth deck. The added space allows the yacht to have a third salon and a superb observation deck but keep a relatively low profile. Four guest cabins have hull doors that open to create private verandas, and the VIP cabin has its own terrace. All guest cabins are connected to a luxurious water-level spa area via a private stairway, lit by a skylight. Norwegian-born Peder Thaulow Eidsgaard worked with Andrew Winch Designs before opening his own firm in London in 2005.

FOR MORE INFORMATION, CONTACT VISIT EIDSGAARD.COM OR CALL: +44 207 381 3171



Couach Charting a new course

French industrialist Fabrice Vial, head of the Vial Group, is the new owner of the Couach Shipyard, now known as CNC (Chantier Naval Couach). A statement released shortly after a French court approved the acquisition said the shipyard would focus on finishing two of its latest flybridge yachts (121' and 165' respectively) and deliver them to their owners in time for the 2010 yachting season. Moving forward, the company will continue its refit activity at the IMS shipyard and strengthen its position as a custom yacht builder. Couach also builds patrol vessels under the name Plascoa, an activity that is expected to continue.



BRAND EVOLUTION



(

PJ USA: Mike Kelsey at 754.581.3238 or 920.746.6342 www.palmerjohnson.com

Making Waves

September 2009



LOA: 151' 03"

BEAM: 26'06"

DRAFT (FULL LOAD): 6'

DISPLACEMENT: 180 LONG TONS

ENGINES: 2 x CAT C-18

CRUISE SPEED: 13 KNOTS (APPROX.)

MAX SPEED: 14 KNOTS (APPROX.)

RANGE: 1,100 NM@ 13 KNOTS

FUEL CAPACITY: 4,270 U.S. GAL.

ISA Yachts Reprising a successful design

The Ancona-based Italian shipyard ISA did very well with its elegant 120' Andrea Valicelli-designed yacht built in composite. Recently the shipyard asked the same designer to extend the concept to a lager 140-footer. The ISA 140 shares many similarities with the ISA 120, including the very elegant dual stairs leading to the sundeck. The yacht's good looks are attributable in part to the fact that there is no visible tender, as it is concealed inside a garage just aft of the engine room. A lateral door allows launching the tender. ISA was one for the first shipyards to offer such a design on a 120' yacht. The ISA 140 features a main-deck owner's suite, while the VIP cabins, just above the water line, enjoy a private terrace. In keeping with its sporty look, the yacht will have a top speed of 38 knots.

SPECIFICATIONS:

LOA: 143'2" - Max Beam: 27'2" - Draft: 5'

Main engines: 2 x MTU 16V 4000 M93L

Propulsion: 2 x Kamewa water jets + booster

Max / cruise speed: 32 knots / 38 knots

Naval architecture: ISA - Styling: Andrea Valicelli

FOR MORE INFORMATION, VISIT ISAYACHTS.COM





Burger's newest launch Fanfare for fantail *Sycara IV*

The classically styled Sycara, a custom 151'03" Fantail Motor Yacht, had its first taste of water on the Manitowoc River fronting the Wisconsin shipyard in June. After sea trials and a trip through the Great Lakes, the yacht is expected to debut at the 2009 Fort Lauderdale International Boat Show later this fall. Yacht Architect Ken Freivokh, whose contributions to the yachting world include such memorable vessels as the 269' Maltese Falcon, worked with Sycara IV's owner and the Burger design team to develop the layout and all the details that give the yacht a historic flair; classic yachts of the 1920s provided the inspiration. Naval architect Bruce King developed the lines of the hull, which was built in the aluminum alloy Alustar. Among modern interpretations of classic elements are a passerelle, operated by a hydraulic system, a funnel and mast built in composite materials and a retractable bowsprit. Burger Boat Company specializes in custom aluminum and steel yachts and has a large and modern woodshop where its craftsmen create all interiors. The Burger craftsmen worked with madrone burl, macassar ebony, teak and sycamore among exotic woods featured on Sycara.

FOR MORE INFORMATION, VISIT BURGERBOAT.COM





The Nordhavn 120 is truly a breathtaking megayacht, encompassing the highest degrees of experience, talent and imagination any production manufacturer can offer. For us at Nordhavn, she also repre sents our commitment to the future, to go far beyond the pack of builders who create boats to sell, instead of customers to satisfy. With that commitment comes our invest ment in the modern shipbuilding facilities at South Coast Marine, with a production capability specifically designed to build our flagship Nordhavns. To be sure, we are not abandoning our roots; we will continue to produce, update and support our entire model line, from the Nordhavn 40 to the Nordhavn 86

I welcome your inquiries.

- Naval Architect Jeff Leishman

Magnificent! She is the flagship for a new generation of adventurers, explorers and world travelers. Introducing the Nordhavn 120.

A vision of optimum design, advanced engineering and spacious, luxurious life onboard, she beckons those who consider the world their playground and the ocean, a home.

Beautiful and sleek, yet big and brawny, the N120 gracefully carries the owners and up to eight guests, indulging them with spaciousness and richness. With four decks, four king-sized guest suites and a tantalizing owners' suite, she may rightly be considered a personal luxury ocean liner.

The N120 takes the power of ten to new dimensions. Her exceptionally large cockpit features elliptical table seating for ten. Entry to the main interior's huge space begins in a saloon that seats ten in comfort. A small divider with a flat screen television gives visual separation from the dining area that also seats ten.

Of course, she bestows the best she has on the owners. Within the vast master suite sits a king-size bed, almost dwarfed by the available room. His and her bathrooms are separated by a steam shower and Jacuzzi, each more than large enough for two. Nordhavn

expects to be working closely with a client's personal designer for interior accommodations, to satisfy that exact degree of elegance desired.

Even the captain's cabin is large, with a double bed, large desk and chair, and a head. Crew quarters are found on the lower deck with two cabins providing self-contained accommodations for four.

Her real beauty is that she is built to handle the seas as well as she handles her guests. Naval Architect Jeff Leishman has made her waterline length a sweetspot in terms of wave period, and in doing so, makes long passages a very comfortable experience. Although considered a megayacht, her size still allows entrance to marina anchorages.

The N120 is a world-class, ABS-certified yacht destined to be the choice of a new generation of travelers, expecting the best and finding their expectations exceeded.

For more information, contact Nordhavn at (949) 496-4848 or visit **www.nordhavn.com.**

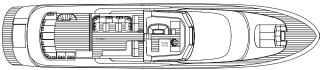


40II 43 47 55 56MS 62 63 64 68 72 75EYF 76 86 120

Pacific Asian Enterprises • 34179 Golden Lantern, Suite 101 • Dana Point, CA 92629 949.496.4848 Fax 949.240.2398 www.nordhavn.com

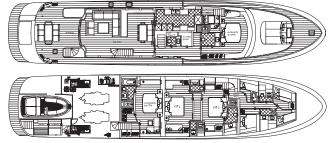
Making Waves

September 2009



From Cyrus Yachts Cipitouba II

The most recent Cyrus 34, named Cipitouba II, was launched in May at the Antalya-based shipyard. It the latest born in Cyrus' semi-custom composite series of 113' semi-displacement yachts with a 22'9" beam and a 5' draft, which gives the yachts access to relatively shallow areas. Cipitouba II displaces 124.5 tons and is built to RINA and MCA requirements. Powered by twin 1,825hp Caterpillar C32, V12 engines, the yacht has a cruising speed of 18 knots and a peak speed of 23 knots. Cipitouba II is equipped with zero-speed stabilizers, an option included on all Cyrus yachts. Like Cyrus One, which was on display at the 2008 Monaco Yacht Show, Cipitouba II blends classic shapes with modern lines in a retro look created by René van der Velden and Naval Architect Van Oossanen & Associates. Interiors and layout, however, are tailored to each owner's preference. While Cyrus One's interior used dark wenge contrasted by white furniture for a contemporary look, Cipitouba II's interior features a light anegre veneer. Accommodations include four cabins with ensuite facilities. The owner's stateroom is private, with a



separate entrance accessible from the main deck salon, and the VIP cabin is located on the main deck. The flybridge is well equipped for relaxation with comfortable seating, a bar, refrigerator and barbeque. Options for sunbathing and lounging are also available forward of the main deck. A custom multifunctional hydraulically powered platform by Opacmare serves as a gangway, swim ladder, tender lift (with load capacity of 992 lb.) and loading platform. When fully extended and in the horizontal position, the platform extends significantly the yacht's integrated bathing platform. Cyrus Yachts, a joint venture with Hollandbased Vitters, builder of well-known sail yachts such as Nirvana and Ghost, was created in 2004 as a boutique shipyard to build in composite a line of distinctive motoryachts with classic looks and modern amenities. Its first yacht was *Angel of Joy*, followed by the 108' Fansea and Cyrus One, the first of the 34 series. Cyrus Yachts currently has two more hulls of the Cyrus 34 under construction and offers other models ranging from 98' to 138', including a 124' trideck. For more information, visit cyrusyachts.com

LOA: 113.2' - BEAM: 22.8' - DRAFT: 5.1' - DISPLACEMENT (FULL LOAD): 274,500 LBS - HULL CONSTRUCTION: COMPOSITE
SUPERSTRUCTURE: COMPOSITE - CLASSIFICATION: RINA COMMERCIAL YACHT, MCA LY2 SHORT RANGE (CISR)
MAIN ENGINES: 2 x CATERPILLAR C32, V12 - POWER: 1,825 HP @2,300 RPM - SPEED (MAXIMUM / CRUISE): 23 KNOTS / 18 KNOTS - FUEL CAPACITY: 5,550 GAL.





The ideal home goes where you go.

206.587.0660 Emerald Pacific Yachts Seattle San Diego 619.497.2993 East Coast 561.346.5966 **Horizon Yachts Inc**

WWW.HORIZONYACHT.COM





Making Waves September 2009



LOA: 85'10" - Beam: 19'2" - Draft: 5'6" - Displacement: 110,000 lbs Engines: 3 x IPS 900 - Fuel: 1,500 Gal. - Water: 400 Gal.

Newport Yachts' 85' Express Triple IPS 900

American Global Yacht Group (AGYG) has just announced the launch of a new model in its Taiwan-built Newport Yachts series. The Newport 85 ss Express will feature triple Volvo Penta IPS 900 (3 x 700 hp) engines and drive systems. This new power class is designed for yachts up to 100', and like Volvo's smaller system, promises lower fuel consumption and exhaust emissions, and greater maneuverability with joystick control. Since Volvo Penta introduced its IPS system, almost 5,000 boats have been equipped with it, but until recently mostly smaller boats. Multiple installations and increased power options have allowed larger yachts to benefit from the system's positive attributes, which include roomier lower-deck accommodations thanks to smaller engines. This allows AGYG to propose the Newport 85 in a three- or four-cabin configuration. A Ushaped galley and dining area with banquette seating are also located on the lower deck. The main deck salon is furnished with opposing leather settees and cocktail tables, ample storage and triple helm chairs at the navigation controls. High gloss or satin cherry is used throughout for a warm, nautical feel, and a choice of teak or cherry flooring is available in the galley. This new model is also available with a flybridge.

FOR FURTHER INFORMATION, PLEASE VISIT AGYG.COM

Australian Boat Shows Weathering the storms

Australia's two premier boat shows, Sanctuary Cove and Sydney, saw modest declines this year, although gale force winds and rain probably had a more significant effect on the Queensland event than the economic climate. The country, under-pinned by strong iron ore sales to China, has avoided going into recession, and sales particularly of larger craft continue. But as elsewhere, bargain hunting has set in, and overall prices are generally not as high as they were previously.

CONTACT: SANCTUARYCOVEBOATSHOW.COM.AU OR SYDNEYBOATSHOW.COM.AU

196' Bacarella Trinity Yachts' big boat

This much-anticipated yacht, which weathered hurricane Katrina, moved from Trinity's New Orleans yard to Gulfport, Miss., and was extended mid-construction (from an original 180' to the current 196' LOA). She is the largest yacht to launch at Trinity Yachts to date, although larger projects are in the works. The U.K.-based design firm of Bannenberg & Rowell worked with Trinity Yachts on the exterior styling and created the contemporary interior. Organic colors, wood, stone, natural fiber and fabric aim to create a soothing ambience. The décor features unusual materials such as limestone, nickel and slate, which was used for a map adorned by a British calligrapher. Bannenberg & Rowell custom-designed the yacht's sleek furniture, including a dining room table for 12. German company Metrica built the interiors to exacting standards. The layout includes an exceptionally large master suite with spa-style bathroom on the main deck, and on the lower deck a full-beam VIP suite and three double guest cabins. Bacarella seems destined for many transoceanic voyages, with rugged steel hull, twin Caterpillar 3512B engines, and compliance for ABS Maltese Cross A-1 Yachting Service, AMS, and Maritime and Coastguard Agency (MCA) classifications.

PLEASE FIND ADDITIONAL INFORMATION AT TRINITYYACHTS.COM AND BANNENBERGANDROWELL.COM



LOA: 196' - Engines: 2 x 2,012 hp Caterpillar 3512B Construction: Steel hull and aluminum superstructure Classification: ABS Maltese Cross A1 Yachting Service, AMS, MCA Naval Architect: Trinity Yachts. LLC

Interior design: Bannenberg & Rowell - Delivery: 2009







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

WP_164_YI_0909_FINAL_REV.indd 1 7/2/09 1:20:36 PM

Asia-Pacific September 2009

Ocean Alexander European debut

Ocean Alexander, one of Taiwan's largest builders, is rapidly diversifying its sales strategies, introducing a new 83' Motoryacht and 60' Extended Cruiser with a three-stateroom layout at the Cannes International Boat & Yacht Show. President Johnny Cheuh says that "the 83 is styled with the clean and contemporary lines that are preferred in the European market, but is built in the tradition and excellence in manufacturing that is synonymous with Ocean Alexander." Twin 1,650 hp CAT 32s as well as Seakeeper Gyro stabilizers, wooden floors and granite are all onboard to make this yacht a cut above the rest. Apart from Europe, Chueh is also taking a hard look at China, where Ocean Alexander has a second yard at Ping Hu, an hour's drive SW of Shanghai, building its 52'-74' models, while the 80'-145' boats are constructed in relatively new facilities in Kaohsiung in Taiwan. "I see China as a growing market in the near future," he told YI in a private interview. "I would like to develop a specific Chinese product. Nobody is doing that. We have a good group of people helping us, and we are doing market studies that I can't say much about at present, but it is quite unique looking at the Chinese methodology of boating and yachting." He said tooling for the Ocean Alexander 145 was under way, and it would be a production series, not a collection of custom one-offs. 'We will operate in a similar way to say Westport in the States," he said, noting that the US has hitherto had the strongest demand for his marque.

VISIT OCEANALEXANDER.COM FOR MORE INFORMATION





Trans World 116' Florida bound

Taiwan yards continue to deliver a surprisingly diverse range of small superyachts, despite downturns in some markets. The latest vessel about to launch is a Trans World 116' Tri-Deck for an owner in Florida who employed the local SBY Design Group to turn his custom interior ideas into reality. This is the largest motoryacht Trans World has produced, but they are geared up to 120' builds, and have considerable experience with 90', 97', 100' and 108' models. This is a 30+ year-old family boatyard, located on Taiwan's north coast, founded by Chu Chang Hong but now run by son Jerry Chu and his nephew Kelvin Chu. The yard built 65', 75' and 80' Flush Deck and Pilothouse Grand Alaskans for Oviatt Marine for many years, completing the best part of 100 motoryachts in this phase, before opting for their own Trans World branding. The new 116-footer, expected to be at the Miami boat show, features an owner's suite and three VIP staterooms, captain and crew cabins, and a very nice sky lounge and aft deck set-up. Apart from her, we have a Trans World 65' Flush Deck under construction, and a new model 70' sports sedan for a Japanese dealer.

FOR MORE INFORMATION, PLEASE VISIT TRANSWORLDYACHTS.COM

Dyna Craft Yen advantage

Dyna Craft, another Taiwan yard that used to build OEMs for American importers but is now focused on marketing its own brands, has ongoing orders for its smaller models, bucking the wider trend. CEO Terry Yen attributes this to comparative strength of the Japanese yen, proximity of Hong Kong buyers, and setting up new dealerships in Europe and the Middle East. The yard is already well-established in Australia and New Zealand. "We are also using this year to develop new models and streamline existing ones," he told YI. "For example, we have developed the 52 Flybridge and 52 Express from the Dyna 51. These use the Volvo IPS system allowing more space and larger cabins. The new Dyna 65 is an upgrade of the Dyna 61, and we are presently building to 77 feet," He said. Ten yachts were under construction when we called, with the first Dyna 65 scheduled to be shipped to the United States. Yen said Dyna dealerships had recently been established in France, Italy and Spain, and he was talking to contacts in the Middle East. FOR MORE INFORMATION, VISIT DYNACRAFT.COM



(III) Man (III) (III)

Jade 95' motor yacht
Main engines: Caterpillar C18 twin engines
Painting: AWL Grip system
Range: 3.600 Nautical miles
Hull & superstructure built in Steel & Aluminium



JADE YACHTS INC.

77, Shang Chu Lane, Shang Chu Li, Chi Chin District, Kaohsiung Taiwan, Post Code 805

please contact Mr. Memphis Han memphis@jade-yachts.com phone: +886-927.568.465

www.jade-yachts.com

monaco yacht show

Asia-Pacific September 2009



Hamilton Island Yacht Club Grand opening

Australia's latest yacht club looks set to turn heads when it officially opens in October. Initially called Great Barrier Reef Yacht Club, the three-story edifice has been rebranded Hamilton Island Yacht Club to fully reflect its location, an island in the Whitsundsay Group, which, since its purchase by leading winemaker Bob Oatley — who calls both his wines and his boats Wild Oats — has been moving steadily upmarket. Hamilton Harbor is a regular port-of-call for visiting superyachts to 160', and larger vessels stay in the protected passage between Hamilton Island and nearby Dent Island, where a Peter Thomson-designed 18-hole championship golf course also opens this year. The island has its own airstrip served by commercial jet services and is used by private planes. Anchoring in the amazing Great Barrier Reef marine park is not permitted, so owners and guests frequently make Hamilton a convenient "gathering place" from which to commute to the reef in helicopters, sea planes and smaller boats. Architect Walter Barda has created a stunning pre-weathered green copper roof, with a distinctive organic shape, as the signature design feature of Hamilton Island Yacht Club, which apart from fine dining restaurants, themed bars and other usual facilities has a library, state-of-the-art gymnasium, indoor lap pool, saunas and spa. Thirty-five stand-alone four-bedroom villas are adjacent to the club, with sweeping views across Dent Passage, and are being offered from US\$2.3 million. For More information, contact propertysales@hamiltonisland.com.au



FOR MORE INFORMATION, CALL 858.836.0133 OR VISIT YACHTFEST.COM



Blohm+Voss

Horizons are changing

Various iconoclastic yachts have left the Blohm + Voss building and refit facilities in recent years. Confidentiality codes forbid any further disclosure, however these yachts change horizons wherever they appear.

To discuss either a large new build, or a refit Made in Germany, call +49 40 1800 1200, drop an email to yachts@thyssenkrupp.com or visit us at MONACO YACHT SHOW 2009.

A company of ThyssenKrupp

www.blohmvossyachts.com

Horizons 229x277.indd 3 13.07.2009 17:22:10 Uhr

Work in Progress September 2009



Soraya Yachts

MAKING NOISE ABOUTE SILENCE

tests allow anticipating what decibel levels will be in key areas of the yacht, compare results with generally accepted guidelines and make adjustments to insulation before the yacht ever leaves the shipyard. Soraya Yachts, for example, has just released the results of a noise study it has conducted on its first project, the Soraya 46, a steel displacement yacht due for

delivery later this year.

PRELIMINARY NOISE PREDICTION FOR THE SORAYA 46 AT CRUISING SPEED

Cabin or room	Estimated dB (A) level in the center of the room / cabin
1. Engine room	110 - 115
2. Guest cabins aft	50 - 52
3. VIP cabins	43 - 45
4. Crew mess	48 - 50
5. Crew cabins aft	48 - 50
6. Crew cabins front	48 - 50
7. Main saloon	55 - 57
8. Dining room	53 - 55
9. Galley	48 - 50
10. Owner's office	45 - 47
11. Owner's stateroor	m43 - 45
12. Upper saloon	45 - 47
13. Captain's cabin	43 - 45
14. Pilot house	43 - 45
15. Aft deck on main	deck68 - 70
16. Aft deck on uppe	r deck63 - 65
17. Aft deck on fly	63 - 65

PRELIMINARY NOISE PREDICTION FOR THE SORAYA 46 IN HARBOR

THE GONALA TO	III IARBOR	
Cabin or room	Estimated dB (A) level in the center of the room / ca	bin
1. Engine room	70 -	72
2. Guest cabins aft	30 -	32
3. VIP cabins	30 -	32
4. Crew mess	35 -	37
5. Crew cabins aft	35 -	37
6. Crew cabins front	35 -	37
7. Main saloon	33 -	35
8. Dining room	30 -	32
9. Galley	35 -	37
10. Owner's office	30 -	32
11. Owner's stateroor	n30 -	32
12. Upper saloon	30 -	32
13. Captain's cabin	33 -	35
14. Pilot house	33 -	35
15. Aft deck on main	deck60 -	65
16. Aft deck on uppe	r deck50 -	55
17. Aft deck on fly	50 -	55

Measuring conditions:

September 2009

- Engines at 80% MCR load and one generator set running
- Normal secondary machinery running
- Rudder angle < 2 degrees
- Water depth minimum 10x draft
- Engine room ventilation running at normal speed
- Household equipment not taken into account
- Background noise levels minimum 10 dB (A) lower than estimated noise levels
- All cabins completely finished, all doors closed
- Air conditioning running at medium speed (speed 3 out of 10)
- Sea state 1, Wind Beaufort 2
- Measurements in the center of the cabin/room at 1.6 meter above floor level

Measuring conditions:

- One generator set running
- Normal secondary machinery running
- Engine room ventilation running at low speed
- House hold equipment not taken into account
- Background noise levels minimum 10 dB (A)
- lower than estimated noise levels
- All cabins completely finished, all doors closed
- Air capilis completely limished, all doors closed - Air conditioning running at medium speed (speed 3 out of 10).
 - Sea state 1, Wind Beaufort 2
 - Measurements in the center of the cabin/room
 - at 1.6 meter above floor level

PLEASE VISIT SORAYAYACHTS.COM FOR ADDITIONAL INFORMATION

"The target that we are aiming for is to have a quiet boat at cruising speed and silent at anchor, with genset on," said Soraya Yachts Sales Manager Sasa Vinkovic. The shipyard worked with Dutch noise and vibration control specialist Van Cappellen to anticipate noise levels aboard its 150' yacht. Preliminary noise predictions were made for two important conditions: when the yacht is at cruising speed and when the yacht is at anchor.

At cruising speed, results show that estimated noise levels inside the yacht will range from 43 to 57 dB, depending on the location (excluding the engine room). If the preliminary results hold true, the Soraya 46 will have quiet cabins, according to generally accepted standards. Several classification societies (Lloyd's, DNV, RINA, ABS among them) have published guidelines for what is called "Comfort Class," which apply to passenger ships and large yachts. A comfort rating usually goes from 1 to 3, reflecting "high" to "acceptable" standards. Lloyd's Resister (Provisional Rules for Passenger and Crew Accommodation Comfort, January 2004) considers 45 dB as a superior result in the highest comfort class. Soraya Yachts expects sound levels in the VIP cabins, master stateroom and captain's cabin to be in a 43- to 45-dB range. Only the guest cabins that are located aft of the lower deck, closer to the engine room, register a little higher, but the dB level still is well within the desirable range. "Comparing the estimated noise levels at Cruising speed condition we

may state that they are below (even better) than the International Comfort Class level 1," Vinkovic said.

Perhaps the most important measurements are for times when the yacht is at anchor. After all, it is when the yacht is moored offshore or docked in a marina that owners and guests are most likely to be onboard. And at anchor, if estimates prove accurate, the Soraya 46, as far as mechanical noise is concerned, will be a very quiet yacht indeed according to currently accepted standards, even with a generator and other machinery operating. Estimates put noise level in the owner's stateroom, VIP and guest cabins at a 30-dB to 32-dB level and the captain's cabin at a 33-dB to 35-dB range. That exceeds classification societies' criteria for highest sound quality in the cabins while the yacht is in harbor; for DNV (on the lower end of the scale), the magic number is 35 dB. Although noise experts say class standards in the "at anchor" category are entirely achievable if shipyards use appropriate insulation, especially when it comes to yachts 80' and larger, it still is a nice result. A difference of just one decibel is audible (although perhaps hard to notice) and a difference of three decibels is distinctively noticeable. The human will perceive a difference of 10 decibels as a doubling of sound volume. "We will be able to compete for the most silent boat in 2010," Vinkovic concludes. Stay tuned... Gentech Shipyard, a subsidiary of the conglomerate Gentech, Ltd. is building the yacht in Turkey.





A GOLDEN **OPPORTUNITY ONLY COMES AROUND ONCE**

IT'S THE RIGHT TIME AND THE RIGHT SHOW... Feed your passion for the water as there has never been a better time to see the greatest collection of super yachts, power boats, fishing boats, trawlers, cruisers and everything in between. See the latest electronics, satellites, engines, fishing equipment, clothing, accessories and more! Six Extraordinary Sites connected via water and land shuttles.

Top name hotels offering Special Boat Show Rates!

October 29-November 2, 2009 Fort Lauderdale, Florida

For all the Details and to Purchase Discounted Tickets www.showmanagement.com • (800) 940-7642

Owned & Sponsored by:



Presented by:

























September 2009 Debut

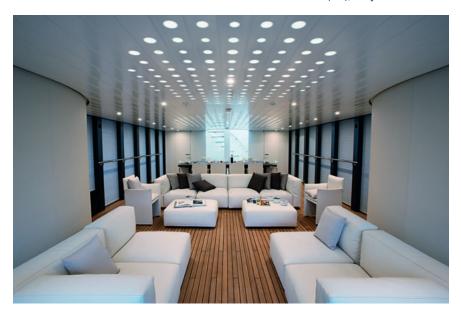


FRACTIONALLY Yacht Plus Ocean Emerald YOURS

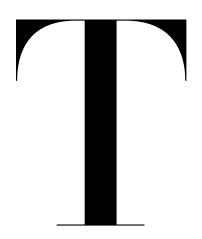
Fractional ownership company Yacht Plus asked Architect Lord Norman Foster to help create a whole new yachting experience. The result is the 132' Ocean Emerald, which generated much ink long before it launched at the Rodriquez shipyard this spring. Story Yachts Staff Photos Paolo Maggi and Nigel Young

Debut September 2009

Lighting, privacy glass and flexible furniture groupings help create different moods for day or night life, including in the main salon (left); the yacht accommodates 12 guests in lower-deck suites and panoramic main-deck master stateroom







The much ballyhooed yacht made its first official appearance in April at a launch party organized in La Spezia, Italy, where the Rodriquez Cantieri Navali handles part of its production. *Ocean Emerald* is the first of four sisterships. Aside from its very original design, which defies accurate description—although it's been described in such terms before, it clearly is neither an egg nor a dolphin—, the yacht has the distinction of having eight owners, including Lord Foster himself.

London-based Yacht Plus is a fractional ownership company launched in 2005 to develop a new form of fractional ownership, putting the emphasis on the experience rather than the ownership of a yacht. The all-aluminum *Ocean Emerald* is the first yacht in the Yacht Plus fleet, which eventually will include 10 vessels. Three more identical yachts are slated for delivery by the end of 2010.

Yacht Plus co-founder Han Verstraete set out to capture a new clientele: high-net-worth individuals who might already have multiple residences and use of a private jet but have no prior experience with yachting. Logically, perhaps, the company looked for a renowned designer outside of the yachting world to cast a brand new eye on the project and brought in Pritzker prize-winning Architect Lord Norman Foster.

Foster & Parners works on multiple projects from its modern office near London's trendy Chelsea neighborhood. In the U.S., the firm designed New York's Hearst Tower and was commissioned to design a tower for the now stalled newWorld Trade Center. *Ocean Emerald* may be the first of the 40 Signature series but is not the first yacht to ever sail from Lord

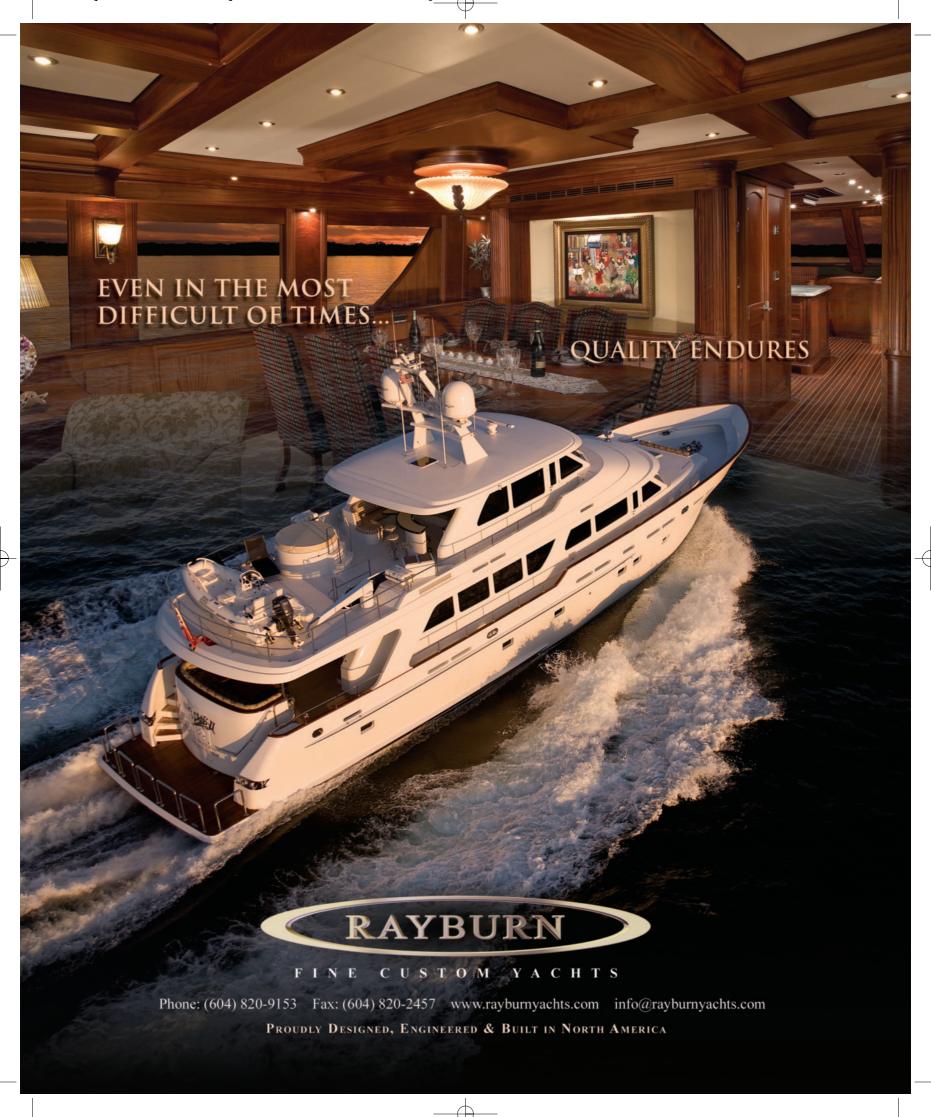


LOA: 132'
BEAM: 276"
DRAFT: 76"
CONSTRUCTION: ALUMINUM
DISPLACEMENT: 205 TONS
PROPULSION: 2 x 1,044kW
CATERPILLAR C32 DIESELS
GENERATORS: 2 x 86 kW
SPEED (CRUISE/MAX):

16 KNOTS / 17.5 KNOTS
FUEL CAPACITY: 6,870 GAL.
RANGE: 2,400 NM
AT 12 KNOTS
STABILIZERS: 2 X ACTIVE FIN
WITH AT ANCHOR FEATURE
DESIGNER FOSTER + PARTNERS
NAVAL ARCHITECT: RODRIQUEZ
BUILDER RODRIQUEZ

Yacht Plus Ocean Emerald





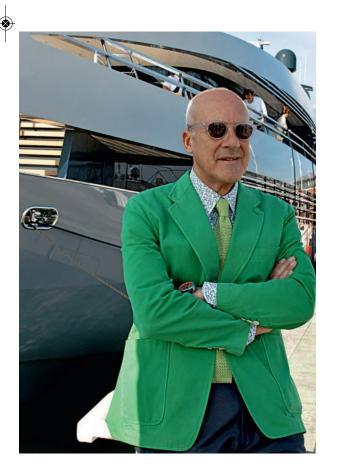
On Board September 2009

This cut-out profile reveals the layout and traffic flow onboard a 134' yacht with 2,790 sq. feet of internal and 2,495 sq.feet of external areas



I'D DESCRIBE THE YACHTING WORLD AS A LARGELY UNUSED SOURCE OF TECHNOLOGY; A CURIOUS MIX OF INNOVATION AND EXTREME CONSERVATISM.

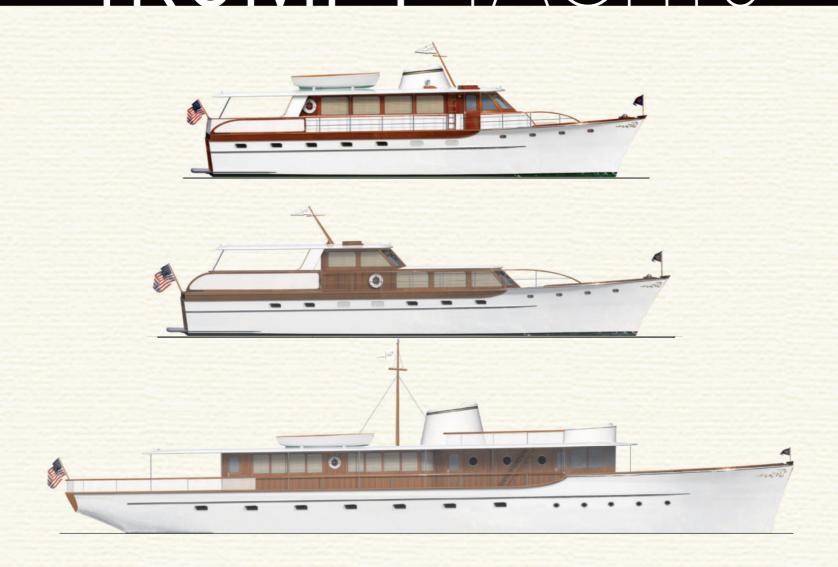
LORD NORMAN FOSTER



Foster's drawing board. The designer is behind the 192' Izanami, a very original yacht built at Lürssen, "fast and sleek as a patrol boat". Still, the team of seven architects, headed by Lord Foster himself, who worked 15 months on the project, had no preconceived notions. Their goals might have been similar to that of any yacht designer (more outside space, more light, more ocean views, more stability), but the problematic was clearly handled in an unconventional way. Perhaps one the most notable design features is the grand staircase at transom, which serves as a design element as well as a practical one. And that's the whole idea. Structural elements are handled as design elements, and the yacht is seen as a playful thing designed to offer a maximum of contact with the ocean while preserving privacy. Yet, the layout does not throw away all proven solutions: for example, the yacht features a fullbeam ondeck stateroom (with exceptional glass surfaces and two balconies) and four guest lower-deck suites. But the design certainly emphasizes flexibility on all four decks. Custom lighting plays a central role in changing the mood and function of each space. Loose furniture allows changing room configurations according to need. In the 538 sq.-foot main-deck salon, a teak sole forms a continuous space with the exterior and the salon offers full views of the ocean during daytime through a glass wall that becomes opaque to protect the privacy of the guests after dark. A spiral glass staircase allows natural light, captured on the large sundeck, to descend all the way into the lower deck. High-gloss materials were chosen for their ability to reflect light. The theme is casual contemporary chic with furnishing by Italian manufacturer Cassina and galley equipment by Schiffini.

Peformance-wise, the Rodriquez shipyard's experienced engineering team has produced a ligth boat, which is speedier than anticipated and stable in spite of its volume. Founded in 1887 as a small ship repair yard, Rodriquez built its first high-speed commercial ship in 1956. Since, Rodriquez Cantieri Navali has built more than 500 boats and has made a name for itself with technologically advanced and fast ships for the commercial, military, and yacht markets. *Ocean Emerald* is a full displacement yacht, built to RINA class and that conforms to MCA's Large Commercial Yacht Code.





BETTER THAN EVER

YACHTS OF DISTINCTION FROM JOHN TRUMPY & SONS FROM 54' TO 148'BUILT BY VICEM YACHTS





TRUMPYYACHTS.NET



TRUMPY®YACHTS • NEWPORT, RI • 401.846.0303 • JIMEWING@TRUMPYYACHTS.NET



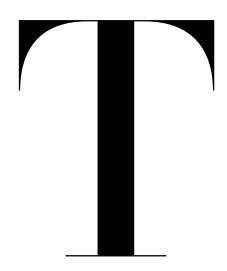
Debut September 2009



QUAD POWER

The Newport 71 SS4 is one of the first yachts built in Taiwan to use quadruple Volvo Penta IPS engines and drives. Hull three debuted at the Miami Beach Yacht & Brokerage Show, and we had a chance to hop onboard a few months ago. Story Cecile Gauert

September 2009 Debut



The main deck salon is very open and the large cockpit, right, features a comfortable built-in banquette and a square table that converts to a sunbathing pad with the addition of a few cushions Trey Beasley, one of the partners of Fort Lauderdale-based American Global Yacht Group (AGYG), worked closely with Naval Architect Jason Kao who heads the experienced shipyard in Kaoshiung, Taiwan, where the Newport SS4 is built, to develop this appealing open-style vessel. Based on a deep-V hull with molded sprails, the model was originally designed for the more conventional twin-engine-and-propeller configuration. But multiple IPS having proven a viable option (Lazzara Yachts pioneered the use of quad IPS with its LSX 75), Beasley and Kao decided to make the switch. After consulting with Volvo Penta engineers, the only major adjustment the shipyard had to make was to reconfigure the lower deck to position the engine room aft.

Beasley enthusiastically endorses the Taiwanese shipyards' ability to build sound and high-performing vessels. Indeed, a lot of the Newport 71 SS4's appeal has to do with its performance. During a sea trial in Fort Lauderdale, the yacht proved quick and responsive, and the ride as comfortable as it can be in five-foot waves. Despite the rough conditions, the Newport 71 SS4 flirted with 30 knots, close to its top speed.

One of the major benefits of the IPS Volvo Penta engines is that they are relatively economical. At the top—end speed, total fuel consumption is about 88 gallons per hour; at 23 knots, about 60 gph. Equipped with twin 1,550 hp Caterpillar C32s, at 23 knots the Newport 71 would use more than 100 gph, Beasley says.

Another major advantage is maneuverability. To prove this point, our captain momentarily brought the yacht to a stop (surprisingly, even without stabilizers the side motion was acceptable); a twist of the upper part of the joystick prompted the boat to initiate a 180-degree turn. Fighting a strong contrary current off of Fort Lauderdale Beach, the yacht smoothly executed the maneuver. The Newport 71 SS4 has no stern or bow thruster, which are not required with IPS. The yacht's maneuverability became even more obvious as we looked for temporary dockage to hop off the boat before it headed back up river. Our captain, albeit experienced, had only driven this yacht a couple of times before. Still he felt confident enough to make a difficult U-turn in Fort Lauderdale's narrow and crowded New River.

It helps, of course, that the helm station, located port side, offers great visibility. A comfortable and elevated double bench provides good views forward and through side windows (it is helpful to have a first mate help guide maneuvers executed in reverse as the yacht's large swim platform is out of sight from this vantage point). The Raymarine digital displays on the metallic grey console are easy to read, and everything is within reach, including a switch





Debut September 2009



Vertical windows bring light into the full-beam master stateroom; a large cedar closet, ensuite bathroom and the crew quarters help isolate the bedroom from engine noise



that opens the large sunroof, flooding the main deck with fresh air and sunlight . It is perfectly comfortable—and enjoyable—to cruise with the sunroof wide open.

In addition to the sunroof, the main salon benefits from large side windows and an open layout that offers plunging views into the open galley located on the lower deck. Thanks to the design, the lower deck also is bright and open, even with a darker finish. For this first hull to be shown in the U.S., Beasley voluntarily chose a fairly neutral look designed to have wide appeal. The dominant material in all the lower-deck cabins, including the full-beam master located amidships, is a cherry wood veneer in a satin finish, but the shipyard is able and willing to customize, whether an owner's taste leans toward the classic or the contemporary.

A few wide steps lead back up to the main deck, and a glass door with stainless frame opens onto the spacious cockpit, which overlooks a teak-covered swim platform large enough to take along a PWC; a hydraulic system allows the platform to lower into the water for easy launching. Access to the engine room and crew quarters is on the port side. The crew area is surprisingly spacious for a yacht this size, which is in part thanks to the compact IPS engines. The four engines fit neatly in a fairly tight space and, for effect, the shipyard has added blue rope lighting that set the engines pleasantly aglow. A bit of tweaking on future hulls will modify the layout so that direct access is available from the master suite to the crew quarters.

After hopping off the yacht, we watched it leave; the pod-style drives make it possible for the hull to take a "side step" and move away perfectly parallel to the dock. The Newport 71 SS4 has a nice look, with a vibrant blue paint and white gelcoat finish that allows it to stand out. But one of its advantages is less visible and that is its price, which compares very favorably with other boats in this category.



FOR MORE INFORMATION, VISIT AMERICAN GLOBAL YACHT GROUP AT AGYG.COM



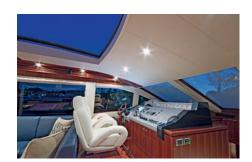
LOA: 71' 11" LWL: 58' 7" BEAM: 17'6" DRAFT: 4'4"

DISPLACEMENT (HALF LOAD): 74,000 LBS.
FUEL CAPACITY: 1,200 U.S. GAL.

WATER CAPACITY: 300 U.S. GAL. TANK CAPACITY: 100 U.S. GAL.

ENGINE: 4 x VOLVO
600 IPS @ 435 BHP
CONSTRUCTION: FIBERGLASS (SOLID
BOTTOM + FOAM CORED SIDES)
DESIGN AND NAVAL
ARCHITECTURE: JASON KAO
INTERIOR: AGYG DESIGN TEAM
BUILDER: NEWPORT

YACHTS, TAIWAN







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.





WWW.SEAKEEPER.COM

INNOVATIVE INTERNAL STABILIZATION TECHNOLOGY

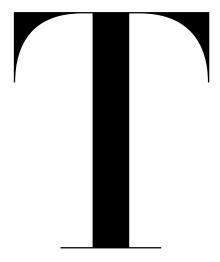
September 2009 **Debut**



PROFILE HIGH Marquis 500 Sport Bridge IN STYLE

A few months ago Marquis Yachts introduced a sport bridge version of its well received Marquis 500. We took a scenic cruise onboard the yacht this winter and found out it is possible to combine looks and the conveniences of a flybridge on a 50-footer. Story Cecile Gauert Photos Marquis Yachts

September 2009 Debut



A good ceiling height contributes to the open feel of a contemporary décor that shows great

care to important details

The Marquis 500 Sport Coupe made its debut at the Yacht & Brokerage Show in Miami Beach in 2008. The European-styled yacht features streamlined lines with curves just where you'd want them to be, wide expanses of glass, a stylish interior and a sun roof, one of several similarities with a stylish roadster.

A flybridge, although it offers great benefits in terms of added outdoor space and the fun and practicality of an exterior helm station, very seldom enhances a yacht's profile. So we were curious to see how it would change the looks of the very attractive Marquis 500, winner of a 2008 Yachts Trophy for best interior design.

The Italian firm of Nuvolari & Lenard, well known in megayacht circles for such memorable vessels as the 269' Alfa Nero and the stylish aluminum sport yachts of Palmer Johnson, is an important part of the Marquis brand. The designers from Venice worked with Wisconsin-based Marquis Yachts, a division of the Genmar Group, from day one to develop a new line of boats with European looks and American practicality calculated to appeal to an international clientele. Dick Nocenti, director of marketing and communication for Marquis Yachts, says they designed the original Marquis 500 with the intent to later develop a sports bridge model. That probably helped in making the small flybridge seem right at home atop what still very much looks like the original sports coupe. To achieve this goal, however, the designers had to give the radar arch and the sides of the upper bridge a low profile; so when you stand, the sides of the flybridge reach just slightly above the knee and when you operate the boat from the outdoor helm, you do so from a seating position. It's ideal for bridge clearance. Cruising up and down the Intracoastal Waterway along the U.S. East Coast with this vessel is not a problem.

The Marquis Sport Bridge has a couple of different layout options featuring one or two helm chairs, which in turn determine the position of a comfortable sunpad for two. The helm chair is a comfortable fit and is perfectly positioned to view the controls on the easy-to-read Raymarine navigation displays. The center piece of the well-designed helm is a great leather and steel wheel with Marquis branding. That's where another comparison with a stylish roadster comes in. Sitting here at the helm almost feels like sitting at the wheel of a sports car.

Marquis Yachts developed the hull of the Marquis 500 specifically for the Volvo Penta IPS. The pod-style propulsion has been lauded ever since it was introduced as a way to make





Debut September 2009

CRUISING ALONG THE INTRACOASTAL IS A COMFORTABLE PROPOSITION EVEN ON THE LOWER DECK, WITH MINIMAL NOISE COMING FROM THE ENGINE ROOM

boating accessible to nearly everyone. The electronic commands and pod-style propulsion make the yacht very responsive and maneuverable. As far as speed, not much has been lost with the addition of the sundeck. Marquis offers two different power options: triple IPS 500 or triple IPS 600, and they respectively allow, according to the manufacturer's own guidelines, a top speed of 31 to 35.5 knots—unfortunately wild winter weather did not allow us to put the Marquis 500 through its paces on the day we went out. We enjoyed a more stately speed that is both comfortable and relatively economical. At cruising speed (27 to 31.5 knots according to engine options), fuel consumption is about 53 gallons per hour.

Wide molded steps with secure railing lead back to a roomy cockpit. For dockside cocktails, the forward-facing sofa and table slide back several inches to expand the space further without disrupting the swim platform below. This interesting solution allows the Marquis to to carry a PWC or a launch on its swim platform. A small but convenient wet bar, near the glass doors that lead into the salon, can serve as an outdoor galley with the addition of a grill.

It has been a bit of an obsession of late for European designers to blur the frontier between indoor and outdoor spaces. Here, the transition is well done if not invisible. One side of the door opens out and another folds in half to fully open the interior to the outdoors, leaving only a small step between the cockpit and the salon. Together with long windows, the large opening helps keep the main deck very bright, even with a dark Brazilian cherry sole. A good ceiling height contributes to a feeling of openness. The décor is contemporary and shows great care to important details. Two low-profile armchairs, built in the furniture department at Marquis Yachts, face a comfortable beige sofa with accent pillows. The centerpiece of this salon may well be the unusual coffee table, held in place by one original stainless steel foot. Articulated leaves, attractively finished in an impeccable high gloss varnish, open out to form a full-sized dining table that can also convert into an additional berth with the addition of filler cushions. Even the ceiling has received special attention with a two-tone design and attractive steel accents around LED lights. Rope lighting provides additional accent lighting, used here and there for effect.

The master cabin is located forward; the interior helm is identical in design to the one available on the Sport Coupe





₩

September 2009 Debut

Marquis 500 Sport Bridge

LOA: 49'6"
BEAM: 15'7"
DRAFT: 3'10"
BRIDGE CLEARANCE: 16'8"
FUEL CAPACITY: 506 GAL.
WATER CAPACITY: 160 GAL.
ENGINES: TRIPLE IPS 500 OR
TRIPLE IPS 600

CONSTRUCTION: FIBERGLASS

WEIGHT: 46,300 LBS.
CABIN HEADROOM: 6'6"
SLEEPS: 8
DESIGN & STYLING:
NUVOLARI & LENARD
BUILDER: MARQUIS YACHTS

FOR MORE INFORMATION, VISIT MARQUISYACHTS.COM



Style and practicality meet again in the open galley, located on the starboard side. Stainless steel, Brazilian cherry and fashionable wood veneers provide the backdrop for the all-practical two-burner range, microwave/convection oven, and the refrigerator and freezer drawers. The interior helm, identical in design to the one available on the Sport Coupe, is located portside. Comfortable and adjustable bench seating provides excellent views forward and through side windows. An attractive steering wheel complements the easy-to-use IPS joystick control. Besides easy handling, one of the other advantages of compact pod-style drive systems is that they allow boat builders to play with added interior space. The Marquis 500's lower deck features three good-sized cabins and two bathrooms with showers. Marquis has chosen to position the master stateroom forward. It features a walkaround queen bed with ample storage below and ensuite marble bathroom with shower. A VIP, also with a queen bed, and a smaller cabin with twin beds, located right below the galley, complete the accommodations. Storage solutions abound and all the cabins have entertainment systems, including the now mandatory iDock station. Cruising along the Intracoastal is a comfortable proposition even on the lower deck, with minimal noise coming from the engine room. Frankly, though it is nice to know the Marquis 500 is capable of speed, it feels just as good taking a leisurely cruise to discover its numerous charms.



Stainless steel, Brazilian cherry and fashionable wood veneers complement the all-practical appliances





YACHTS

The Pavilion

A MEMBERS-ONLY CLUB

he Pavilion Club is a private member-only lounge available during five of the world's most prestigious yachting events. At the 2009 Fort Lauderdale International Boat Show, the Pavilion provides a welcome oasis for conversation and networking October 29 to November 2. The 6,000 square-foot Pavilion is located inside the Swimming Hall of Fame, an attractive and fully air-conditioned venue with space for a convivial bar, a spacious dining room open for lunch, private meeting rooms and exhibits from select companies. A luxury car display featuring Maybach, Bentley, Rolls Royce, Ferrari, Aston Martin, Mercedes and Range Rover marks the entrance to the Pavilion, at the north end of F dock. A valid Pavilion card is required for admission.







For membership qualification and information, please contact Yachts International Magazine, 1850 SE 17th Street, suite 301, Fort Lauderdale, phone: (954) 761-8777











September 2009 Holland Tour

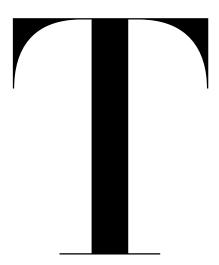


The yachting industry is facing a much different world than a mere 12 months ago. The effects are being felt worldwide, but for now at least the busy Dutch yacht building industry keeps humming. Story Cecile Gauert

AREPORT FROM THE Staying afloat DUTCH SHIPYARDS

Holland Tour

September 2009



The Dutch yacht building industry is a major player worldwide, and at home this important sector is represented by a membership-based organization called the Holland Yachting Group, part of the larger National Association of Watersports Industries in the Netherlands (HISWA). Icon Yachts Managing Director Wim Koersvelt describes Holland as "one big workshop."

As part of its promotional activities, each year the Holland Yachting Group organizes a press trip that allows international journalists to fill their notebooks, recorders and cameras with the sights and sounds of a busy industry. We visited 10 shipyards of varying size and scope as well as a yacht design firm this year. The good news is that currently Dutch shipyards are still very much alive and buzzing with activity. According to Holland Yachting Group's official numbers, as of June 2009, 66 yachts (98' and larger) are currently under construction in Holland (versus 64 in 2008) and will be delivered sometime between now and 2012.

However, many openly voiced their concern for the future. Since a financial upheaval sent tremors felt throughout the docks at the Monaco Yacht Show last fall, new orders have been nearly nonexistent and everyone seems to agree that converting a prospect into a client takes a lot longer that it did a year ago. Yet according to the Holland Yachting Group, only 12 of Holland's 400 small boat builders have gone out of business. Jongert, which was renovated, expanded and acquired by investors only a few months ago, was one of several shipyards worldwide that went into receivership in recent months, but a European buyer was expected to come forward.

Most of the Dutch shipyards are well-established companies that have withstood countless ups and downs before this, and they have plans in place to cope with leaner order books.

One of the leading strategies is to actively seek out refit business.



HJB recently finished a substantial refit of the 138' yacht *Life Saga*, which included an extension of the bridge deck lounge and the sun deck, refurbishing guest suites, installing a new engine room, a new teak deck, an integrated bridge, a new galley and upgrading crew quarters, and is intending to do more. "We feel this is the business that is going to grow," said Managing Director Paul Dielemans, and to that effect HJB has created a dedicated refit division. Amels' refit division recently renewed one of the world's largest 100 yachts, a CRN built in 1990. "We are looking for more refit projects," said Amels' Victor Caminada. A similar story was heard elsewhere. The Moonen shipyard recently welcomed back one of its own vessels, which came all the way from Vladivostok. "Refit is something important for the near future. In these difficult times people are postponing new builds, so it's absolutely vital," said Moonen Managing Director Emile Bilterijst.

Still, there continues to be signs of life for new builds. Feadship reported the recent sale of a 200'+ vessel, and client inquiries have resumed since spring. Positive attributes able to sustain the Dutch yachting industry as a whole include what Farouk Nefzi, export director of HISWA's Holland Yachting Group, appropriately calls "cool conservatism", a true boat-building tradition, a well-established reputation for quality, up-to-date shipyards, numerous design and naval architecture resources and skilled labor. Yet, since no one seems to have the famed crystal ball, it is best to focus on the tangible, and there are plenty of interesting yachts to launch in the next couple of years from this group of shipyards. A sampling follows.

AMELS (DAMEN SHIPYARDS GROUP)

Amels, established in 1918, built mostly custom yachts until developing and launching their Limited Edition series a few years ago. After looking at their extensive orders from previous years, Amels identified the sizes most in demand, and from here developed several models ranging in size from 171' to 212'. Amels' clientele responded very well to the concept, which allows the shipyard to deliver quality yachts more quickly. Amels' Marketing Manager, Victor Caminada, hosted our group in Gorinchem, home of Amels' parent company, Damen Shipyards Group. He reported that Amels' new build production capacity is full until 2013. The fifth Amels 171 debuted at the Monaco



September 2009 Holland Tour



Grand Prix, and a new model based on that initial project, the Amels 177, is now also available. Two of the Amels 212 Limited Editions are currently under construction at Amels' facility in Vlissingen. The latest born of the Limited Editions, the Amels 199, which features a refreshing design by Tim Heywood and interior arrangements by Nuvolari & Lenard, will officially be introduced at the Monaco Yacht Show. The new project features a very characteristic vertical bow, closely related to that of the Sea Axe, which Damen, an international shipbuilding conglomerate, developed in conjunction with Delft University and the MARIN Institute as a fast crew delivery vessel for offshore projects. Months of research went into defining the optimal hull shape for a hard-working vessel able to maintain speed and comfort in the roughest seas. Damen expanded on its initial Enlarged Ship Concept to create a 108' all aluminum vessel with elongated underwater lines and a thin vertical bow. The concept proved successful beyond Damen's own expectations. A megayacht owner saw the potential for these ships and ordered two, only larger and built with a steel hull, as support vessels for his 100m+ mothership. This spurred Amels and Damen to launch a new concept in yacht support vessels. The Damen Sea Axe Fast Yacht Support vessel is a true "work horse", 164' long, 29' wide with an enormous deck and able to cross, fully loaded, the Atlantic at 18 knots. Amels will provide a formal introduction and full details at the Monaco Yacht Show. The first Sea Axe Fast Yacht Support vessel is due to begin service in December.

FOR MORE INFORMATION ABOUT AMELS, VISIT.AMELS-HOLLAND.COM OR FOR MORE ABOUT DAMEN, VISIT DAMEN.NL

BLOEMSMA VAN BREEMEN

The Bloemsma van Breeman shipyard, located near scenic Makkuum, had much to celebrate this June. The shipyard's largest sailboat to date was in the water and looking both elegant and fast from her dock fronting a newly dredged waterway that will take her out to sea. The modern interiors, in a high-gloss mahogany and white leather, were still a few weeks away from completion when we visited, but a high-tech and light custom carbon fiber bimini, low-profile deckhouse, an impressive boom and high-tech mast, and streamlined profile gave the all-aluminum yacht, painted silver, an arresting presence. Valquest, a 134' sloop designed by Ed Dubois, is expected to make her official debut at the Monaco Yacht Show before embarking in 2010 on a long-range cruise across the Atlantic, through the Caribbean, down the coast of Chile and on to Antarctica. A few yards away, inside one of the company's two modern and heated building halls, work was ongoing on an impressive 144' motoryacht with a steel hull and aluminum superstructure. The yacht features the design work of Pieter Beeldsnijder and naval architecture by Vripack. A few months away from completion still, the yacht named Free Spirit already lives up to her name due to her original layout. A tour of the project revealed there is no bridge deck in the conventional sense; instead, the wheelhouse is located on a semi-raised forward section of the main deck. The owner's accommodations on the upper deck feature huge windows and private decks. A spacious sundeck, with built-in furniture and a Jacuzzi, will provide ample recreational space and the voluminous yacht will be topped with a crow's nest for spectacular views. A bulbous bow and optimized hull design will combine with twin Caterpillar engines to allow the yacht to reach a 15.8-knot top speed. The yacht is expected to launch in the fall. Handling diverse and complex projects is what Bloemsma van Breemen is about, and Nico van Breemen, who took over the original shipyard (previously known as Jachtwerf Bloemsma of Makkum) in 1997, hopes to continue building a combination of sail and motor yachts in the future; although all potential new contracts for the moment are for mo-





Holland Tour

September 2009



toryachts. The largest project Bloemsma van Breemen has delivered to date is a motoryacht, the 158' *Flying Eagle*. The shipyard, which Nico runs with his wife Marjan, can build vessels to 213'.

Additional information is available at bloemsmavanbreemen.nl

FEADSHIP - ROYAL VAN LENT

It was business as usual at Feadship's Royal Van Lent Shipyard on scenic Kaag Island a few months after international luxury conglomerate LVMH acquired a majority stake in the thus far family-owned shipyard. Dick Van Lent, who remains in charge of the business his family acquired 130 years ago, acknowledged the changing economic climate but said that Feadship (celebrating 60 years this year) is doing well thanks to a roster of solid clients and a brand name that is synonymous with lasting quality. The label has allowed yachts to hold their value, and just recently, he said, a Feadship sold for more than its original price. "Even in today's market, we see that the value is holding very well," said Van Lent. The Royal Van Lent Shipyard, De-Vries and De Voogt Naval Architects are members of an association created post WWII to help generate new business outside of economically depleted Europe for the five founding members. Van Lent, De-Vries and De Voogt have been the remaining partners for the past 40 years. Feadship showed a boat at a New York boat show in 1949, and soon after the U.S. became an important market for the company and remains so to date. "Ever since, whether the waters are high or low, we see that the U.S. have been our biggest customers and that most likely will remain the case for the next few years," Van Lent said. Royal Van Lent's latest launch at the time of our visit was the 214' Trident, an elegant yacht designed by Donald Starkey and De Voogt Naval Architects. The yacht is slated to appear at the Fort Lauderdale International Boat Show in October. The yacht's interior features unique materials and color combinations producing a refreshing twist on a modern interior. Although traditionally a custom yacht builder, Feadship actually prefers using the term 'bespoke'—a few years ago, the company developed new models to meet the demands of a new breed of clients seeking quality, value and shorter delivery times. The Vantage F45 is one of two models Feadship developed and is built at Royal Van Lent. Two were under construction when we visited (one slated for early 2010 and the next for 2011). Three F45s have been delivered to date, including *Harle*, featured elsewhere in this issue. One of the empty drydocks in the impressive facility was expecting the arrival of a new project, a 255' yacht slated for a summer 2010 delivery. For MORE INFORMATION, VISIT FEADSHIP.NL



HAKVOORT

Hakvoort is one of Holland's enduring and endearing family yachtbuilding businesses. The shipyard, smack in the middle of a charming town named Monnickendam with quaint narrow streets and gracefully aged facades, is celebrating its 90th anniversary. The shipyard, which occupies industrial waterfront land, is quite literally grandfathered in. Four generations of the Hakvoort family have presided over the fortunes of the boat building business, acquired on April 28, 1919. Albert Hakvoort Sr., who started working in the yard in 1954, took over the helm of the yard in 1981. His sons Klaas and Albert Jr. joined in the early 1990s, and they became joint shareholders in 2007. About 300 people work every day for Hakvoort, 200 of which are subcontractors, allowing Hakvoort to remain competitive and nimble. The shipyard's customers appreciate the personal attention and easy access to their projects. "Part of the attraction of this yard is that we are in the middle of town; customers come around and just walk in. It is very informal," said Albert Jr. Ingenuity and sheer determination have allowed the shipyard to commit to projects that have stretched the boundaries of its two building halls. The latest expansion took place in 2008 when Hakvoort raised the roof of one of its two halls by 5.9' to accommodate project YN243, a 160' motoryacht by Diana Yacht



YACHTS



The ultimate travelling companion.

Incomparable style, comfort and finger-tip control make this elegant 30-foot center console the world's #1-selling yacht tender. The versatility to go diving, fishing or cruising in an individually customized craft with our signature smooth dry ride, plush salon seating, optional dive door and stand-up head with optional shower, vanity and sink make it #1 with owners, family and friends.

Next generation design and engineering. Infused, wood-free fabrication. Unparalleled performance, safety and maneuverability. Unprecedented customization and the best boat-owning experience on the water.





MERCURY YAMAHA 11700 Belcher Road South, Largo, Florida 33773 • 954-922-7544 • FAX 954-922-3858 • IntrepidPowerBoats.com



Holland Tour

September 2009

Design with exterior styling by U.S. designer Glade Johnson and interiors by Sinot Yacht Design. The voluminous five-decker dedicates a large part of the sun deck to the full-beam owners' suite. Seven guest suites are located on the bridge, main and lower decks. The second project (YN245) currently underway in the expanded hall is a 128' steel-hulled yacht with naval architecture by Azure and a transatlantic range. Dutch designer Cor D. Rover styled the yacht's exterior, and Michela Reverberi created the interior décor. Hakvoort will stay busy with current projects—two more hulls are now under construction and will arrive in Monnickendam for finishing as soon as the current projects are delivered—until the beginning of 2014.

FOR MORE INFORMATION, VISIT HAKVOORT.COM

HEESEN YACHTS

Although he has sold a majority stake to a group of investors, founder Frank Heesen still looms large at the renovated and expanded ship-yard he created in 1978. He personally greeted the group of journalists that arrived at the shipyard to find a beehive of activity surrounding 13 projects (10 of them sold) that were in the works as of June. "We are lucky enough to have the founder still fully involved in the company," said Marketing Director Fabio Ermetto. Frank Laupman, owner of Omega Architects, who works closely with Heesen's inhouse engineering and design team and contributed to creating an unmistakable Heesen look, also stopped in. Since our visit in Oss last year, three new 180' building sheds were added. The shipyard now sprawls over 11 acres and includes nearly 237,000 square feet of undercover workspace, an expansion that was warranted by both increased activity and size of the yachts. Heesen Yachts' largest project

to date is a custom 180', 850 GT yacht with an enclosed sundeck and

a modern interior by Ken Freivokh. Its top speed is expected to be 24 knots with conventional engines. "We look forward to seeing this boat. This is something that very few shipyards would be ready to commit to," Ermetto said, although he reminded everyone that Heesen more than a decade ago took on the challenge of building Octopussy and guaranteed the owner a top speed in excess of 50 knots. Technically challenging features on the 180' yacht slated for a 2011 delivery include a waterfall, a helicopter deck, full-length windows and a float-in garage for the custom tender. Another custom project in the works is a second 164' yacht called *Rapture*, a cutting-edge design with ample glass and steel, including a seamless glass-enclosed upper deck (Man of Steel, featured in the May edition of Yachts International was the first 164' custom yacht Heesen launched). But Heesen Yachts is also well known for its fast and elegant series yachts, which started with the 3700 series more than five years ago. The shippard is currently working on hulls no. 9 and 10 but has produced a brand new design to become the 4000 series. "It is a totally different boat, not a restyling. It has a different hull, a wider beam and a totally different layout," Ermetto said. Designed entirely with 3D software Catia, which Heesen engineers now use in-house, the 131' aluminum yacht with a full-beam sundeck is expected to have a 30-knot top speed. Hull no. one is expected to debut in 2011.

FOR MORE INFORMATION, VISIT HEESENYACHTS.NL











with robust voice communications and high-speed internet access



Sea Tel

USAT 24

- ▶ Commercial quality 60cm KU-band
- ▶ Broadband in SCPC or TDMA networks
- ▶ Meets FCC's and ETSI's specifications
- ▶ Offered on Hughes, Viasat and iDirect
- ▶ Perfect match with Coastal 24 TV dome



At Sea Tel dealers now.

Coastal 24 HDTV-at-sea also available **HD**

Cobham SATCOM Marine Antennas www.cobham.com/seatel USA: 925-798-7979 UK: 44 (0) 2380 671155









Holland Tour

September 2009







HJB

The expanded and modernized facility that HJB unveiled during the 2008 Yacht Valley Tour, along with the shipyard's streamlined name and logo, is proving very helpful in handling a mix of projects. While putting finishing touches on a complicated refit project that stretched for more than 18 months and is now delivered, Life Saga (Ex Blue Harem), the shipyard was able to pursue construction of two important custom projects. HJB does not build hulls, but everything else—including intricate woodwork (the yard's original focus)—is done inhouse. "Once a boat goes into production, all the engineers and product preparation people are in the same building, so it is a very proper and efficient flow," said Managing Director Paul Dielemans. The expansion was basically done around one project—the 203' schooner Athos, which is due to launch in September. The Hoek-designed sailboat is a perfect blend of technology and tradition. While it will likely be the first sailboat of this size to feature Dynamic Positioning, it also will feature a class-approved (MCA and Bureau Veritas) boat deck in solid wood. Construction also continues on a 138' semi-displacement motoryacht for a repeat American client (it is also the same designer, skipper and team as the previous yacht, Cassiopea). The project, currently known as C2, features naval architecture and styling by Langan Design and an interior by Rhoades Young Design. The yacht is scheduled to launch in early 2010. Looking to continue with innovative projects, HJB partnered with Fraser Yachts, Hoek Design for styling and Azure Naval Architects to come up with a timeless and efficient yacht design. The result of this effort, *Hollander*, was presented at the Monaco Yacht Show last year. It features long water lines, a narrow entrance, a sleek underwater body and an innovative hybrid solution combining banks of batteries, five variable speed generators and diesel engines. The yacht can theoretically run four to five hours without using its diesel engines. The system means less fuel, but also fewer oil and oil filter changes. A similar system is envisaged for the new project Dielemans showed during our visit, *Hollander MK2*. The new project features more volume and a sundeck while keeping a reasonably low profile. Now it remains to be seen if the demand picks up again so that such projects can see the light.

FOR MORE INFORMATION, VISIT HOLLANDJACHTBOUW.NL

ICON YACHTS

This seemingly newcomer has been working at a feverish pace. Last year, when we visited the newly acquired commercial shipyard located close to historic Harlingen, the enormous facility still lacked office and conference space, and hull one was basically a large, empty steel hull. This year if things go as planned, Icon Yachts should be in Monaco with the new Icon 62, and hull two and three are already under construction. Not only are there comfortable offices and a conference room, the building's entrance has been landscaped. Wim Koersvelt, a 36-year yacht building industry veteran who worked in the





YAINTL_aleutianSeries65.indd 1 7/10/09 12:09:56 PM

Holland Tour

September 2009

MOONEN



A few months ago, the owner of *Nilo*, the first fast Moonen yacht, expressed interest in acquiring a majority stake in the company. As of June, the passionate yachtsman hailing from a family that owns ships in Turkey as well as the transport and logistics company Merit AS had become the majority stockholder. Passion is the common denominator that brought the new owner and the Moonen team together. This year Moonen also launched its largest yacht yet, a 124' steel and aluminum yacht with unique features, which will debut at the Monaco Yacht Show. The yacht was built in Moonen's recently acquired facility in Groot Ammers on the Lek River, a waterway that eventually empties into the North Sea. Moonen's Managing Director Emile Bilterijst and his team planned a pleasant river trial on the new flagship, giving the journalists time to explore the stylish yacht that has a warm and

Moonen 124

U.S. for a time, and Jen Wartena, a graduate of Delft University who managed production for large commercial tankers, set out to create a new way to build yachts, improving efficiency and quality. Icon Yachts has essentially pushed modular building to the extreme with pre-engineered components that have their exact locations on a number of pre-defined and expandable platforms. The idea is two-fold: First, most yacht owners (not all) care more about the look and feel of luxurious topside accommodations than the yacht's underside and technical deck; second, a lot of time is wasted when workers have to cut, drill and assemble inside the hull. Each model comes with predetermined "red areas" that cannot be modified (engine room, crew quarters, garage and galley, for example). The components are broken down into logical modules, pre-designed, pre-built, pre-wired and (ideally) pre-painted. The engine room on the Icon 62 is made of 21 modules and took 10 days to install. With all pre-engineering done in 3D, in theory each piece of the puzzle falls perfectly into place. Designers then have boundaries within which they can fully express their creativity, so, presumably, no two Icon Yachts will look the same. Redman Whitely Dixon styled hull one, which will feature the work of Dutch Designer Paul Linse. Koersvelt's approach is to "think, think, think", and the new Icon promises to feature fresh takes on existing ideas, as well as brand new ones. While the yacht market looks for a way to rebound, Icon Yachts is also looking to obtain refit work and is currently completing a 131' yacht that another shipyard was unable to finish. At the same time, the company is prepared for the future with several new concepts.





September 2009 **Holland Tour**

modern interior by Art-Line. The four-decker is an expansion on a design planned in 1998 as the largest in a series of semi-displacement yachts. A repeat client selected the design, which Rene van de Velden updated but kept very much in the vein of the traditional Moonen style. The main deck salon benefits from huge side windows that keep it light, and a comfortable C-shape sofa facing a large flat screen TV proves to be an irresistible temptation. More light flows into the yacht from a central atrium with a unique staircase that goes from the lower deck all the way to the sundeck. The circular glass enclosure at the top is equipped with a hydraulic system that allows it to rise and open onto the sundeck, which features a Jacuzzi. The after section of the bridge deck is a pleasant blend of indoor and outdoor space with side glass panels protecting a good portion of the deck from inclement weather (perfect on a windy and rainy day). The pilothouse is quite unique; instead of the conventional dashboard, the bridge features a series of digital displays on vertical leather panels. Commands are at the pilot's fingertips on either side of an adjustable chair. Another interesting vessel to come out of the Moonen shipyard in the next few months is the first 99' Alu, with an interior by Rhoades Young. Like Nilo, the yacht will be speedy and feature Servogear controllable pitch propellers and twin C32 Acert diesels. Hull three and four of the 97 Moonen are also under construction.

FOR MORE INFORMATION, VISIT MOONEN.COM

MULDER

Discreetly and quietly, the Mulder shipyard has been carving a niche for itself with modern retro-styled yachts in a 59' to 92' range built in all aluminum or steel and aluminum. Designer Guido de Groot, who designed a yacht for Feadship as his first foray into the yachting business (the 158' Noah VII, built at de Vries as Katrion), has designed the complete Mulder range, which includes charming convertible and wheelhouse models showing a strong affiliation with traditional Dutch boats. Occasionally, the shipyard builds fully custom yachts under the "Built by Mulder" label, and during our visit we saw the soon to be delivered 77' Eleonore, an all steel full-displacement yacht with a gleaming white hull and full teak planking. It was the first time that Mulder worked with Theo Werner, who styled the vessel. The Mulder shipyard is tucked in the back of a residential area near Amsterdam and fronts a lovely canal running alongside a shaded bike path. Cyclists and rowers, many of them out on a late spring day, got great views of the latest production from the Mulder shipyard, which has been here for 71 years. In June, in addition to Eleonore, which was almost ready to go on sea trials, passersby could see Mablani, the third in the Mulder 68 convertible series. Whereas Eleonore is a 70-ton yacht, with a top speed of 10 knots, Mablani is a nimble all-





aluminum vessel with a maximum speed of 28 knots. Her Spanish owners are planning to use the yacht as a dayboat, but she is fully ready for extended cruises with comfortable overnight accommodations, including a master suite, complete galley and a pleasant maindeck salon equipped with a huge sunroof and a small crew cabin. Another of the projects nearing completion is hull one of the all-aluminum Mulder 92 Flybridge series. De Groot gave her lovely lines, and she is ideal for hot climates, with ample shaded outdoor space and amazing headroom in key areas of the main deck. The yacht is designed to have a top speed of 18 knots and a 15-knot cruising speed. Next to the 92', craftsmen were actively working on perhaps one of Mulder's most popular models to date, a 68' Wheelhouse, which De Groot describes as a typical Dutch boat. Bridges are many along the Dutch waterways, so Dutch boats typically keep a low profile. Following tradition, the engine is amidships below a raised salon, and the full-beam owner's cabin is aft; two additional cabins are located forward.

As the world slowly discovers Mulder, the builder is considering a big expansion. Plans tacked to the office wall envisage a much-increased capacity. Dick Mulder was very young when he restarted the business his father created many years before. He had one employee. Today, the shipyard has 40 full-time employees.

FOR MORE INFORMATION, VISIT JACHTWERFMULDER.NL



OCEANCO

In 2004, Oceanco clearly veered into a new direction with designs of yachts based on 75m to 85m platforms. That year, Oceanco dubbed its newest project Y-701, which launched as Amevi in 2007. Earlier this year, Oceanco delivered Y-704, Vibrant Curiosity. At the time of our visit, the 85.5m Y-705, due to launch at the end of the year, and the 86m Y-706 (delivery in 2010) were both inside the modern assembly halls of Oceanco's secured Ablasserdam facility, which was expanded with the 2008 acquisition of a nearby tract of land. In a matter of a few years, Oceanco developed a reputation as a specialist in the 80 to 85m yacht segment, but the company is working September 2009

Holland Tour

modern interior by Art-Line. The four-decker is an expansion on a design planned in 1998 as the largest in a series of semi-displacement yachts. A repeat client selected the design, which Rene van de Velden updated but kept very much in the vein of the traditional Moonen style. The main deck salon benefits from huge side windows that keep it light, and a comfortable C-shape sofa facing a large flat screen TV proves to be an irresistible temptation. More light flows into the yacht from a central atrium with a unique staircase that goes from the lower deck all the way to the sundeck. The circular glass enclosure at the top is equipped with a hydraulic system that allows it to rise and open onto the sundeck, which features a Jacuzzi. The after section of the bridge deck is a pleasant blend of indoor and outdoor space with side glass panels protecting a good portion of the deck from inclement weather (perfect on a windy and rainy day). The pilothouse is quite unique; instead of the conventional dashboard, the bridge features a series of digital displays on vertical leather panels. Commands are at the pilot's fingertips on either side of an adjustable chair. Another interesting vessel to come out of the Moonen shipyard in the next few months is the first 99' Alu, with an interior by Rhoades Young. Like Nilo, the yacht will be speedy and feature Servogear controllable pitch propellers and twin C32 Acert diesels. Hull three and four of the 97' Moonen are also under construction.

FOR MORE INFORMATION, VISIT MOONEN.COM

MULDER

Discreetly and quietly, the Mulder shipyard has been carving a niche for itself with modern retro-styled yachts in a 59' to 92' range built in all aluminum or steel and aluminum. Designer Guido de Groot, who designed a yacht for Feadship as his first foray into the yachting business (the 158' Noah VII, built at de Vries as Katrion), has designed the complete Mulder range, which includes charming convertible and wheelhouse models showing a strong affiliation with traditional Dutch boats. Occasionally, the shipyard builds fully custom yachts under the "Built by Mulder" label, and during our visit we saw the soon to be delivered 92' Eleonore, an all steel full-displacement yacht with a gleaming white hull and full teak planking. It was the first time that Mulder worked with Theo Werner, who styled the vessel. The Mulder shipyard is tucked in the back of a residential area near Amsterdam and fronts a lovely canal running alongside a shaded bike path. Cyclists and rowers, many of them out on a late spring day, got great views of the latest production from the Mulder shipyard, which has been here for 71 years. In June, in addition to Eleonore, which was almost ready to go on sea trials, passersby could see Mablani, the third in the Mulder 68 convertible series. Whereas *Eleonore* is a 70-ton yacht, with a top speed of 10 knots, Mablani is a nimble all-





aluminum vessel with a maximum speed of 28 knots. Her Spanish owners are planning to use the yacht as a dayboat, but she is fully ready for extended cruises with comfortable overnight accommodations, including a master suite, complete galley and a pleasant maindeck salon equipped with a huge sunroof and a small crew cabin. Another of the projects nearing completion is hull one of the all-aluminum Mulder 92 Flybridge series. De Groot gave her lovely lines, and she is ideal for hot climates, with ample shaded outdoor space and amazing headroom in key areas of the main deck. The yacht is designed to have a top speed of 18 knots and a 15-knot cruising speed. Next to the 92', craftsmen were actively working on perhaps one of Mulder's most popular models to date, a 68' Wheelhouse, which De Groot describes as a typical Dutch boat. Bridges are many along the Dutch waterways, so Dutch boats typically keep a low profile. Following tradition, the engine is amidships below a raised salon, and the full-beam owner's cabin is aft; two additional cabins are located forward.

As the world slowly discovers Mulder, the builder is considering a big expansion. Plans tacked to the office wall envisage a much-increased capacity. Dick Mulder was very young when he restarted the business his father created many years before. He had one employee. Today, the shipyard has 40 full-time employees.

FOR MORE INFORMATION, VISIT JACHTWERFMULDER.NL



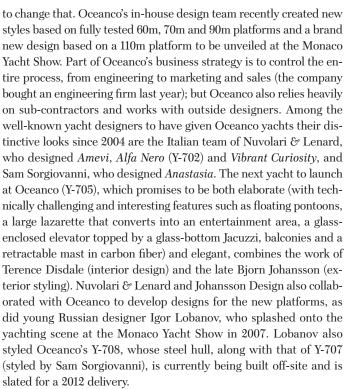
OCEANCO

In 2004, Oceanco clearly veered into a new direction with designs of yachts based on 75m to 85m platforms. That year, Oceanco dubbed its newest project Y-701, which launched as *Amevi* in 2007. Earlier this year, Oceanco delivered Y-704, *Vibrant Curiosity*. At the time of our visit, the 85.5m Y-705, due to launch at the end of the year, and the 86m Y-706 (delivery in 2010) were both inside the modern assembly halls of Oceanco's secured Ablasserdam facility, which was expanded with the 2008 acquisition of a nearby tract of land. In a matter of a few years, Oceanco developed a reputation as a specialist in the 80 to 85m yacht segment, but the company is working



Holland Tour





FOR MORE INFORMATION, VISIT THE NEWLY REDESIGNED COMPANY WEBSITE: OCEANCOYACHT.COM

VRIPACK





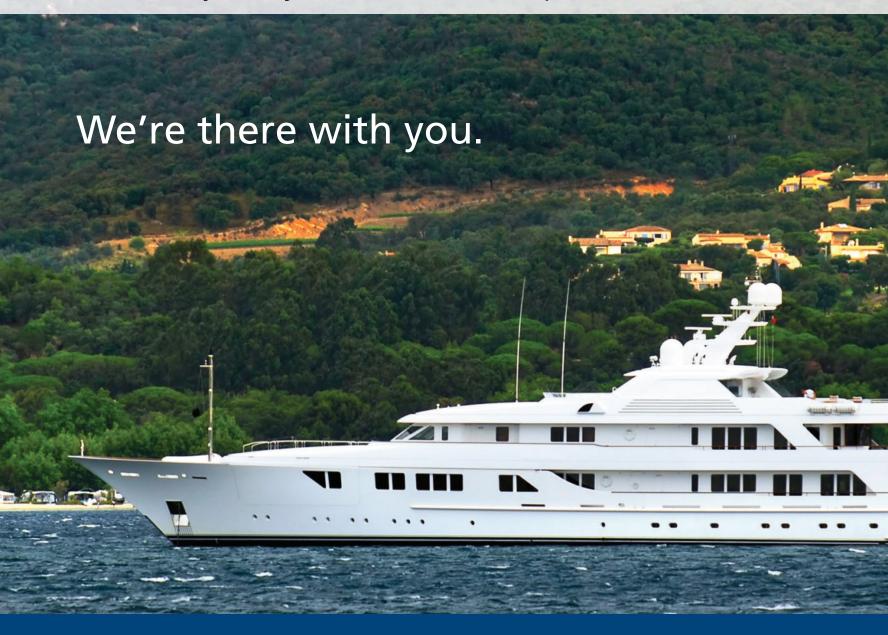
of the one-stop-shopping philosophy," Hoekstra said. The yacht will feature a modern and homey interior (with interesting textures, such as leather that mimics stingray, crushed glass and LED lighting) and, on the outside, three main curves combined with a lot of straight lines to emphasize the length. The yacht also features an inside balcony off the master stateroom, which allows the owners to enjoy the outdoors in complete safety. Vripack is able to apply its diverse skills to a wide range of vessels, even adding a stylish touch to a speedy all-aluminum crew vessel for a commercial client. They have also recently worked with a Dutch firm on an attractive performance cruiser, the Brandaris Q52, which Hoekstra says draws some inspiration from Aston Martin. In the U.S., Vripack has worked with Trinity Yachts, Burger Boat Company and Derecktor Shipyards.

Although Vripack has a decidedly creative streak, one of the firm's main areas of interest is improving efficiency. In house, a recent reorganization aims to make the company even more productive. Vripack has also thought through the entire build process, which the yacht industry as a whole has yet to streamline. A few years ago, Hoekstra said, constructors discovered it was far more efficient to build a boat upside down; later, many shipyards started building the hulls in sections. Still a lot of time continues to be wasted cutting and drilling inside the hull. Vripack has dubbed "Smart Constructions" a process that combines the accuracy of 3D engineering and the minute precision of laser cutting. Each section is comprised of laser-sharp components that have been designed and pre-cut to include holes for pipes, for instance, and can be assembled like a jigsaw puzzle using one third of the time that it would take using a more conventional process. This requires no new investment on the part of the shipyards, as many companies already specialize in laser cutting, he said.

FOR MORE INFORMATION, VISIT VRIPACK.COM



When the journey is as much of the experience as the arrival



Marsh Private Client Services has the expertise to help manage risk and protect your voyage through life. We specialize in luxury yachts and the lifestyle that goes with them — identifying exposures, creating comprehensive solutions, and managing them with customized insurance programs for all your assets and exposures. At Marsh Private Client Services, our professionals provide worldwide service so you can enjoy the lifestyle you've chosen — wherever you travel — with confidence.

877-MMC-AHOY

MARSH

MARSH MERCER KROLL
GUY CARPENTER OLIVER WYMAN

Marsh ConsumerConnexions

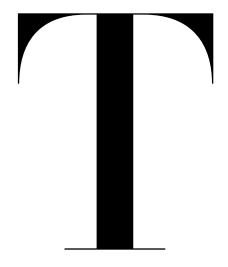
Cover Story September 2009



September 2009 Cover Story



Cover Story September 2009



The concept driving the development of the original 130 was to offer a luxury motor-yacht built to a level of quality and performance comparable—and at times even superior—to the custom jobs, with a standardized layout and primary components list, and conservative, contemporary exterior styling. As a production yacht, the 130 was designed to deliver predictable speeds, an earlier delivery date, a complete list of standard equipment and an attractive price. "The 130 has been especially popular among owners who don't want to wait the two or three years a custom build might entail," says Westport President Darryl Wakefield. "They simply want to get out on the water and enjoy everything a luxury yacht has to offer."

The idea behind the 130 has resonated well among that type of customer. It is now a matter of record that the yacht has enjoyed remarkable popularity since its introduction, with sales on three continents. Perhaps the yacht's most compelling attribute has been its William Garden-designed hull, whose slender bow cleaves the water to produce an agreeably smooth ride even at its full-load maximum speed of 27 knots, and whose low-wake profile accurately reflects its enviable cruise efficiency. The yacht's five-stateroom arrangement, which accommodates 10 or more guests, has proven equally popular in the charter market.

For its considerable strengths, then, the original must have presented a daunting challenge to the Westport design team when the time came to take the 130 concept to the next level. To its everlasting credit, the Westport design team proved itself up to the task as its members applied their collective skills to produce a worthy successor in the form of a new 130' (40m) series, the first of which was completed and commissioned in mid-year.

A first look at the new yacht as it rested alongside a Westport 164 (50m) tri-deck at the builder's commissioning dock in Port Angeles, Wash., reveals both similarities and differences relative to its predecessor. Proportions are substantially the same on both, as is the graceful sheer line that curves upward to a raked bow. Superstructure contours create an unmistakable family resemblance to the flagship Westport 164, especially at bridge-deck level, where the angular windshield gently tapers aft toward the larger side windows of the skylounge, and the two-legged signal mast has given way to an arch supporting both the antenna array and a composite hardtop. Upon boarding the new Westport 130, other changes become apparent. Ascending either of two stairways leading from the swim platform, a visitor will note that the after corners of the main-level deckhouse are truncated at a 45-degree angle, with engine room air intake and exhaust trunks located well outboard and separated from the main superstructure to create a dog-leg entry to either

The new Westport 130, built on the Pacific Coast of the U.S., borrows features from the company's flagship series, the Westport 164



LOA: 130'
BEAM: 26'
DRAFT (HALF LOAD): 6'5"
TONNAGE (APPROX.): 350
DISPLACEMENT
(HALF LOAD): 395,000 LBS.
FUEL CAPACITY: 9,965 GAL.
FRESHWATER CAPACITY: 1,726 GAL.
BLACK WATER CAPACITY: 1,700 GAL.

ENGINES: 2 X 2,735 HP
MTU 12V4000
GENERATORS:
2 X NORTHERN LIGHTS 65 KW
STABILIZER SYSTEM: NAIAD 525
WITH STABILIZATION AT ANCHOR
BOW THRUSTER: 65 HP HYDRAULIC
WITH 16" DUAL PROP
STERN THRUSTER: 65 HP HYDRAULIC

WITH 16" DUAL PROP
TENDER: 18' NAUTICA WIDEBODY,
CLASSING: ABS +A1 COMMERCIAL
YACHTING SERVICE AYS
COMPLIANT WITH MCA LARGE
COMMERCIAL YACHT CODE LY2
CONSTRUCTION: FIBERGLASS
DESIGN: WESTPORT DESIGN TEAM,
WILLIAM GARDEN, N.A.

September 2009 Cover Story

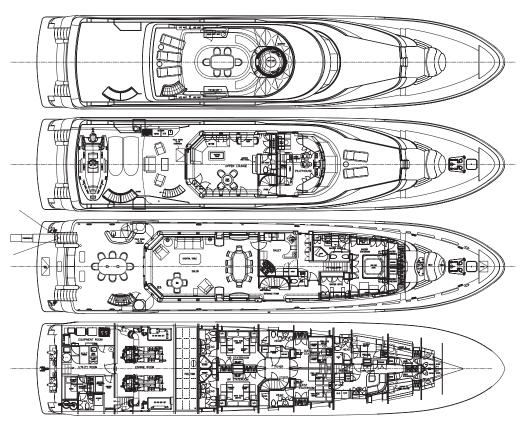


THE BRIDGE-DECK SKYLOUNGE (BOTTOM), WITH ITS ANGLED AFTER CORNERS, ECHOES THE GEOMETRY OF THE SALON ONE DECK BELOW



Cover Story September 2009





The full-beam ondeck master suite includes an office and his-and-hers walk-in wardrobes



September 2009

Cover Story

side deck. The resulting angled corners allow an inviting arrangement of furnishings and cabinetry in the salon just inside. While the owners of hull number one elected to separate salon from dining room by means of a free-standing buffet-style cabinet housing a popup television screen, a choice of peninsula cabinets extending from one or both sides is available.

The commercial galley by restaurant design specialist RDS of Seattle offers an efficient, straightforward layout, and is fitted with a 48' refrigerator/freezer, dishwasher, microwave, compactor, conventional and convection ovens, and a five-burner induction cooktop. A span of pantry cabinets adjacent to the crew entrance provides additional provisioning space, which is further augmented by a 50-cubic-foot freezer aft on the lower deck. A centerline stairway leads down to a crew lounge opposite a double-berth captain's stateroom and, just forward, two double-bunk crew cabins. Leading aft past a pair of stacked washers and dryers is a passageway that opens through a service door to the starboard-side forward guest stateroom.

Four guest suites—including two VIP accommodations—surround the lower-deck vestibule. A curved staircase ascends to the main deck, thence aft to the dining room and salon, or forward between a day head and the main-deck foyer to the full-beam master suite with office, bedroom and, forward, his-and-hers walk-in wardrobes, each with dresser, shelves and shoe storage. Adjoining the bedroom aft on the port side is the owners' bathroom.

The main staircase continues upward to a bridge-deck foyer offering access to the pilothouse, a functional affair with broad console and electronics display panels, a raised observers' settee with refreshment table, and a navigation/communication center on the port side. Port and starboard doors open to side decks and dual docking stations, and to a surprisingly large deck area just forward of the wheelhouse, protected by windscreens, for sunning and sightseeing on occasional lounge furnishings. From this level, stairs lead

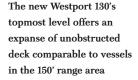


The new design provides owners with many options for outdoor activities from the sundeck to the very seldom used foredeck



Cover Story September 2009





forward and down via an intermediate landing to the foredeck and a cushioned lounge seat built into the forward end of the main-deck house. This arrangement makes excellent use of a topside area that too often has been overlooked by designers.

The bridge-deck skylounge, with its angled after corners, echoes the geometry of the salon one deck below, and features a correspondingly contoured lounge to port, a game table, wet bar, partners' desk, credenza, audio-video center and, behind an electric fireplace, a day head. Here, owners may opt for an alternative configuration that trades some skylounge space in order to accommodate a captain's suite on this level. Just aft of the skylounge is a covered deck with loose furniture, service bar with grill, and stair access to main and sun decks. The adjoining boat deck features Westport's Universal Mounting System to allow flexibility of arrangement for securing varying combinations of tender, PWCs and sundry water toys, fodder for the yacht's standard 3,000-lb.capacity hydraulic davit. The new Westport 130's topmost level offers an expanse of unobstructed deck area, perhaps more comparable to vessels in the 150' range, thanks largely to the arch supporting both the signal mast and a composite hardtop along whose curved forward edge are three skylight panels to help illuminate the pedestal table below. Integrated into the arch legs are a refreshment bar on the port side and opposite, a cabinet housing a pop-up television. Whereas on its predecessor the hot tub is located on the bridge deck just outside the skylounge, the 130's arrangement places this feature forward on the sun deck, where it awaits sun worshippers amid an expanse of fitted cushions arrayed behind a surrounding vertical windscreen. Favoring the flexibility of open topside areas, which allow owners to arrange and re-arrange furniture as required for sunning, socializing or large recep-

September 2009 Cover Story

THE 130 HAS BEEN ESPECIALLY POPULAR AMONG OWNERS WHO DON'T WANT TO WAIT THE TWO OR THREE YEARS A CUSTOM BUILD MIGHT ENTAIL



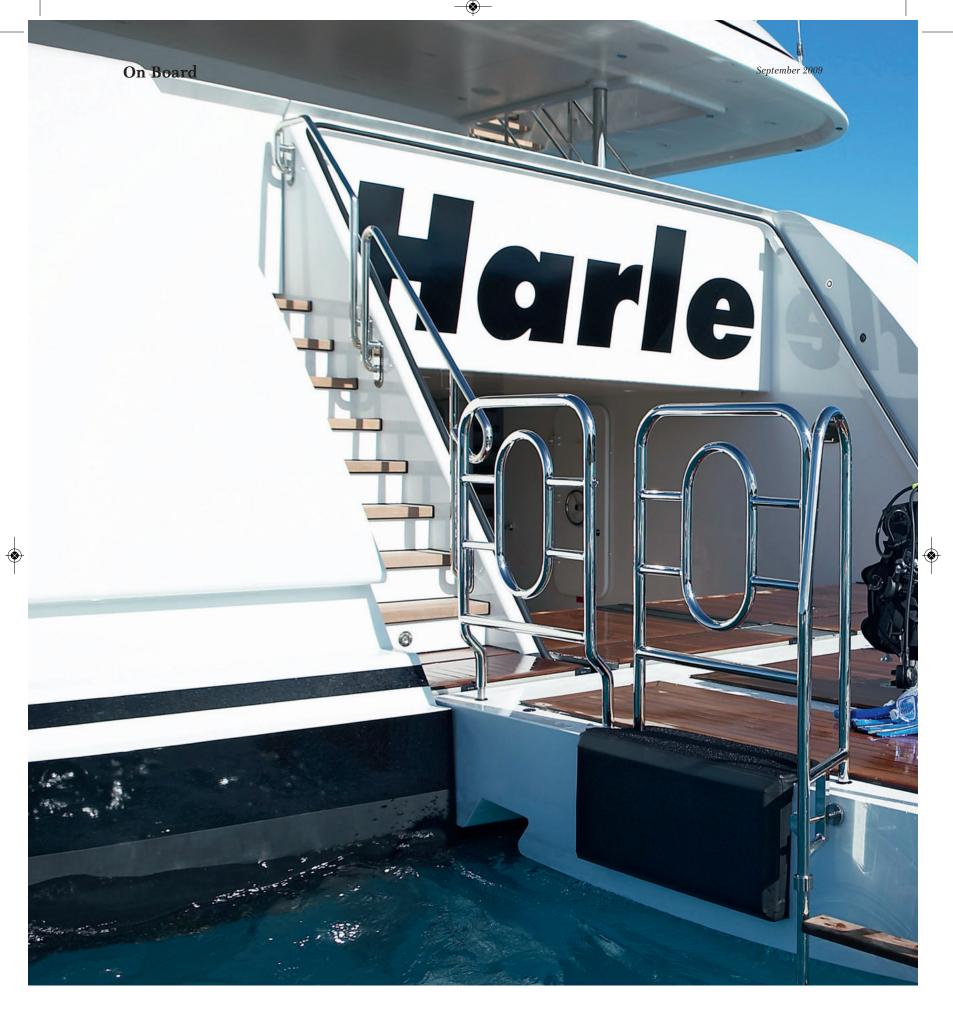
tions, Westport designers have left the aftmost portion of the sundeck clear and free of built-ins; this level, like most other outdoor venues, is finished with teak decking. As important as the changes manifested in this new yacht are the attributes that Westport was wise enough to leave alone, not least of these the aforementioned Garden-designed hull. Inasmuch as the new 130 weighs in only fractionally heavier than its predecessor, with its twin 2,735 hp MTU 12V4000 main engines it still cruises at around 20 knots, tops out in the mid 20s, and at 12 knots delivers a maximum range of about 3,000 nm. Equally noteworthy is the hull's uncannily smooth ride, modest wake profile, and its signature lacy curl of a bow wave offering dramatic contrast to the foamy wall produced by many other hull forms.

Westport continues to see series production as the best—and perhaps the only—way to ensure predictable performance and on-time delivery with every yacht, at a considerably lower price than a custom project would command. Wakefield equates his yard's business model to that of the aircraft industry. "It isn't uncommon for owners of private jets to park their aircraft next to another one that's identical except for paint and interior finishes," he says. "That's because each jet in the series is built to a fully engineered standard to achieve predictable levels of performance and integrity, and to meet all regulatory requirements. Our objectives with these yachts are virtually the same."

In any case, the new Westport 130 represents an intelligent evolutionary advancement, a functional, well-equipped and aesthetically pleasing motoryacht that reflects a blend of meaningful innovation and the discipline to preserve proven attributes. It is a promising encore to one of the most successful designs ever launched.

The pilothouse includes a raised observers' settee with refreshment table; doors open to side decks and dual docking stations, and to a large deck area just forward of the wheelhouse





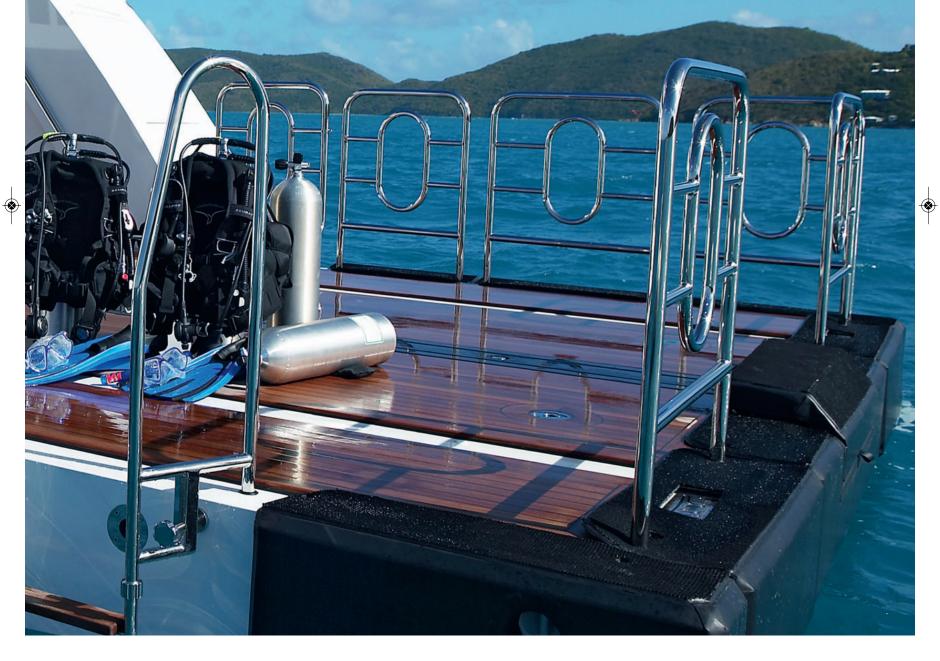




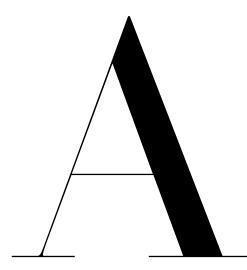
Feadship F45 Harle

ENGINEERED FUN

A few years ago, Feadship created its F45 Vantage series. The shipyard starts building each hull on spec before an owner comes along to create a very personal vessel. Last spring, the owner of Harle invited us onboard his yacht, which also happens to be a successful charter vessel. Staff report Photos Feadship



On Board September 2009



Unlike more traditional arrangements, the dining area is up on the bridge deck where the bridge deck lounge and aft patio form a virtually continuous entertainment area

A few years ago, Feadship identified a "new breed of owners": young and already successful in business, they want quality yachts at the right price and within a reasonable delivery time. To meet their expectations, in 2005 the Dutch builder developed a concept that fits squarely within the shipyard's reputation for quality but which, through a certain level of standardization, benefits from the cost efficiency of a custom series production approach—the F45. Feadship starts building the yachts on spec, and owners can put their imprimatur on the design a few months before delivery.

Harle's owner is indeed young and obviously successful in business (an engineer by training, he is the chief executive of a software company). His yacht had to accommodate his busy work schedule, large groups of friends, family and his hankering for worldwide travel. He chose the F45.

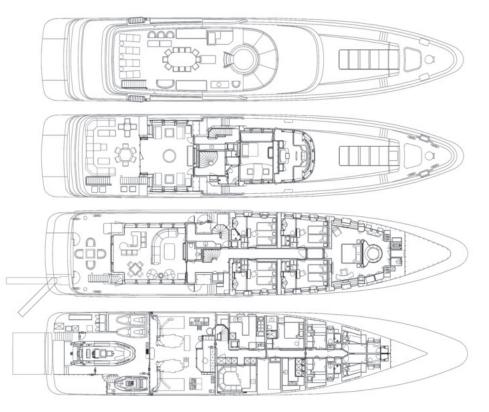
The F45 series' guiding design principle is that of a beach house: lots of outdoor space, ample water views and a casual feel; there are no dark spaces on the yacht. Designers De Voogt Naval Architects threw out a couple of conventions. Unlike more traditional arrangements, the dining area is up on the bridge deck and the galley is on the lower deck with the crew quarters. The master suite and all four of the guest staterooms are on the main deck for great views. Instead of individual air conditioning units, usually hidden inside cabinets below windows, Feadship installed a centralized air conditioning unit located near the lower-deck crew quarters. With the extra room, the shipyard was able to create floor-to-ceiling windows that flood the interior with light. The bridge deck lounge and aft patio form a virtually continuous entertainment area with wide glass doors aft and side windows that slide away. The attractive wheelhouse is designed to welcome guests as well as officers and crew. Finally, an extra large lazarette, perfectly finished in teak and dubbed the "boat house", opens aft into a large beach platform area.

Harle's owner liked the openness of the F45, but thanks to a few key decisions he pushed the concept even further for a versatile yacht as much at home in St. Tropez as it is in St. Barths, where he hosted 150 guests for a New Year's Eve party.











The owner personalized the yacht's "Miami" style by adding unique touches such as a copper bar top; the theme is repeated in the buffet in the sky lounge, which blends perfectly with the décor

Feadship F45 Harle

LOA: 146'6"
BEAM MAX: 30'2"
DRAFT (LOADED): 8'10"
FUEL CAPACITY: 10,500 GAL.
FRESH WATER: 2,600 GAL.
DESIGN: DE VOOGT
NAVAL ARCHITECTS
NAVAL ARCHITECT:
DE VOOGT NAVAL ARCHITECTS

EXTERIOR STYLING:
DE VOOGT NAVAL ARCHITECTS
SINOT DESIGN ASSOCIATES
INTERIOR DESIGN:
SINOT DESIGN ASSOCIATES
MAIN ENGINES:
2x MTU 12V2000M70
PROPELLERS: 2 x WÄRTSILÄ FIXED
PITCH 5-BLADE PROPELLERS

STABILIZERS: VT NAIAD
MARINE ZERO-SPEED
MAX. SPEED: 14.5 KNOTS
RANGE: TRANSATLANTIC
BUILDER: FEADSHIP
ROYAL VAN LENT SHIPYARD

CONTACT: FEADSHIP.NL

On Board September 2009

The F45 series' guiding design principle is that of a beach house: lots of outdoor space, ample water views and a casual feel

Harle's 8,000 Masters

Displaying valuable works of art aboard boats has long posed problems. Royal Huisman once built a complete mock-up of a vessel under construction, so that the owner could decide how to hang an important collection. Paintings have to be securely wrapped and stowed on ocean passages, protected from the ravages of moist salt air, and guarded against unthinking guests and visitors in port. Insurance premiums can be considerable. The owner of the Feadship F45 Vantage Harle came up with an innovative solution that we had not seen before. The vessel, which debuted at the 2008 Monaco Yacht Show, has large high definition LCD flat screens in many locations. Harle carries an unprecedented virtual gallery of high definition digital art, offering the choice to display some 8,000 masterpieces from 150 artists such as Van Gogh, Matisse, Picasso and Monet. One can "freeze" a particular tableau for an evening dinner party or have the "canvasses" discretely changing every 10-15 minutes. One can't examine the texture of the paintings, obviously, but the composition and colors are faithfully reproduced and are very pleasing. Feadship America's Charter Manager DJ Kiernan put us in touch with the system's designer, James Augustus SG van Wynen. He said: "It's a long process to actually get the images from paper to screen. The trick is in being a good editor and artist...Images that fill the screen have significantly more gravitas then an illfitting image that leaves black space around the borders. How many paintings do not fit their frames? Not too many, and that is the main issue with art libraries on screen. The outside of the television is de facto the frame. Any digital artwork looks terrible if it doesn't fit the screen. Where the artistry comes in is in keeping the image true to the original, but making it fill the screen. I can't give you too much information about the process, but Harle is certainly unique." Bruce Maxwell

CONTACT: AUGUSTUS@VANWYNEN.COM



Feadship asked Sinot Design Associates to develop four design themes ranging from a classic "Nautical" to a contemporary "Milano". *Harle*'s owner chose the "Miami" style, loosely inspired from the Art Deco era, and added unique touches. A technophile, he specified the use of hip Apple products, which make entertainment options nearly endless with LCD flat screen TVs, HDMI inputs and Bose surround sound in all living areas. IPod docking stations allow guests to bring along their own selection of music and entertainment as well as recharge their iPhone. WiFi, dozens of strategically placed power-over-Ethernet jacks and a state-of-the-art Cisco VoIP system ensure guests stay connected throughout the yacht. Finally, he added a vast digital art collection that provides a changing backdrop with masterpieces from El Greco to the French impressionists. The 150' *Harle* fits so perfectly the owner's lifestyle that he says he intends to keep it forever. We caught up with him during a stopover in Fort Lauderdale. Excerpts of the conversation follow.

How did you decide on this particular yacht?

I walked through 200 boats and hunted shows for four years. I am an engineer and look at everything, and I find that a lot of yachts are inefficient. They're huge but they have little deck space, or they are dark inside. The thing that attracted me to this design was the efficiency. In order to achieve all the benefits you'd get from a 200' yacht on a 150' yacht, you have to do a lot of thoughtful engineering. I liked the thinking that went into this yacht initially, and for the next two years we put a lot more thinking into it. Every single detail was scrutinized (...) I was looking for that perfect design point where you have maximized your comfort and your happiness and you have minimized your cost. This yacht is almost at the perfect point where you can have everything that you want but you stop before it gets fiendishly expensive, not that this is cheap, of course, but you could spend three times as much and not get that much more.

How much input did you have?

We bought the boat six to nine months into the build schedule. The exterior hull and most of the nautical systems were in place, but the interiors were all flexible. Over the course of about 12 trips to Amsterdam (I spent about two days every trip), I pretty much "spec'd" every single thing. It was a chance for me to control every single aspect.

How did you choose your interior motif?

I like the bird's eye maple and the mahogany feel. We started with the Miami style, but it became successfully more elaborate over time. The boat has a theme of polymorphism combined



September 2009 On Board

I WAS LOOKING FOR THAT PERFECT DESIGN POINT WHERE YOU HAVE MAXIMIZED YOUR COMFORT AND YOUR HAPPINESS AND YOU HAVE MINIMIZED YOUR COST.

Harle's owner

with a bit of minimalism. The driving design motif is "less is more," eliminating as many walls as possible and opening as many sight lines as you can. One of the speeches I got from the architects and designers was that people go to the light. We knocked walls down everywhere. We didn't use curtains (except in the salon) and there are no lamps. I find them inappropriate for a yacht and I didn't want to clutter the interior with "tchotchkes".

What are some of your favorite features of this yacht?

The bridge deck is probably the most inspired part of the boat. I have to give a lot of credit to the shipyard, but I added a lot of touches after that to finish the design. The big idea was to have teak inside and out with a flat floor that creates a continuous area. All the windows slide forward. You can close the doors and slide the windows open, or open it all the way. You have 270 degrees of glass views even during bad weather.

What was your input?

Normally there would have been a white bar buffet outside on the bridge deck aft, which is the conventional thing, but I hated that it impeded the view and interrupted the traffic flow. So we moved it inside and gave it a finish consistent with this Miami look with a copper strip and then a copper top. Then we decided that we needed more cabinet space, so these two end units got added and this became our buffet for dining. You can walk to it from outside; you don't need two buffets (...) A common problem on many yachts is that each piece of furniture has a single use. Wasting space like this on a boat is a sin (...) We still did not

The owner's suite has an open feel with a great skylight and a headboard that lowers to reveal a stunning Jacuzzi





On Board

September 2009



All guest suites are on the main deck for spectacular views know how we were going to handle the dining area; there we just lucked out. I went to the Summit showroom in London when they had just rolled out a modular furniture line (...) The beauty is that it all fits together: the teak chairs, tables and armchairs.

You have a pretty unique entertainment system onboard; how does it work?

Basically we used Apple TV combined with Bose. When I offered this as my idea, everyone thought I was crazy. I just had a theory that Apple was going to continue to evolve their systems faster than other proprietary vendors. If you have a system with tens of millions of users, it is likely to last. I have used a lot of Apple computers, and I could see where it was headed with Apple TV. Some of the traditional systems are very expensive, and they are very proprietary; I wanted a more open system to the extent that you are plugged into the internet you can pick any YouTube video, you can buy a TV show right off the internet, even buy HDTV, which is interesting. You can access the Apple store, preview videos. The quality is amazing, and this is all just Apple Television. I went through two to three different audiovisual firms because no one had done it before— I worked with Island Marine Electric. You can see the future of things, which is that you can never have enough bandwidth, but I am just shocked that I can do this from a satellite dish at all.

How would you summarize your experience?

Through a lot of thinking, we achieved the maximum of utility and elegance on a 150' yacht with a minimum of compromise. This yacht is the result of a consensus of the design process between people at Royal Van Lent Shipyard and the guys at De Voogt Naval Architects and in a sense they had a free range because I never built a yacht before. We were unencumbered with a lot of prejudice, bias or history. This yacht reflects what the executives at Van Lent would build for themselves (...) The key here is to find out how you put your personality into this while taking the advice of the professionals.



FOR ADDITIONAL INFORMATION, VISIT FEADSHIP.NL





Produced by

In Partnership with

Official Media





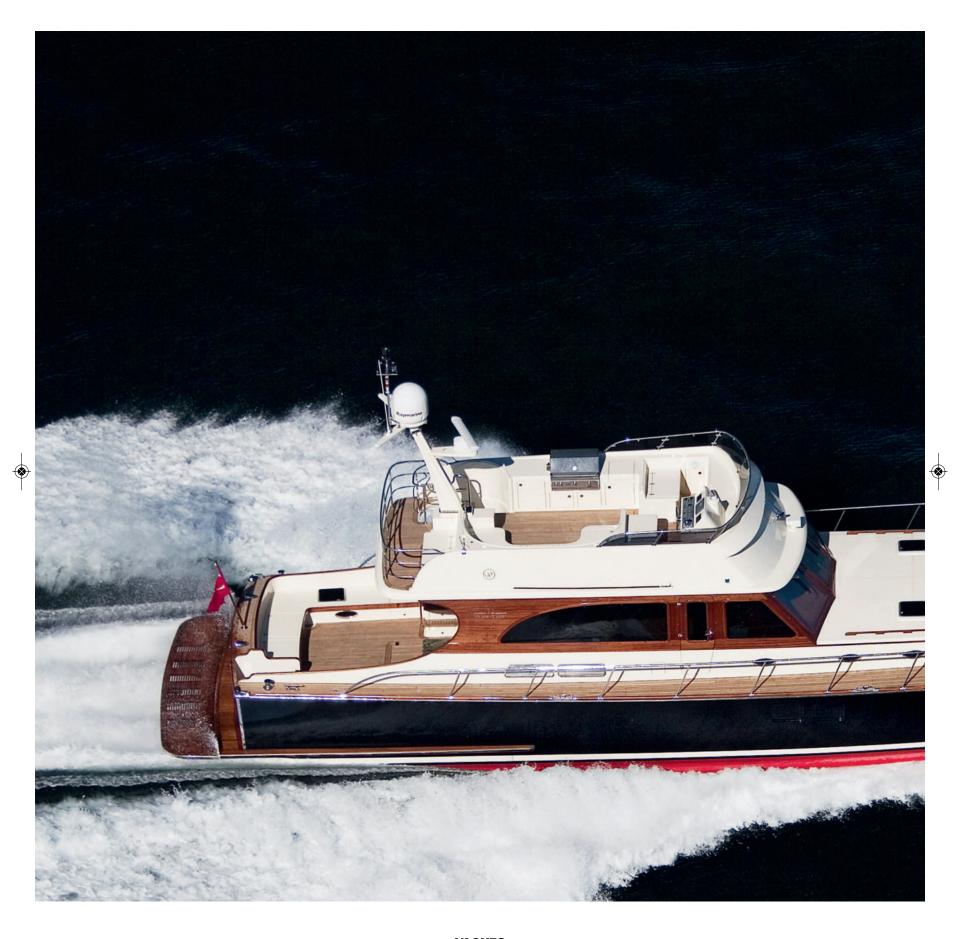




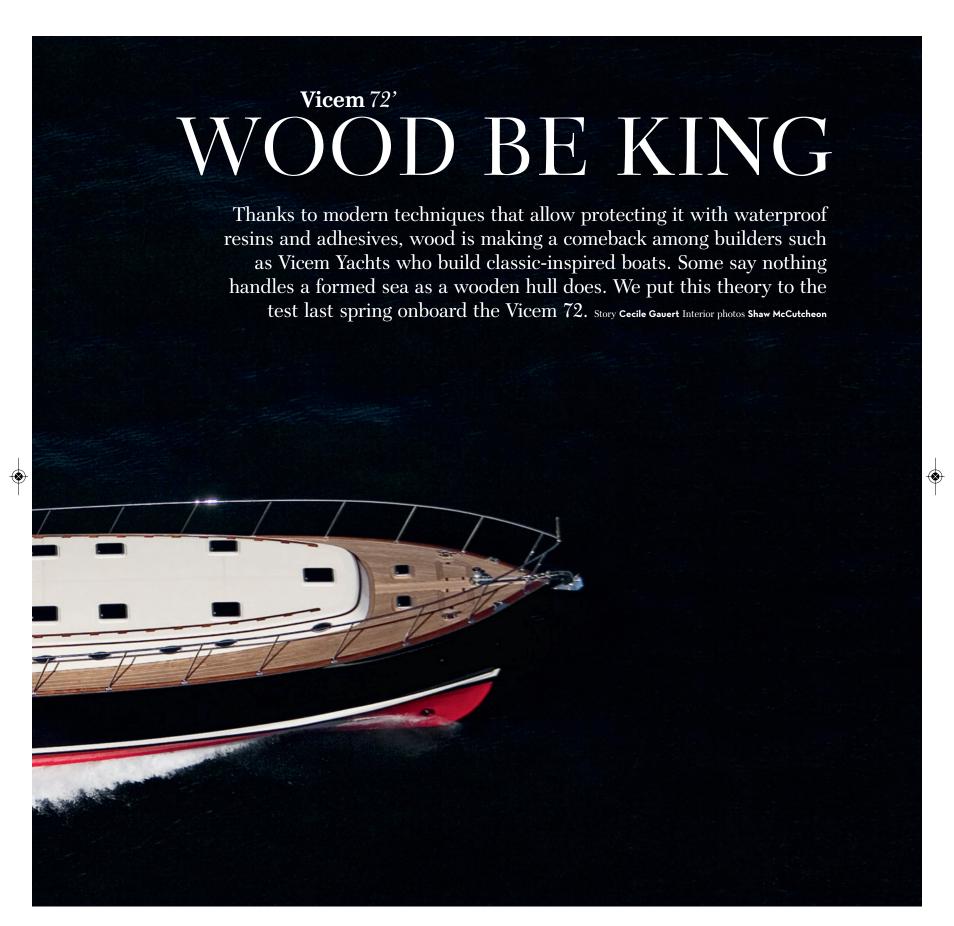
For sales enquiries, please contact sales@boat-asia.com.sg | T:+65 820 2220 | F:+65 6825 2088.

-�

On Board September 2009



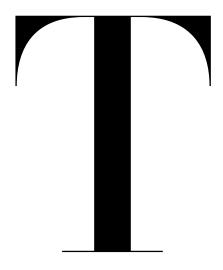
September 2009 On Board



On Board

September 2009





The Vicem 72 is the most recent model from the Turkish builder to be shown in the U.S. It has a distinctive style and the kind of appeal that attracts comments as it ties in at the marina. The yacht owes her good looks to a dark blue hull, teak decks and swimming platform and a house clad in varnished mahogany. The Vicem 72's style may be reminiscent of "Down East" boats, but the Maine lobster boats that inspired them are nothing more than a distant inspiration. Although the Vicem 72 has a fine entry, shear line and a spacious cockpit typical of traditional lobsters, it is much larger and far more luxurious, plus it has a flybridge.

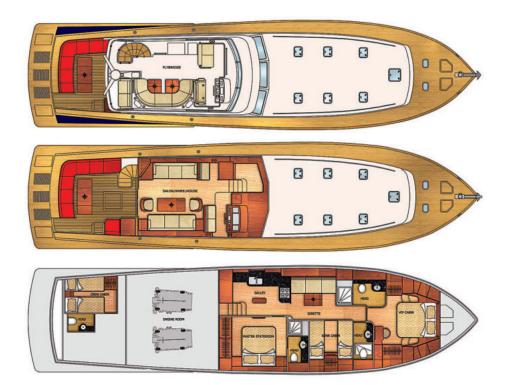
That's where we settle as the captain takes the controls. A banquette on the portside is an inviting spot from where to enjoy navigation. An identical Stidd bench faces the helm, simple but well equipped. Behind the skipper, a sofa, spacious enough for 10, faces two beautifully finished hi-low tables and an outdoor galley with a large barbecue grill and refrigerator. One more banquette, located under the radar, faces aft—the perfect spot to daydream.

The Vicem 72 has a conventional setup as far as engines and propulsion: Twin MAN diesels (various power options from twin 900 hp to 1,550 hp are available) coupled to two four-blade ZF propellers. This hull also has bow and stern thrusters and TRAC fin stabilizers, which are available as an option. Vicem Yachts USA's Service manager Michael Grame maneuvers expertly out of a slip at Bahia Mar, and we soon head for the Port Everglades inlet. Storms that made for a very cold winter in the Northeast also have churned Florida coastal waters. We are still within the port when white caps tell us conditions along the coast are unsettled—the kind of day fishermen might like.





September 2009 On Board





Natural light floats all the way down to the lower deck thanks to the open galley design

This lovely vessel with her beautiful woodwork may appear better suited for a leisurely cruise up or down the Intracoastal than a rough ocean ride but we press on, even as a strong wind picks up cresting waves and throws them across the bow. Michael Landsberg, who bought a Vicem several years ago and now heads Vicem Yachts USA, says wooden hulls have a unique ability to absorb shock. Whether it is due to the hull material (four layers of cold-molded solid mahogany planking glued up using West System epoxy) or shape (a deep V), the Vicem 72 shows an uncanny ability to open up a path through the waves and soon reaches 27+ knots, seemingly undeterred by the challenging conditions (five to seven-foot waves and a sustained cross wind.) The passengers don't show such resolve. As the wind continues whipping a salty maelstrom of hair and sea, the air-conditioned comfort of the salon suddenly appears like a better option.

The spiral staircase's tall stainless steel handrail and wide teak steps are a welcome safety as we make our way back to the cockpit and open the varnished wooden doors leading to the salon. Inside, conditions are much calmer, and we are able to resume conversation. This may not be the day to whip up a gourmet lunch in the galley that is just below, but the ride is relatively comfortable considering the conditions; the boat rises with the waves but does not slam down. Yet the windshield wipers, which are working overtime, show that wind and waves have not abated.



LOA (WITH SWIM PLATFORM): 72'4" LWL: 68'

BEAM: 18'5"

Draft: 5'11" DISPLACEMENT: 91,300 LBS. Fuel: 1,580 U.S. Gal.

WATER: 400 U.S. GAL.

STANDARD ENGINES: 2 x 1.550 HP MAN (OTHER OPTIONS AVAILABLE) MAXIMUM SPEED: 33 KNOTS Cruising speed: 29 knots Air conditioning: 22.5 kW ONAN (MAIN GENERATOR) 15.5 kW Onan (auxiliary) ELECTRONICS DISPLAYS: RAYMARINE AUTOPILOT: RAYMARINE S3G

VHF AND GPS: RAYMARINE STABILIZERS: TRAC

Hydraulic swin PLATFORM: OPACMARE CONSTRUCTION: COLD-MOLDED SOLID MAHOGANY DESIGNER: VICEM YACHTS BUILDER: VICEM YACHTS - 2008

On Board

September 2009





The VIP is located forward; a third cabin (not pictured) features twin berths and a Pullman bed

--

September 2009 On Board

The constant sea spray makes it hard to enjoy the scenery, and we finally decide to put all this behind us. The boat turns with ease at 20 knots and in no time we're heading south. Our captain says he likes the maneuverability and the speed. It's hard to fathom that this stylish mahogany-clad beauty is capable, in optimal conditions, of reaching a top speed of 32 to 33 knots. Our captain pushes the throttles and the engines react in no time; with engines at their full rpm (2,200) the speed indicator shows we are going 31 knots. The pilothouse is comfortable, with good views forward and to the sides. Hop on the bench, upholstered in leather, and you have perfect visibility all around. The displays and controls, in a dashboard encased in wood so as to blend with the rest of the décor, are easy to read and reach. Hydraulic power steering helps with maneuvering.

The yacht's interior is a symphony of woods (soles, bulkheads and cabinets are finished in a mix of teak, holly and mahogany). Architectural details keep it interesting. The ceiling is covered with white lacquered boards that match the light hue of the cushions. The large windshield lets in natural light, which floats all the way down to the lower deck thanks to the open galley design. A center island is a practical way to divide the galley, with full-size appliances and a

A sprinkling of blue LED lights above the master cabin's walkaround bed enlivens a classic décor

THE VICEM 72'S BEGUILING LOOKS CONCEAL A CONFIDENT PERSONALITY THAT MAKES NAVIGATING ESPECIALLY FUN



-�

On Board September 2009



The flybridge is an inviting spot for navigation and relaxation



FOR MORE INFORMATION, VISIT VICEMYACHT.COM OR CONTACT VICEM YACHTS USA, SALES@VICEMUSA.COM

double sink, from the main corridor. A VIP with a double bed is located forward, while the master, across from the galley, features a king-size bed facing the starboard side. Portholes are located on either side of the walk-around bed, and a sprinkling of blue LED lights right above the bed enlivens the classic décor. The third cabin has twin berths and a Pullman bed. All the showers have teak crates and the cabinets feature curves that are stylish and practical (few angles). The stairs leading to the main deck lift up to reveal a washer and dryer. The salon doubles as the dining room. Walk-around decks mean a bit of interior space is lost, but the large windows open up the salon to the surrounding sea views in such a way that it feels larger than it is. A Bose sound system and a 32" plasma screen don't distract from the classic styling.

The large cockpit provides access to the engine room, a small crew cabin with two beds and a bathroom. The crew quarters are tight but nice to have, even if, in theory, this yacht can be owner-operated. The aft deck features a large seating area overlooking an oversized swim platform, suitable for a tender.

There is much more than meets the eye on this seductive flybridge. The Vicem 72's beguiling looks conceal a confident personality that makes navigating especially fun.



MARINE INSURANCE, TRANSPORT / LOGISTICS & AVIATION

1st Class yacht insurance



For more information tel +33 (0)1 56 69 74 16 fax +33 (0)1 56 69 68 70

yacht@groupama-transport.com

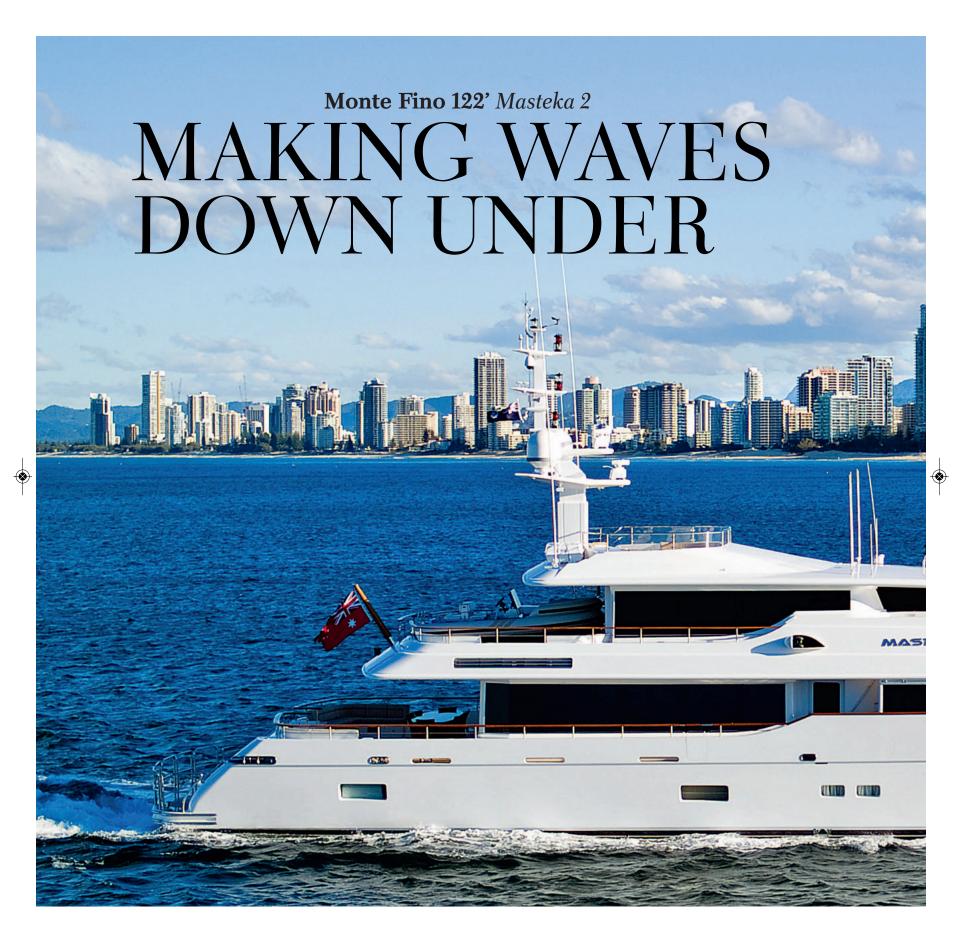
London - Hong Kong - Singapore - Milan - Genoa - Madrid - Riga Le Havre - Paris - Marseille - Lyon - Lille - Strasbourg - Nantes - Pau - La Réunion Groupama

www.groupama-transport.com

Transport

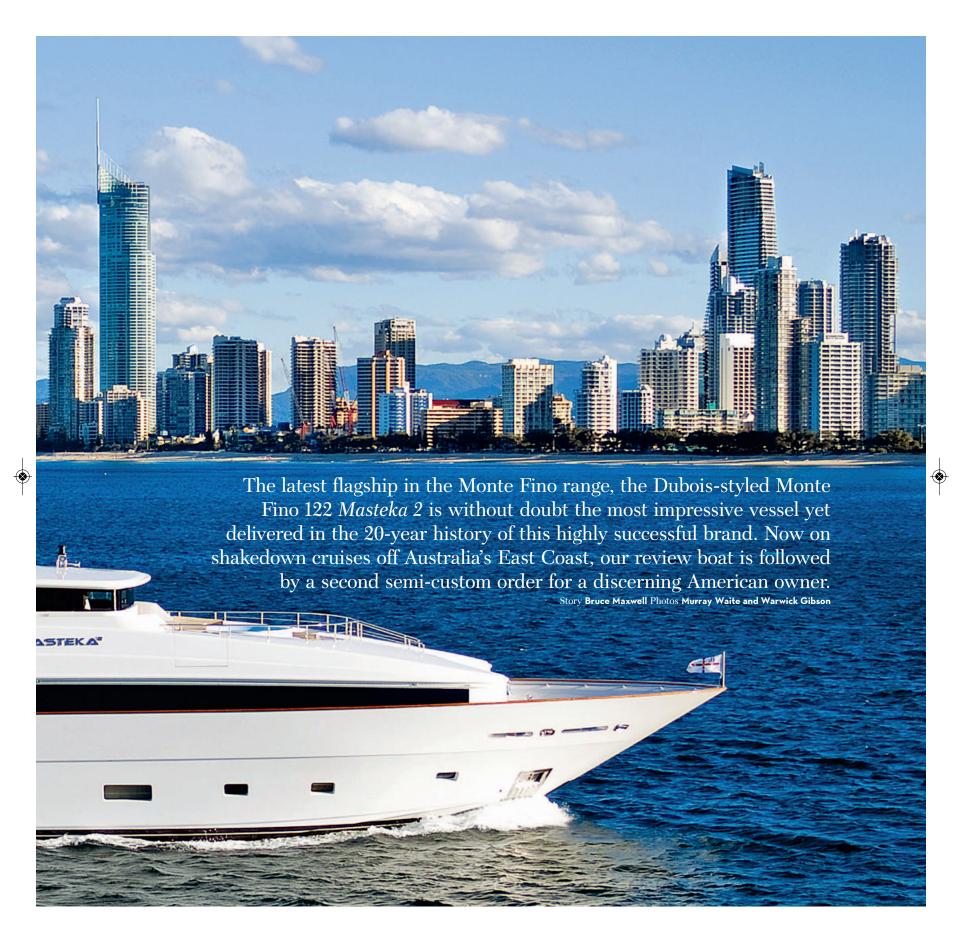
-

On Board September 2009

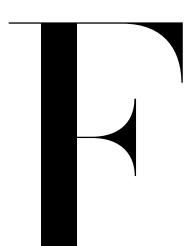


-

September 2009 On Board



September 2009



On Board

Elegant stained cherry woodwork and lighter beige leather lounges set the tone for the open-plan salon and dining table **First impressions of** *Masteka 2*, lying alongside at the Royal Motor Yacht Club in Sydney, are of a strong, sleek profile that clearly avoids what skipper Carl Brandes amusingly refers to as the "shoe box with a bow" syndrome. Instead, her lines gently taper fore and aft. She looks to be a no-nonsense, sea-going boat that is, at the same time, most pleasing to the eye. Officially referred to as "an environmentally-friendly expedition vessel", she is powered by twin Caterpillar C32s producing 1,675 hp each, and has a range of 3,700 nm at 8.5 knots, or 3,000 nm at 10 knots. That capability is not enormous by "expedition" standards, but the owner has previously operated a Monte Fino 96 (*Masteka* 1) for seven years in Asia-Pacific waters and the Med, so he is quite familiar with runs needed between favorite ports.

Step aboard, and it becomes immediately obvious that the boat has been carefully thought out well before the build began. In fact, Sydney-born Brandes says they spent two years discussing various options before he went to the Kha Shing yard in Kaohsiung, southern Taiwan, and for a further two years helped to supervise *Masteka 2*'s construction.

Kha Shing is one of Taiwan's oldest, largest and most respected boat builders. They continue to turn out what is perhaps America's best-known brand of semi-custom pocket superyachts, on an OEM basis. But by the late 1980s, it became apparent that a new business model was needed and that they should develop their own signature range. Italian yards, then as now, were the principal competition, and a former European dealer suggested the name Monte Fino. Kha Shing has no record as to whether a tiny Italian mountain enclave near the River Fino may have been the inspiration, but it sounds nice.

"Since then, we have built 85-90 large Monte Finos, and more than 1,000 motoryachts in total, including differently-branded American and European ranges to 135'," says John Kung, who handles marketing with general manager Howard Gung.

"The present Monte Fino models are 77, 73w, 76, 80, 80w, 84w, 92, 100 and 122, with 'w' standing for 'wide body.' These have no sidewalks, and are very popular in the States and Australia, where clients prefer larger internal volumes. The other models are more suitable for Europe and the Med. We are also starting on a Monte Fino 65 performance day cruiser,



-

September 2009 On Board

Monte Fino 122' Masteka 2

LOA: 122'
BEAM: 24'
DRAFT: 7.5'
DISPLACEMENT (HALF): 200 TONS
ENGINES: 2 x 1,675 HP CAT C32
MAX SPEED: 18.3 KNOTS
CRUISING SPEED: 14 KNOTS
LONG RANGE SPEED: 8.5-10 KNOTS

Fuel: 6.078 Gal.

WATER: 1,321 GAL.
RANGE @ 8.5 KNOTS: 3,700 NM
GENERATORS: 2 X ONAN 65 KVA
STABILIZERS: NAIAD 525
WINDLASS-CAPSTANS: MUIR
BOW THRUSTER: NAIAD 68 HP
AIR CONDITIONING: CRUISE AIR
PAINT: AWLGRIP
AWLCRAFT 2000

HULL MATERIAL: GRP
NAVAL ARCHITECTURE:
DUBOIS-KHA SHING
EXTERIOR STYLING:
DUBOIS NAVAL ARCHITECTS
INTERIOR DESIGN:
DICK YOUNG, U.K.
BUILDER: KHA SHING
YEAR: 2009

by American Ward Setzer, and on a completely new concept, called the Monte Fino ecHo series, working with Britain's Rob Humphreys. Tank tests have taken place in Southampton, England, initially on an 86' model."

That background aside, the Monte Fino 122 is something else and speaks volumes for both the yard and its increasingly repeat clientele. Many serious Pacific boaters like to troll offshore for gamefish, and a glance at the "aft beach" swim platform on *Masteka 2* reveals copious rod holders, bait tanks and barbeques, plus a custom hydraulic swim ladder and Besenzoni passerelle for future stern-to Med docking.

Here too are huge garages for one of the two lifeboat-approved custom 15' and 16' Castoldi tenders – the other sits aft on the upper deck Sky Lounge – and 125 hp diesel-powered jets give them plenty of oomph. Diving and fishing gear, dive compressors and other water sports accoutrements abound, along with general boating utilities, and there is a hydrophone for listening to whales. The engine room beyond is spotlessly clean, spacious and well laid out for ready access. Apart from the twin Cat 32s, there are two Onan 65 KVA generators. Watermakers are Sea Recovery Aqua Whispers. Cruise Air supplies the air-conditioning, and both bow thruster and zero speed stabilizers are Naiads. If fuel is being taken aboard at re-

In the galley, cream marble counter tops and wooden hues replace the often-overwhelming steel industrial concept





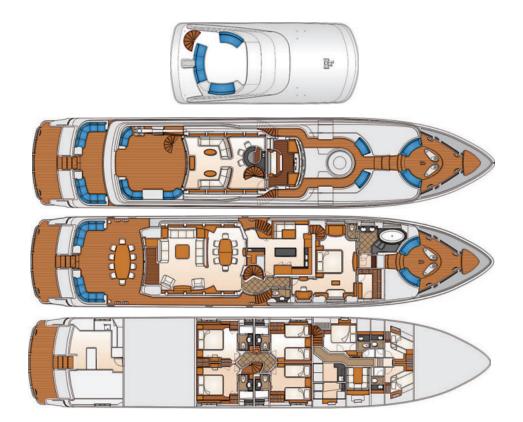
THE MONTE FINO 122 IS SOMETHING ELSE AND SPEAKS VOLUMES FOR BOTH THE YARD AND ITS INCREASINGLY REPEAT CLIENTELE



On Board September 2009



The master suite Jacuzzi is larger than it looks from this angle, and a small study graces the entrance







September 2009 On Board

mote locations, the vessel is fitted with its own anti-contamination and fuel polishing system. But possibly the most striking feature here is the very advanced Van Cappellen sound proofing, vibration and plumbing insulations. Elsewhere in the vessel, it was impossible to detect the generators running, and engine noise and motion were remarkably reduced to no more than a barely perceptible purr. Seven layers of insulation are in the floor soles.

Amidships on this lower deck are four guest VIP suites, two with identical queen-sized bed layouts, and two with twins plus a Pullman if needed. Timber used throughout is sophisticated stained cherry, well textured and not too dark, and in the suites it is offset by lighter brown or cream leather bed bases and door panels. Ensuites benefit from exotic Egyptian, Spanish and Italian marbles used elsewhere aboard. Outside all four suites is a vestibule and night fridge, and circular stairs lead up to the dining room and lounge. Forward again, but reached only from the galley above, are the crew quarters, consisting of a double captain's cabin with navigation, engine and security monitors covering all parts of the vessel. Opposite, an open-plan laundry, cold storage and crew mess are designed to allow a number of practical applications in port or under way. Then come two more spacious twin-bunk cabins with ensuites, and there is another Pullman above the mess.

The principal deck is set up in classic superyacht style, with an aft deck dining table for 10 and forward-facing lounges. Heavy duty glass and stainless steel-rimmed doors leading to the interior lounge and formal dining room open via electronic sensors. Interiors are credited to Dick Young Design of Britain, although it seems that the owner and captain have had much say in selecting the fittings and fixtures, which include an abundance of leather, smartly recessed roman blinds over more cinemascope windows, an extendable dining table, handily reachable select wine cabinet, and discreet, modulated lighting.

Masteka 2's galley features a practical layout that smacks of experience; moving away from

VIP suites, like the others, have large TV screens that descend from the ceiling, and heated towel rails and Italian make-up vanities are in the bathrooms







On Board September 2009



THE SKY LOUNGE AND WELL-OUTFITTED BAR HAVE A 120" SCREEN THAT DROPS DOWN FOR FEATURE MOVIE VIEWING

the often-overwhelming steel industrial concept, it uses predominantly cream marble bench tops and wooden hues. Along with stainless steel Fisher and Paykel fridges and freezers are Miele appliances. But generally Chef Matthew Crouch has set it up just as he wants it for a small crew catering to many guests.

The forward master suite is situated off the starboard entrance vestibule, which also has a day head, and begins with a small study that leads to a full-beam bedroom with wide windows, dressers and lounges on either side, drop down DVD-TV monitor – everyone aboard can choose their own programs – and a walk-in cedar-lined wardrobe. But the piece-deresistance has to be the bathroom with its custom curved Jacuzzi and marble surrounds. It is not quite a small swimming pool, but it is a lot larger than many others we have seen on 180-footers. Ascending the spiral staircase, we are once more in the wheelhouse and sky lounge. The owner's family likes to interact with the "control center" when under way, so these two areas are a relatively open plan. However, it is fitted with a panel that rises so that the wheelhouse can be shut off from parties aft when voyaging at night.

"The whole wheelhouse is SOLAS and GMDSS-equipped to a much higher standard than we needed for BV," says Brandes. "There are back-up systems for everything, and in the case of steering, four possible alternatives. We have five types of GPS availability." Wing stations are provided just like on any motoryacht double this LOA.

The sky lounge and well-outfitted bar have a 120" screen that drops down for feature movie viewing, and this is enhanced by a 7.1 Dolby digital system. On the deck aft is a custom CT

A wood panel beyond the bar lowers electronically for interaction with the forward wheelhouse



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....





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.

(

On Board September 2009



3500 Steel Head crane for the second tender, and from here one also ascends to the sun deck, with its carefully thought-out wind breaks and other features. The stainless-steel work is simply superb. Forward of the wheelhouse is another outdoor Jacuzzi and sun deck surrounded by lounges, and more steps descending to the bow, where Australian Muir wind-lasses are installed.

Why refer to *Masteka 2* as "environmentally friendly?" Well, she has oil-sensing equipment on the bilge pumps, and bilge water itself goes into tanks for later pump-out. Plus she has an IMO-approved waste treatment plant, which one would find on a mini cruise ship, but not on vessels this size. "All I can say is that this boat offers immensely more than anything else I have seen in anywhere near this LOA range," Brandes says. He also indicated that, although fittings and fixtures are all top brands and intentionally over-specified, their deal with Kha Shing was economically attractive too. Night had fallen when I left. The name *Masteka 2* was lit prominently amidships and somebody was trying the underwater lighting. This is going to be a great boat. After exploring the Great Barrier Reef off Queensland, *Masteka 2* returns to Sydney for New Year's Eve fireworks, and then heads for the South Pacific and Papua New Guinea, New Caledonia, Vanuatu, Fiji and Tonga. After that, there's talk of an Alaskan cruise, the Caribbean and the Med.

Wheelhouse is SOLAS and GMDSS-equipped and there are back-up systems for everything

Contact: Khashing.com;
John Kung kunkung@khashing.com.tw
or Greg Bates greg@sgm.com.au

YACHTS

104





APMSTRONG ©Copyright 20
ADVERTISING & Armstrong Adversary ASSOCIATES, INC. www.carmstrong.



In this uncertain and volatile world



We remain the most reliable source for stability



The Art of Stabilization

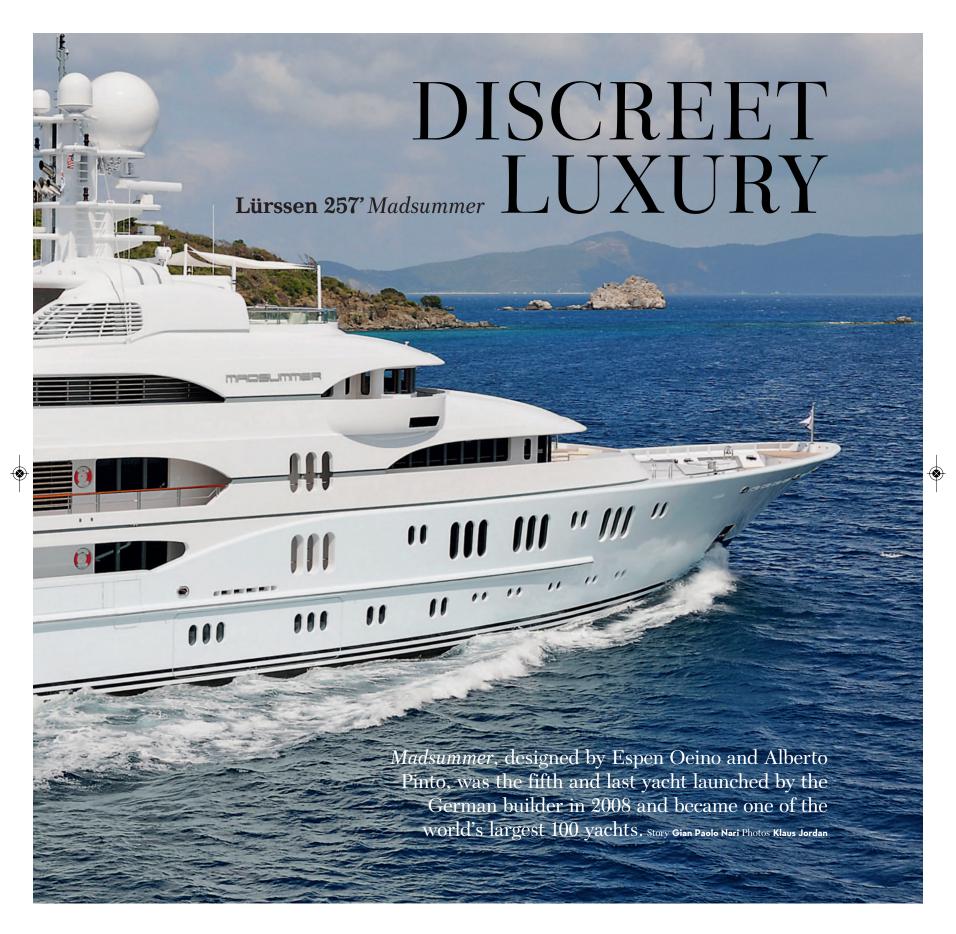
Call Quantum today to discuss the stability and comfort of your yacht.

3790 S.W. 30th Avenue, Fort Lauderdale, FL 33312 T. +1 954.587.4205 M. +1 954.608.0155 F. +1 954.587.4259 E. mperkins@quantumhydraulic.com www.quantumhydraulic.com

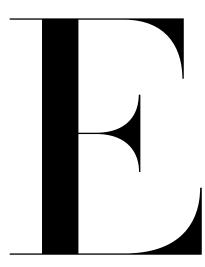
On Board September 2009



September 2009 On Board



On Board September 2009



Designer Alberto Pinto included surprising elements, such as a unique maple veneer in the main-deck salon Espen Oeino designed the very original *Skat* a few years ago, which, along with *Rising Sun* and *Carinthia VII*, is one of several emblematic yachts Lürssen has built to date. In the past few years, Oeino has worked closely with the German builder on a number of custom yachts whose design was developed around a set of specific requirements for amenities such as recreation space; *Madsummer* is no exception. Oeino and Lürssen worked closely with Captain Chris Beirne, and Robert Moran of Moran Yacht & Ship to fulfill the owners' wishes for an alluring but discreet vessel that allows them to enjoy cruising in privacy. Formerly known as Project Bermuda, the yacht certainly does not flaunt its 257'2" LOA and 44'3" beam, and at first glance appears somehow smaller than it really is. The illusion may result partly from the fact that the radar domes loom quite large over the superstructure, which is topped by a discreet sundeck. The hull, painted a light shade of blue, provides a subtle contrast to the white superstructure.

The yacht left Florida for the Mediterranean after chartering in the Caribbean during the winter. We took the opportunity of a stopover in Naples, Italy, to step aboard.

Our visit started on the top deck and continued with the engine room, deep inside the "entrails" of the yacht. This somewhat unusual order proved very helpful in getting a true sense of the scale of this large vessel and understanding the logic behind the arrangements of the various decks, which can entertain a great number of guests.

Aft of the main deck is an outdoor salon, perfect as a mingling area with a table, seats and a very large sunbed. Another outdoor seating area, decidedly more private and ideally suited for after-dinner conversation, is located aft of the owner's deck. On the bridge deck level, which is dedicated to navigation, the aftmost portion of the deck is entirely occupied by a regulation helipad, refueling station and storage.

The sundeck fulfills the owners' requirement for privacy. While it almost feels like a cocoon, with sunken seats and a largely shaded central area, it offers great panoramic views, which can be enjoyed from sunbeds located on either side of the pool or a dining table aft. The cen-

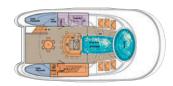


September 2009 On Board









The sundeck pool is equipped with a powerful jet for swimming; the owners have their own private Jacuzzi, right







Lürssen 257' Madsummer

LOA: 257'2"
LWL: 218'8"
BEAM: 44'3"
DRAFT: 14'
CONSTRUCTION: STEEL/ALUMINUM
DISPLACEMENT: 1,978 TONS
SPEED: 17 KNOTS
RANGE@12 KNOTS: 6,000 NM
MAIN ENGINES: 2 X CATERPILLAR

3516 DI TA SCA –
2,000 kW@1,600 rpm
Propulsion: 2 gear boxes
Reintjes, 2 Piening fixed
Propellers / Rolls Royce
Steering gears with
Two lift rudders
Bow thruster: Brunvoil 240 kW
Fuel capacity: 126 tons

Fresh water capacity: 40 tons
Stabilizers:
4 Quantum zero speed
Air conditioning:
Heinen & Hopman
Exterior design: Espen Oeino
Interior design: Alberto Pinto
Builder: Lürssen,

GERMANY - 2008

YACHTS

109

On Board September 2009





September 2009 On Board

trally located and shaded bar borders one swimming pool (equipped with a jet stream), and swimmers can hop onto one of three submerged stools to enjoy drinks. A smaller Jacuzzi pool is located just a bit forward.

A set of stairs leads straight from here to the lobby of the mostly operational bridge deck. Here are two single cabins for staff (the helicopter pilot for instance) plus a larger cabin equipped with a double bed and an office with private entrance for the captain. The wheelhouse is amazingly large with a console featuring a parade of displays, switches and levers from Raytheon and Saab. There is ample room leftover for a centrally located chart table and two large sofas, inviting guests to observe navigation from this excellent vantage point.

As we continue to the deck below, the staircase—the yacht also has an elevator—becomes more elaborate, a sure sign that we are now entering what is more properly designated as the owner and guest areas. The owners' deck features an open design not unlike the main-deck area of a few 140-footers we've seen. Obviously space is not an issue. The owner's private suite is located forward of a central lobby, a study and another corridor, which leads to the bedroom. The latter has magnificent 180-degree views through surrounding windows and access to a terrace with sofa and a private Jacuzzi. A TV screen comes down from a hidden compartment in the ceiling and faces the king-size bed that is centrally located between two very large bathrooms, one with a shower with multiple showerheads and the other with shower and bathtub. Instead of the expected marble, the bathrooms feature an abundance of wood. An additional cabin, ideal for children is also located in this area.

The design creates secluded areas to preserve privacy of owners and their guests; a light shade of blue paint used on the hull provides a subtle contrast

THE QUALITY OF MATERIALS, THE LEVEL OF CONSTRUCTION AND THE ATTENTION TO DETAILS ARE CONSISTENT WITH LÜRSSEN'S EXCEPTIONAL LEVEL OF EXECUTION



On Board September 2009



On the owner's deck, a dining room accommodates 12 guests; the owner's lounge beyond is amazingly large and colorful The skylounge, on the same deck, is one of the yacht's most appealing areas. The dining room aft comfortably accommodates 12 guests who can dine al fresco by opening the windows and surrounding sliding glass doors. The salon is amazingly large and colorful; a large central tan ottoman contrasts with the fabrics of surrounding sofas and armchairs in a vibrant blue complimented by a cabinet that is the color of coral. Zebrano jazzes up the furniture and surrounding panels. The skylounge somewhat upstages the main deck salon, whose area is partly diminished by four structural columns used for support and ventilation. Yet the salon and adjacent dining room feature an appealing décor that includes interesting panels in maple veneer with exotic wood inlays shaped like bubbles of water. In the dining room, two round tables that accommodate up to 20 guests balance out large rectangular shelves. White sofas in the main salon create various conversation areas, and an entertainment area is organized around a centrally located TV screen. Paris-based decorator Alberto Pinto has perfectly meshed classic and modern and added a few surprises to keep the ensemble interesting; for instance, two armchairs circa 1940s are located in the center of the main lounge.

The main deck also accommodates five guest cabins forward of a long corridor. Each cabin is laid-out according to a precise logic, and each features a different color scheme, consistent from inlays in the ceiling to cushions and throws. A sixth cabin has a small TV lounge with sofa, armchairs and bathroom.

On the lower level, guests enjoy a 323 sq.-foot relaxation area that features a small spa, shower, Turkish bath and massage room. The bulkhead opens in front of a lobby area and adjacent gym to form a terrace. The remainder of the voluminous deck is reserved for crew

September 2009 On Board



THE OWNER'S DECK FEATURES AN OPEN DESIGN NOT UNLIKE THE MAIN-DECK AREA OF A FEW 140-FOOTERS WE'VE SEEN

quarters (with 12 crew cabins), a huge stainless steel galley, the upper level of the engine room and a garage. The service area, storage facilities and laundry room are all located on the tank deck, which also include a recreation room for the crew and a good-sized crew mess and separated officers' mess.

We were able to visit two of the technical areas: the forward area of the tank deck where the $240\,\mathrm{kW}$ bow thruster is located and the two-level engine room. From his control room, the chief engineer supervises all operations thanks to $360\,\mathrm{sensors}$ connected to software that continuously monitors the engines, two $2,700\,\mathrm{hp}$ Caterpillar $3516\,\mathrm{engines}$, and other equipment. Cruising speed is $15\,\mathrm{to}$ $16\,\mathrm{knots}$ and top speed is $17\,\mathrm{knots}$. The yacht has a $126\,\mathrm{ton}$ fuel capacity (and a range of $6,000\,\mathrm{nm}$); we leave it up to the reader to calculate the cost of filling up the tank.

Our last stop is the aftmost area of the lower deck where a small office and changing room are located. From here we step into a spacious garage that houses four PWCs, a 26' tender and a 30' custom Goetz tender. With an air conditioned salon for 12 passengers, this auxiliary boat designed by Weaver Prince of Maryland, truly deserves the name of limo tender.

Madsummer is impressive, even if the exterior design might strike some as a bit conventional. We were surprised that the yacht did not include a home theater or perhaps a true office rather than the walkthrough study adjoining the master stateroom, amenities usually available on a yacht of this size, but that is a matter of personal preference. The layout is well thought out and practical. The quality of materials, the level of construction and the attention to details are consistent with Lürssen's exceptional level of execution, which is as meticulous and precise on this 257' yacht as the finishes that you would find on a high-quality 65' boat.

FOR MORE INFORMATION, VISIT LÜRSSEN.COM OR YACHTMADSUMMER.COM

> Two comfortable sofas flank each side of the professional pilothouse

Cannes International Boat & Yacht Show











9-14
SEPT.
VIEUX PORT & PORT PIERRE CANTO

THE EXCELLENCE OF LUXURY YACHTING

WWW.SALONNAUTIQUECANNES.COM

Boat industry professionals, informations and badge order: www.passportnautic.com

Reed Expositions



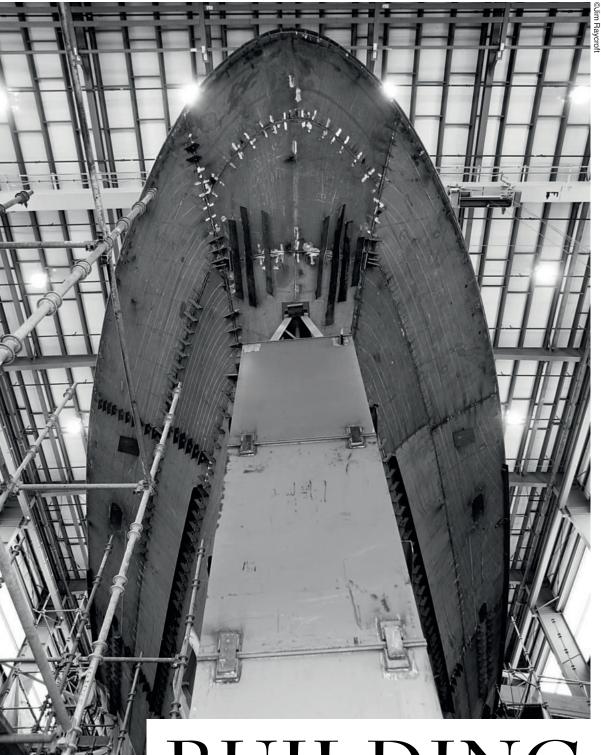








September 2009 Shipyard

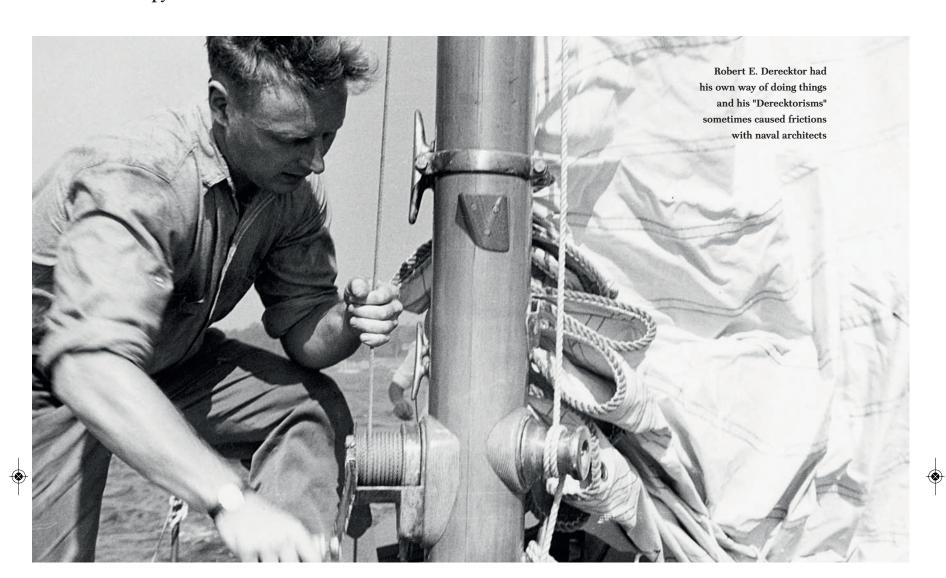


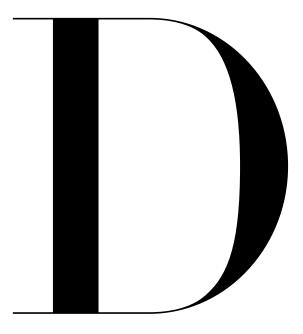
Paul Derecktor, who presides over the fortunes of the boat building business started by his father, Robert E. Derecktor, in Monaco last fall unveiled one of the massive yacht projects currently underway in Bridgeport—the 281' Cakewalk (left). We checked in with the shipyard a few months ago.

Story Cecile Gauert
Photos Pamela Jones, Jim Raycroft
and Derecktor archives

BUILDING ON ALEGACY Derecktor Shipyard

Shipyard September 2009





Derecktor overlooks a naked waterfront near the Long Island Sound in Bridgeport, and when we visited in March a cool and wet wind blew across the shipyard. Silhouettes hurried through falling flurries, but the weather was not the only reason for their purposeful pace. The emerald green hull of a tugboat, its steel ribs still visible, occasionally glowed under the grey sky as welders moved around the sculptural structure. On the opposite end of the yard, two yachts quite literally filled a 300' bay and a tightly protected nearby assembly hall. One of the projects is the 281' Cakewalk, the latest and largest in a series of vessels owned by an American yachtsman who wanted to build his newest yacht in the U.S. to prove that American craftsmanship can compete with the rest of the world. His largest yacht before this was a 205' Dutch-built yacht. After reviewing several proposals from various shipyards, the yacht's owner and Cakewalk project manager Bill Zinser, his long-time captain, selected Derecktor to build the largest yacht to launch in the United States in nearly 80 years. Corsair IV, built at Bath Iron Works in Maine in 1930, during the Great Depression, set the benchmark as the longest yacht ever built in the U.S. The launch drew trains-full of J.P. Morgan's family and friends to Bath



Shipyard September 2009







©Billy Black

of his own. The two brothers are close. When they were kids, their father Bob brought them to the Mamaroneck, N.Y. shipyard he founded in 1947 and they learned early how to tinker with tools. Paul and Tom remember their father's enormous capacity for work, which seems to be an enduring family character trait. Bob's father (Paul and Tom's grandfather), Yale-educated lawyer and developer Nathan Derecktor, himself worked well into his 80s.

Law was not Bob's calling. Instead, he showed an early talent for boat design and built his first boat before he was out of high school. He befriended Olin Stephens (one of the founders of renowned design firm Sparkman and Stephens) who was impressed enough by the young man to recommend him for a job. Bob's goal, however, was to run his own boat repair and boat building facility, and at the age of 25 he acquired the company's original shipyard in Mamaroneck, near a natural small-boat harbor. There, he built many of his own designs, sometimes improvising from the plans. "He thought he had a better way of doing things; 99 percent of the time, things worked," Paul says. The Derecktor shipyard built many boats designed by others and, of course, Sparkman & Stephens' designs figure prominently among the more than 250 boats that Derecktor has built to date. Bob Derecktor, who also designed and created furniture, had a genuine appreciation

Derecktor has built 250 boats, including America's Cup winners; the 115' *Lady Frances* (top left), *Dillinger* and the Zurn-designed *Vendetta* (center) are a small sample

of woodwork. Mamaroneck had a large community of immigrants who brought to the U.S. a tradition of craftsmanship. He recruited many to work for his yard. Despite his love of wood, as early as the 1950s the innovative Bob Derecktor was intrigued by aluminum construction. Bob designed a machine to shape aluminum sheets that is still in use in Bridgeport today. By the early 1970s, the shipyard built almost exclusively in aluminum. Among the last wooden boats built at Derecktor were the 64' *Valiant*, built in double-planked mahogany on white oak frames in 1970, and Bob Derecktor's own *Mother Goose*, a 45' yawl built in 1971.

Sailboats, the family's passion, continued to play an important role well into the late 1980s. From 1974 to 1986, Derecktor built a number of America's Cup contenders and winners (including *Mariner*, skippered by CNN founder Ted Turner, built in 1974, and three *Stars & Stripes*, built in 1984, 1985 and 1986, for skipper Dennis Conner). It attracted a lot of attention and kept the shipyard busy. "We worked

September 2009 Shipyard



MAMARONECK HAD A LARGE COMMUNITY OF IMMIGRANTS WHO BROUGHT TO THE U.S. A TRADITION OF CRAFTSMANSHIP

to watch the elegant black-hulled yacht slide into the Kennebec River. There is an ongoing debate between yacht enthusiasts on what measurement really matters when it comes to ranking yachts: length overall (LOA) or gross tonnage. While many lists, including our own "Top 100" listing of the world's largest yachts (see *Yachts International July* edition), take into consideration only LOA, plenty argue that gross tonnage is a better measure. So in that respect *Cakewalk* (2,950 gross tons) actually will surpass J.P. Morgan's yacht, which had an estimated gross tonnage of 2,142, even if it had a longer LOA (343'). It could be the largest yacht ever built in the U.S.

Paul Derecktor, partly in jest, points out that *Corsair IV* had a bowsprit, which accounts for some of its length. He is a quick-witted and intense man with ice-blue eyes. Sitting and answering questions is obviously not his favorite way to spend an hour, although he gracefully endures. He is a sailor like his father Robert "Bob" Derecktor was, and one of his favorite books is the story of a solo journey from New Zealand to Chile by Miles Horden. While Paul went solo for years at the helm of his family business, his brother Tom has recently returned to Derecktor Shipyards after creating a successful business



The S&S-designed Gulfstream 30 was a rare series as the Robert E. Derecktor shipyard, above, focused on custom work



Shipyard September 2009







of his own. The two brothers are close. When they were kids, their father Bob brought them to the Mamaroneck, N.Y. shipyard he founded in 1947 and they learned early how to tinker with tools. Paul and Tom remember their father's enormous capacity for work, which seems to be an enduring family character trait. Bob's father (Paul and Tom's grandfather), Yale-educated lawyer and developer Nathan Derecktor, himself worked well into his 80s.

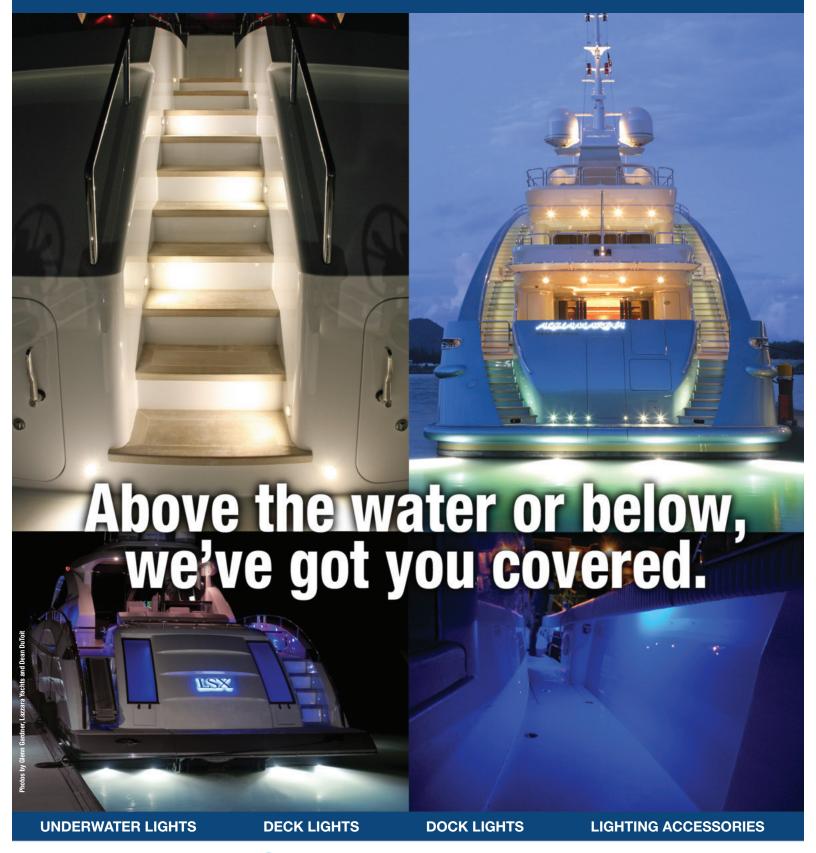
Law was not Bob's calling. Instead, he showed an early talent for boat design and built his first boat before he was out of high school. He befriended Olin Stephens (one of the founders of renowned design firm Sparkman and Stephens) who was impressed enough by the young man to recommend him for a job. Bob's goal, however, was to run his own boat repair and boat building facility, and at the age of 25 he acquired the company's original shipyard in Mamaroneck, near a natural small-boat harbor. There, he built many of his own designs, sometimes improvising from the plans. "He thought he had a better way of doing things; 99 percent of the time, things worked," Paul says. The Derecktor shipyard built many boats designed by others and, of course, Sparkman & Stephens' designs figure prominently among the more than 250 boats that Derecktor has built to date. Bob Derecktor, who also designed and created furniture, had a genuine appreciation

Derecktor has built 250 boats, including America's Cup winners; the 115' *Lady Frances* (top left), *Dillinger* and the Zurn-designed *Vendetta* (center) are a small sample

of woodwork. Mamaroneck had a large community of immigrants who brought to the U.S. a tradition of craftsmanship. He recruited many to work for his yard. Despite his love of wood, as early as the 1950s the innovative Bob Derecktor was intrigued by aluminum construction. Bob designed a machine to shape aluminum sheets that is still in use in Bridgeport today. By the early 1970s, the shipyard built almost exclusively in aluminum. Among the last wooden boats built at Derecktor were the 64' *Valiant*, built in double-planked mahogany on white oak frames in 1970, and Bob Derecktor's own *Mother Goose*, a 45' yawl built in 1971.

Sailboats, the family's passion, continued to play an important role well into the late 1980s. From 1974 to 1986, Derecktor built a number of America's Cup contenders and winners (including *Mariner*, skippered by CNN founder Ted Turner, built in 1974, and three Stars & Stripes, built in 1984, 1985 and 1986, for skipper Dennis Conner). It attracted a lot of attention and kept the shipyard busy. "We worked







T: +33 (0) 497 21 02 96

F: +33 (0) 497 21 10 96

E: sales@seavisioneurope.com

For U.S. inquiries contact: E: sales@seavision.com

www.seavision.com

Shipyard





A fast passenger ferry for Buquebus, patrol boats for New York City and the tugboat *Independence*, below, are just a few of many significant commercial projects

like crazy," says Paul Derecktor, recalling how the shipyard built four of these projects back to back. Stars & Stripes '87 was a real rush, first because of the 24-hour-seven-day schedule workers had to keep for 86 days to get it ready, and then because it brought the America's Cup back to the U.S. The 1987 America's Cup winner earned headlines around the world. The projects grew in size. The 112' Zingaro, another S&S design, was built in 2000 as a world cruiser able to sail at a speed of 13 knots. The hometown newspaper, The New York Times, dubbed Dereckor "The Billionaire's Boat Maker". In 2001, construction began on a 150' sailboat designed by German Frers for Dennis Kozlowski. A year into the project, the former chairman of Tyco, embroiled in legal difficulties, became unable to finish the yacht. The graceful aluminum hull is now in dry dock at the Bridgeport facility awaiting a new owner. Still, sailboats never were the shipyard's sole focus. In 1969, the yard delivered a 61' light-displacement ocean cruiser called *Jim Hawkins*, designed by Avard Fuller, which still inspires designers today. The 88' Titania (now known as Minnow) was built in 1979 to Lloyds 100A1+ Class specifications and had a range of about 3,100 nm at 10 knots. In 1989, the Derecktor shipyard delivered one of only three boats it built in composite. Speed specialist Frank Mulder designed the 74' Dillinger for John Staluppi, who went on to own a succession of the world's fastest yachts. Built

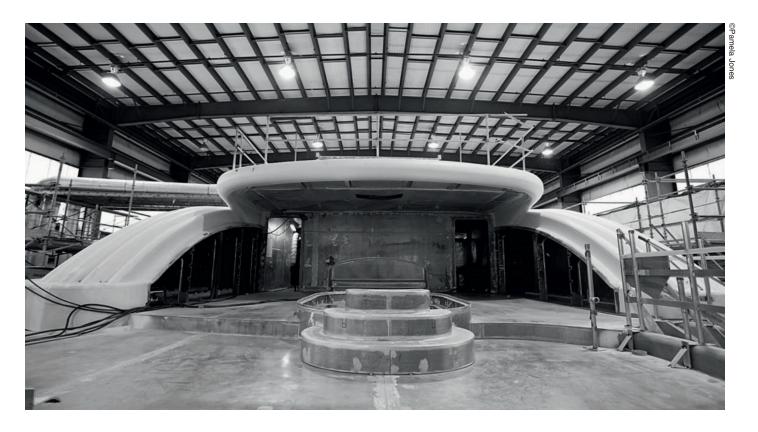
Derecktor Florida, opposite page, did a major refit of one of the predecessors of the new *Cakewalk* (top right)



in carbon composite, the yacht was propelled by MTUs coupled with Kamewa waterjets and featured a space-age interior design by Art Line Studio. That is one of the projects that Tom Derecktor, who Paul says likes "the innovative stuff", remembers well from the pre-Cakewalk era. In 1989, Derecktor also delivered the speedy 115' motoryacht Lady Frances, now El Jefe. Sparkman & Stephens designed the deep-vee hull equipped with Kamewa jets. The 113' award-winning MITseaAH, another Sparkman & Stephens design, was built in 1993. Proving once more its ability to handle diverse projects, in 2005 Derecktor delivered a beautiful Zurn Yacht Design, a speedy 57' commuter called Vendetta to music legend, boat enthusiast and New Yorker Billy Joel. The hull, in composite, was built in Maine, but Derecktor completed everything else.

Refit and commercial work also have played a crucial role in the shipyard's history. In 1967, Bob Derecktor, who'd learned to repair PT Boats in the Navy, acquired a sizeable land near the Dania Cutoff Canal in Fort Lauderdale. At the time the yachting industry in South Florida was still in its infancy, and Bob had his eye on repair work from the cruising industry. It was at the Florida shipyard that the owner and captain of Cakewalk had their first experience with Derecktor Shipyards. Derecktor helped transform the 132' Van Lent yacht known as Fiffanella into the 142' Cakewalk. On the commercial side, the Robert E. Derecktor shipyard's first projects were police boats for the City of New York, and in the 1960s, the shipyard built a few aluminum Coast Guard Cutters. From 1985 to 1992, Derecktor operated a shipyard in Middletown, Rhode Island, which primarily built ferries and more Coast Guard Cutters. Mamaroneck, although located in the middle of a busy commercial district, also handled commercial work. In 1998, Derecktor started construction of the largest vessel it had yet built, a 148' ferry designed to carry 300 passengers and travel at a record 50 knots for Argentinian ferry operator Buquebus. In 2000, Derecktor outbid other shipyards and won a contract

September 2009 On Board



IT WAS AT THE FLORIDA SHIPYARD THAT THE OWNER AND CAPTAIN OF CAKEWALK HAD THEIR FIRST EXPERIENCE WITH DERECKTOR SHIPYARDS



Shipyard September 2009





PEOPLE AT DERECKTOR ARE OPEN TO SUGGESTIONS AND AND READY TO TRY NEW THINGS; IT CAN LEAD TO A BETTER YACHT."

CAPTAIN BILL ZINSER

to build the largest waterjet-propelled fast ferries built in the United States to date—two 241' aluminum vessels carrying 250 passengers and 80 vehicles. With the scope and size of projects increasing time had come to look for another facility. Derecktor leased reclaimed industrial waterfront land in Bridgeport, in the neighboring state of Connecticut, and built assembly facilities, a production hall for precutting and a machine shop and moved some of its workers there. One of them was 23-year employee Gilbert Mello, who came to the U.S. from the Azores and whom Bob Derecktor originally had hired for his skills as a cabinet maker. He now works on Derecktor's yacht projects. New hires included Peter Doeringer, now the shipyard's project manager for Cakewalk. The shipyard also later acquired a 600 -ton travel lift. Large ferries ordered by the Alaska Marine Highway System were the first truly large projects built in Bridgeport: the Fairweather was delivered in 2003 and Chenega in 2005, bringing plenty of attention to Derecktor.

Although Derecktor Shipyards has a storied past, Paul Derecktor is not one to dwell on it; he prefers to look ahead. The new *Cakewalk* is foremost on his mind. "Projects like these are exciting. They keep the creative juices flowing," Paul says. "We don't want to build 10 to 20 boats at a time. A thing like *Cakewalk* is great. The process itself is what makes it so interesting." Still, the shipyard's diverse experience and ability to tackle complicated projects helped Derecktor land the contracts. "One of the reasons we came there is that there are few yards that have the mentality of building commercial boats and have the understanding of the yacht world," says *Cakewalk* project manager Bill Zinser. "People (at Derecktor) are open to suggestions and ready to try new things; it can lead to a better yacht...The quality so far is really very good," he adds.

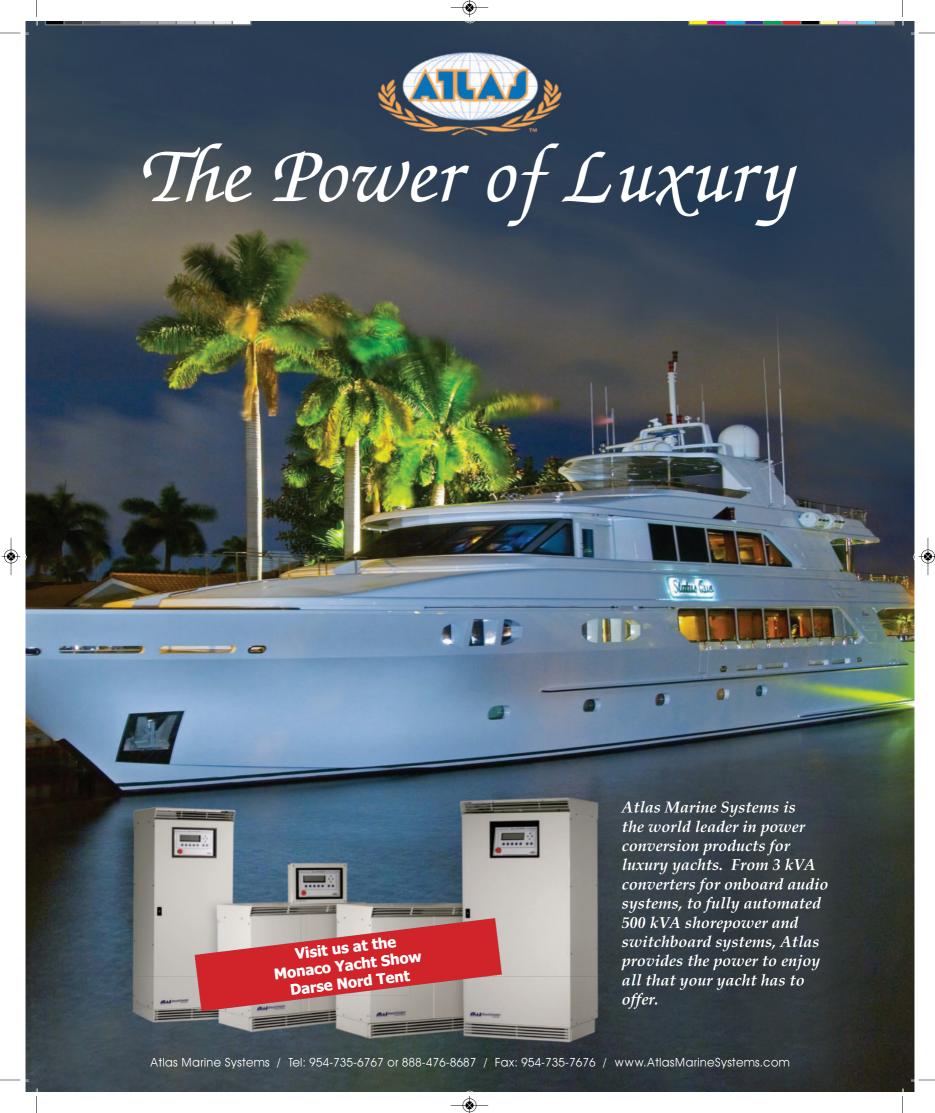
Building in the U.S. did not mean foregoing European design or components. The owner and project manager, who both liked *Carinthia*, approached Tim Heywood who, as Zinzer puts it, luckily was available. Azure Naval Architects, who already had a relationship with

Derecktor, was selected to design the hull. The owners, who are very involved in the project, the designers and the shipyard created a sixdecker with incredible volume and ample decks. A walk through the yacht, still a few months away from completion at the time of our visit, is a surprising experience. First, there is the sheer scale. It takes three flights of stairs to reach the access ramp into Cakewalk from the assembly hall floor, enough to get the heart racing a bit. Once at the top, a look down the open elevator shaft still under construction can induce vertigo. It takes a little imagination to picture the yacht as it will be, but it's very easy to get a sense of the space. The owner's deck, equipped with a gym, features a forward stateroom with eight wraparound windows. The main deck has a library (only visible on plans tacked to the walls at this stage) and six main-deck staterooms occupy what Bill Zinser calls "prime real estate". The lower deck accommodates crew cabins and an AC room. There is a dedicated cold room for flowers, a freezer room, a laundry and a cellar. The yacht has a split-level engine room with MTU 4000 series engines, four generators, two huge watermakers, a state-of-the-art sewage treatment and a muffler system. The lower deck also has a huge tender bay for the toy. The yacht, which will be in charter, will carry a 37' Vikal limousine tender, a 35' and a 33' Riva Cento. A dive station will also be available. The other surprise is how pristine the whole work area is, in spite of the multiple crews working onboard at one time. Miles of cables, in bundles as big around as a fist, are tidily secured behind bulkheads and into the ceiling. The veneer that is already in place is invisible be-

> At the Derecktor Shipyards Connecticut: from left, Paul Derecktor, Stephen Champtaloup, Jef d'Etiveaud, Kathy Kennedy, Gavin Higgins and Tom Derecktor







Shipyard September 2009



In Bridgeport, Bill Zinser works with Tim Heywood who designed *Cakewalk* as an elegant and voluminous yacht with ample decks





FOR MORE INFORMATION, VISIT DERECKTOR.COM

hind layers of protection that tightly embrace the planes and curves of the interior bulkheads. There is hardly any dust, nor debris or pungent smells. Not one corner of the multiple blue-line plans tacked on the walls is out of place. No tools are in the way. Evidently, others have noticed. Jef d'Etiveaud, who works in business development, came onboard a few months ago. A competitive sailor, he has worked as project manager for a variety of shipyards. "I have never seen anything quite like this: the quality of employees and the level of efficiency are unparalleled. The shipyard is on a par with many of the top names. It's a culture that comes from the top," he says.

Attention to detail is important to Paul Derecktor. "To be uncompromising is what makes a good yard," he says. Still, even with modern tooling, an experienced and diverse work force and a good corporate culture, handling complicated projects such as these can be a bit of a juggling act. A set of plans on a conference table near Paul Derecktor's all-business-like office shows how he would like to expand the facility in Bridgeport with a larger outfitting berth, a new large assembly hall and increased lifting capacity. A federal grant will help with additional investments in tooling.

The shipyard has worked with Azure Naval Architects, and more recently Rainsford Saunders Design, to develop design concepts ranging from 197' to 282'. RSD displayed a model of the 282' yacht at the Abu Dhabi Yacht Show in March. Of coures times are hard for the yachting business at the moment, and shipyards around the world are forced to tighten their belts and diversify to coast through the difficult months ahead.

Now that he is back at the shipyard, Tom Derecktor has embraced the goal of tightening procedures for even more efficiency. His experience outside of yacht and ship building exposed him to procedures that can be applied to project management. Derecktor has an engineering team of 25 to 30 who rely on a number of programs such as Autocad, ShipConstructor, NavisWorks and SolidWorks. It has recently introduced a computer-controlled milling machine, and Tom is interested in bringing more. "Engineering and planning are the most critical elements of the job," Tom says.

President Paul Derecktor freely admits he is happy his brother is back at his side. He has plans for the future and a teenage son who is showing interest in the family business. Within a year, Derecktor will complete two milestone projects; Paul's focus in on the now and a bright future.



OCEANFAST









Now Available

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

www.oceanfast.com.au



LUXURY YACHTS
an Austal group company

REGAL YACHTS

3360

3760

4060

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.







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
- ➤ 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
- ➤ Lamos & 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

September 2009

Security

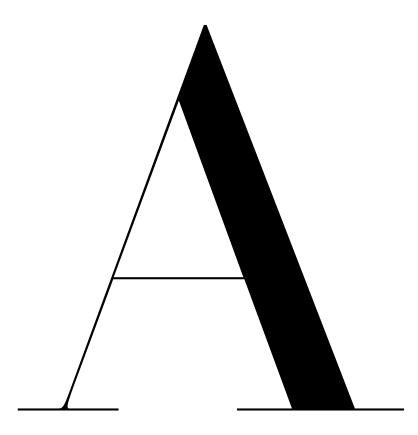


SAFEAND SOUND SECURITY UPDATE

Security systems have reached remarkable levels of sophistication and, if used correctly, can deter would-be pirates and protect against a far more common threat, theft. We take a look at the current technology and some of the legislation that may mandate its use. Story Lisa Larsen



Security September 2009



All aspects of the gleaming white yachts that cruise the world's ocean fascinate, including their security systems. Articles tend to focus on the most outlandish features believed to be onboard the world's largest private vessels, including security devices such as underwater missile systems. A few years ago, the French newspaper "Le Figaro" reported that the yacht built for Saddam Hussein and formerly known as Qadisiyah Saddam included bullet-proof windows, a missile-launching system and a secret passage to an escape submarine. Naturally, most vessels do not need nor have such features, and for the majority of yacht and boat owners, break-ins and theft are the most likely threats.

Still, security is a growth industry worth about \$150 billion globally. Since it has now become possible to miniaturize nearly everything, sophisticated technology originally developed for military and commercial applications is now available to private vessels. The only foreseeable limit is cost. So what is a yacht owner to do? A reputable security consultant can pro-

vide some sound advice. Depending on needs and sophistication, a security system can cost anywhere between a few thousands of dollars to well into the hundreds of thousands.

Security specialists consider three main factors in evaluating security needs onboard a new or existing vessel: the profile of the yacht's owners and guests, the degree of risk that exists in the region the yacht visits and the design of the vessel itself. Roger Horner is managing director of e3 Systems, an international electronics company with a specialized security division. He identifies three main types of risks: low-level theft of objects, which can occur when the yacht lies at anchor or is in port; large-scale theft of costly equipment, including the yacht itself from an anchorage or a marina slip; and finally hijacking of the yacht, crew and passengers for ransom, which is a threat mostly limited to specific areas of the world's oceans. Somali pirates have made a few high-profile captures in the Gulf of Aden off the coast of Africa. But owners in other parts of the world are not completely immune from hijacking. Recently,

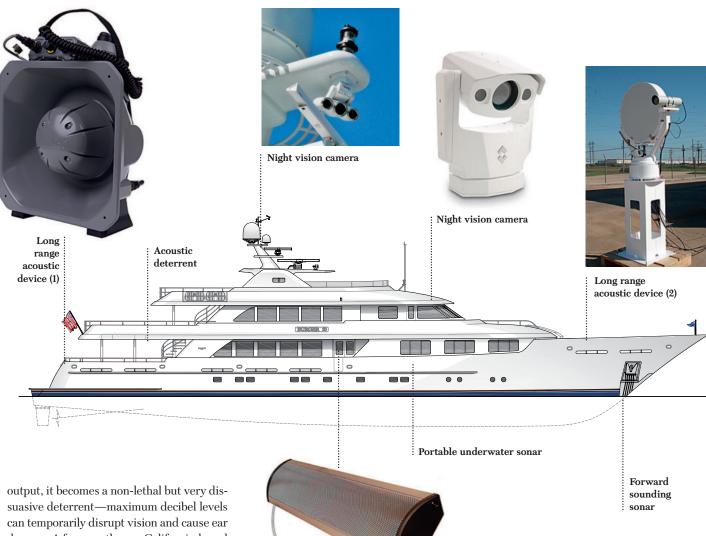
a yacht owner told us about waking in the middle of the night while his yacht was docked in a marina close to a major U.S. metropolitan area to find thieves loosening mooring lines, unaware he was onboard. So it is worth giving security, beyond a simple burglar alarm, some thought.

The key to a successful security system on a yacht or elsewhere, experts say, is layering. Maurice Golden, managing director of Inferno, a division of Swedish company Indusec, a specialist in advanced audio and light security products and systems, says the best approach is "creating rings like an onion". The more high-profile the yacht, the more layers. A security system for a large yacht with high-profile guests should include long-range detection as the outermost ring of defense. Sophisticated technology includes the Long Range Acoustic Device (LRAD), developed for the U.S. Navy to warn American warships of vessels approaching without permission. The focused, low-beam LRAD can be used to give a clear verbal warning or, using a higher decibel



September 2009

Security



output, it becomes a non-lethal but very dissuasive deterrent—maximum decibel levels can temporarily disrupt vision and cause ear damage. A few months ago California-based American Technology Corporation expanded its range of LRADs to include a smaller model that can be used on yachts. Inferno is a newer affordable application acting as an acoustic deterrent that uses four frequencies to produce sounds intolerable to the human ear and capable of affecting the optic nerve. Although it has a smaller range, it is quite effective when used in connection with onboard detection devices, such as an infrared beam and motion or deck sensors. In fact, the next layer should include shortrange detection devices that discourage boarding while the yacht is anchored.

Danger can come from below the water, but detection of underwater objects can be difficult and confusing, especially in murky bottoms. However, today's underwater sonars are becoming sensitive enough to identify swimmers or underwater craft with precision from nearly 3,000 feet away. In 2007,

U.K.-based Sonardyne, a manufacturer of underwater communications systems and acoustic technology, introduced the Sentinel as the world's smallest underwater intruder detection sonar. It weighs less than 70 pounds and can also be used to track the yacht's own divers. Underwater sonar for diver localization is a newer application for this technology resulting from the security requirements of various government sectors. Farsounder, a manfacturer and developer of 3D Sonar systems, is expected to launch a forward sounding sonar that permanently mounts to the vessel and may be used either in port or underway, the FS-3DL. E3 Systems experts like underwater sonar units

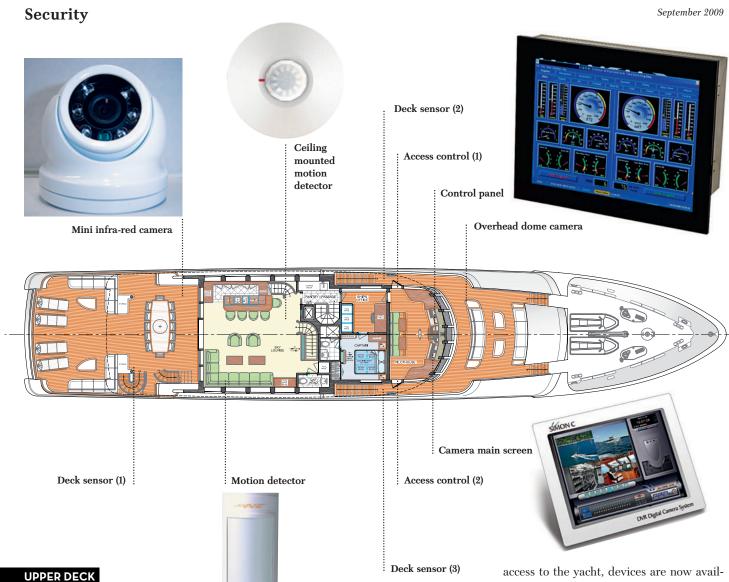
Acoustic deterrent (2)

that can be lowered under the yacht and have a 360-degree detection capability.

PROFILE

Alarm devices, such as infrared beams, deck sensors and motion detectors installed on the yacht's exterior constitute the next layer of defense. Technology is evolving quickly in this area. In addition, pan tilt zoom (PTZ) and low-light or thermal CCTV (closed circuit television) cameras, equipped with a digital video recorder, can scan the area and keep a video record available for the crew to view instantly or pass on to authorities later. Most security systems are now integrated into the ship's satellite communications, which makes it possible to transmit images and data all around the world. A few months





ago, one such device installed on the 269' Oceanco *Alfa Nero* helped police identify the author of a series of break-ins in a marina. Little did the thieves know their actions were being captured by cameras onboard a vessel docked yards away.

The next level of protection deals with access. A "No Boarding" sign stretched across the yacht's passerelle simply isn't enough to deter curious visitors or paparazzi, let alone thieves. Crewed vessels are equipped with access control systems, which manage yachts access using badges, pass cards, electronic locks, key fobs, coded keypads, programmable card readers and more re-

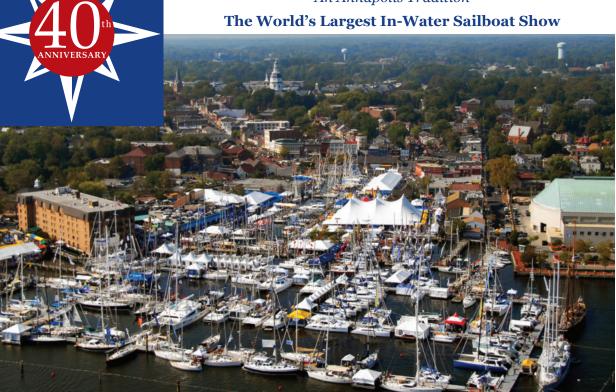
cently biometric readers. Biometrics is the science of identifying people thanks to their unique physical characteristics such as fingerprints, and this type of surveillance is arguably the most sophisticated system to date. As the technology evolves, it is becoming more precise, and new generation biometric readers can recognize digits even through water, grease and work gloves. The day may soon come when iris recognition is no longer the domain of sci-fi flicks, although it still is not a common practice anywhere, let alone on yachts.

If none of the above have stopped intruders, or if the culprit happens to have authorized

able to monitor and track valuables, be they priceless works of art or expensive water toys. A decade ago, the international press widely publicized the theft of a masterpiece by Picasso from a megayacht docked in Antibes, France. Another work by the soughtafter Spanish painter, a valuable sketch, disappeared from a yacht while it was docked at a North American shipyard. Today, progress made in Radio Frequency Identification (RFIDs) technology and in the performance, size and cost of radio transmitters makes it conceivable to protect and track works of art no matter where they are. For instance, the Aspects ARTS (Art Register Tracking Software) is a security system that uses hard-wired sensors to monitor and track artwork. Tenders, if they are not works of art per se, can be very expensive custom boats that are hard to replace. GPS satellite technology can be a great help in tracking and recovering the

United States Sailboat Show

An Annapolis Tradition



October 8, 2009

Thursday
Trade/ Press/ VIP Day
10:00 a.m. - 6:00 p.m.

October 9-11, 2009

Friday - Sunday 10:00 a.m. - 6:30 p.m.

October 12, 2009

Monday 10:00 a.m. - 5:00 p.m.

Tickets

Thursday VIP Day: \$35 per person, all ages

All Other Days: \$17 Adults \$8 Children (12&under)

BUY TICKETS AT WWW.USBOAT.COM



October 15, 2009

Thursday
Trade/ Press/ VIP Day
10:00 a.m. - 6:00 p.m.

October 16-17, 2009

Friday & Saturday 10:00 a.m. - 6:30 p.m.

October 18, 2009

Sunday 10:00 a.m. - 6:00 p.m.

Tickets

Thursday VIP Day: \$35 per person, all ages

All Other Days: \$17 Adults \$8 Children (12&under)

FOR INFORMATION CALL 410.268.8828

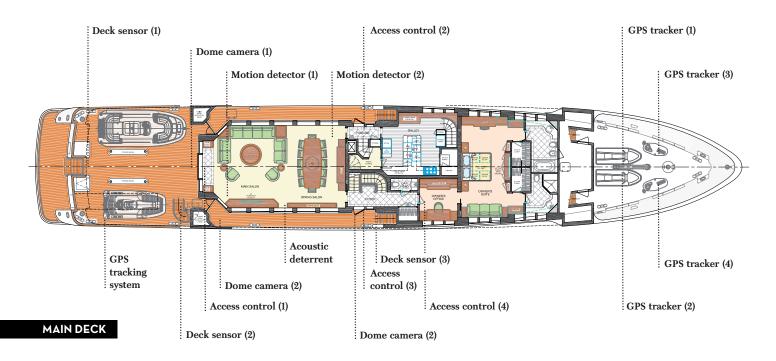
PRODUCED BY United States Yacht Shows Inc.

Security

 $September\ 2009$

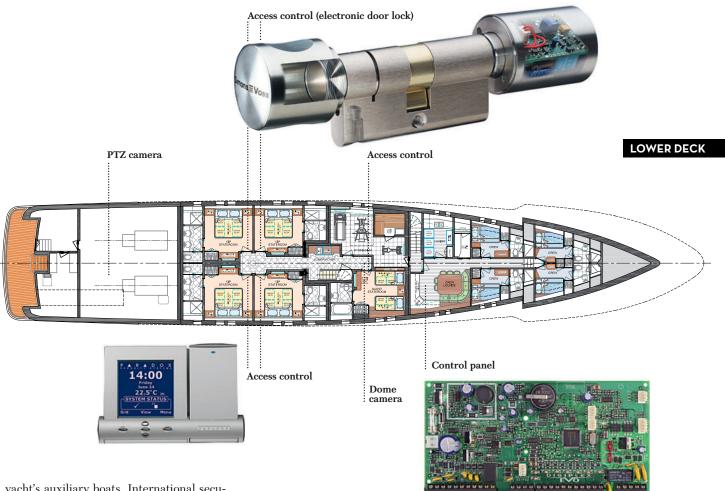
NO TECHNOLOGY CAN FULLY FUNCTION WITHOUT A COMPREHENSIVELY TRAINED CREW







September 2009 Security



yacht's auxiliary boats. International security company Paradox Marine sells a tracking device called the Nav Tracker that creates a 550-yard invisible perimeter around a tender, Jet Ski, or submersible. If the perimeter is breached, an alarm sounds while a transmitter broadcasts location data to a receiver installed on the mothership. Still, no technology can fully function without a comprehensively trained crew. Even the most sophisticated system can be useless if it is not properly armed and used. Corey Ranselm is CEO of Miami-based Secure Waters, a maritime consulting and security company. "People have unrealistic expectations of system capabilities. We can design a system that provides a level of protection similar to the White House, but there is a cost associated with that. A program that integrates people and technology always provides the most cost-effective measure to protect a vessel. Crew training is essential to the success of an overall security program," he says. Most security companies provide training and support for the use of their

technology. Retired Coast Guard, military or Special Forces professionals often act as consultants to help with the latest technology and rapidly changing legislation, some of which now concerns the private yacht sector. Since 2004, SOLAS (Safety of Life at Sea Convention) has required vessels with a volume exceeding 500 gross tons (which includes most vessels 150' and larger) to comply with the International Ship and Port Facility Security (ISPS) code. The code mandates that vessels be equipped with an Automated Identification System (AIS) and a Ship Security Alert System (SSAS). The AIS system broadcasts and receives basic data on all ships within radio range while an SSAS is meant to covertly alert authorities of violent incidents, such as piracy or terrorism. MCA now also applies the rules to any charter yacht over 300GT flying the U.K. flag, and the Panama Canal Authority requires

any transit vessel larger than 65' to be ISPS compliant, no matter its flag.

Beside code compliance, yacht owners need to keep in mind the important aspect of insurance. Gary Carroll, owner and principal of CYA/Comprehensive Yacht Assurance, says in the absence of industry-wide standards, a few insurers may argue that compliance with the ISPS code is implied in the "warranty of seaworthiness" and use this argument to decline claims for vessels not equipped with the SOLAS-mandated AIS and SSAS.

As much care, planning and thought should go into developing an effective security system as goes into creating a beautiful and comfortable environment.

Every yacht should have a security system that is up-to-date, tested and in working order, and that addresses the degree of vulnerability specific to the vessel's architecture, itinerary and passenger profile. Options are many. •

-

Design

September 2009



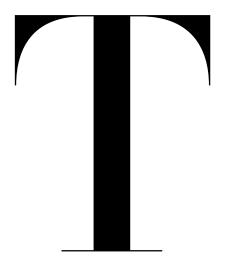
Taiwan's unique USDDC

HIGH-TECH SUPPORT

Over 20,000 private yachts have been built in Taiwan. In our 2008-2009 Global Build Report, Taiwan ranked fifth and China eighth of the "top 10" constructors. The inexorable rise of these yards has taken place in tandem with the unique United Ship Design and Development Center (USDDC). Story Bruce Maxwell Illustrations USDDC



September 2009 Design



The United Ship Design and Development Center provides advanced naval architecture, design and engineering services on a non-profit basis. It started in 1976 as a 40-60 percent joint venture between government and private marine industries, including commercial shipping, naval interests and fledgling yacht builders. But 30+ years down the track, USDDC operates fairly autonomously, albeit still with some government funding. Large offices in Taipei and in Kaohsiung house 130 naval architects, engineers and sundry other professionals who offer full design capabilities, a strong R&D section, surveying services and work in cooperation with international classification societies such as Italy's RINA, as well as develop some very interesting concepts.

John Lu, CEO of Horizon Yachts and president of the Taiwan Yacht Builders Association, acknowledges that USDDC plays an important role in providing technical prowess. They helped to introduce the SCRIMP method of resin infusion molding, originally developed for the U.S. Navy, and which has long been central to Horizon's production processes. James Fwu, who runs Horizon's big boat yard, Premier Yachts, is a former USDDC staffer. Other heavyweights, such as Kha Shing that builds Monte Finos and Jade Yachts are involved to varying extents with USDDC too, as are Johnson, President, Dyna Craft, Ta Chou, Tayana, Trans World and Vitech. Well-known Western designers building in Taiwan, such as JC Espinosa and Bill Dixon, draw on USDDC's services from time to time as well.

Many boat brands that are "household names" in American and European marinas are built in these yards as OEMs or "original equipment manufactures," because high-quality semicustom vessels can be ordered here at discreetly attractive prices. But just as the Taiwan Government has invested in homegrown USDDC, it has recently begun a campaign to encourage local builders to market more of their own brands, rather than those of somebody else. Thus the "Made in Taiwan" concept is being proudly promoted abroad, just as one would say "Made in Italy" or "Made in USA." Lately USDDC people are venturing further afield, cropping up at boat shows in Cannes and Monaco, Fort Lauderdale and Miami. They formally linked up with Italy's RINA classification society at the Shanghai Boat Show last year, and as Taiwanese own perhaps half of Mainland Chinese boatyards, their guiding influence is starting to be felt in these production lines as well. USDDC Chairman and President Hwang Jeng Lih, accompanied by Deputy Directors Thomas Chen and Chou Shean Kwang and R&D Director Lu Chung Yung, granted *Yachts International* an interview at the center's Taipei headquarter. He explained that although USDDC remains quasi-governmental in nature and

Engineer Eric Tai and some of USDDC's "young guns" and at right, Chairman and President Hwang Jeng-Lih







Design September 2009



This smaller 94' design has also been adopted; solarpowered boats are another USDDC design initiative





receives grants for different development projects, it is widely used by all sections of the Taiwan marine industry – shipping, naval, yacht building and fishing – and is able to provide total solutions for projects at much lower costs than commercial rates charged elsewhere. For instance, talks recently took place with Horizon about a 148' steel-hulled vessel the once exclusive GRP builder is undertaking for the Drettmann Group, as well as a new-concept 70' sportfisher and a 164' steel-hulled private motoryacht that is presently at the superstructure research stage. "We take part in discussions between clients and their yards," he says. For example, a large sailing junk is now being built at Tayana for a global resort group, and USDDC is involved in that.

Their capabilities are considerable. They use state-of-the-art Computer Aided Engineering (CAE) tools, such as Computational Fluid Dynamics (CFD) and Finite Element Methods (FEM) when preparing plans for superyachts. CFD is becoming more and more popular for flow analysis in almost all parts of the yacht building industry, and USDDC, with more than a decade of experience in the field working on merchant and naval ships, is applying this knowledge when looking at the latest yacht hulls. In fact, it has developed its own CFD code, called UVW, for viscous flows, and USDDC-WAVE for potential flows.

"In addition to the study of hydrodynamic interaction between hulls of ships and their propellers and fixed appendages, USDDC is practically applying further research on aerodynamic flows around yacht superstructures and making assessments of smoke propagation," says Hwang. "We expect to remain at the cutting edge of CFD techniques and other areas of interest to the yachting industry." USDDC undertakes exterior styling, blending aesthetic configurations with operational factors, and it uses integrated 3D professional design packages and sophisticated CAE tools for fine-tuning and other simulations at the design stage. "All this can significantly improve communications between designers, boat builders and clients," says Hwang. Latest CAD-CAM systems are used for construction and interior design, and modular methods are favored for furniture.

A LOT OF WORK HAS BEEN DONE ON SOLAR POWER AND OTHER AVENUES THAT MAY LEAD TO "GREENER" YACHTS AND SHIPS



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.



We put our name on the line. Worldwide. Every day."



(

Design September 2009



USDDC prepares interior concepts as separate modules to be installed at an optimum time in the production process

FOR MORE INFORMATION, VISIT USDDC.ORG.TW

ZF propellers and other well-known brands are made in Taiwan. The USDDC's R&D division is developing a new high-speed propeller and is studying the effects of cavitation and various shaft inclinations in conjunction with this promising development, which one project manager described as a "breakthrough" design. Other areas specialize in vibration and noise control, monitoring and control systems, and in upgrading stabilizer concepts.

USDDC's "young guns," many graduates from the shipbuilding department in Taiwan's University, are considering all sorts of new concepts and designs. A lot of work has been done on solar power and other avenues that may lead to "greener" yachts and ships. Eric "How-How" Tai, an R&D engineer, who guided us to difficult-to-locate boatyards in Kaohsiung some time ago, helped us understand more of what USDDC does and how much its enthusiastic naval architects and engineers are venturing out onto the world stage. USDDC could well be the platform that helps vault Chinese boat builders into a truly leading role in the years to come. A new website, taiwanyacht.com is due to be launched in September 2009.

What do you see?



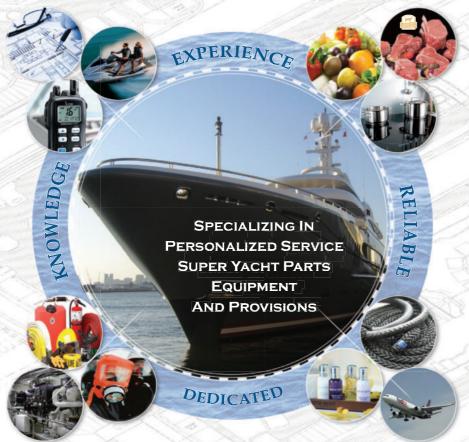
Once you've had a Million Air experience, you'll never see the world the same again.



Why go anywhere else!



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

BROKERAGE

YACHTS





INTERNATIONAL YACHT COLLECTION



MINE GAMES 164' TRINITY 2007. 5 SR'S J.C.A. Chany Sabates III 954.604.2253 J.C.A. Frank Grzeszczak 954.494.7096



LOHENGRIN 161' TRINITY 2006/2007. 5 SR'S C.A. Bob McKeage 954.646.3090



AZZURRA II 156'9" CRN 1988/2008. 5 SR'S C.A. Noell Vawter 954.391.3550 C.A. Mark Elliott 305.794.1167



MITSEAAH 155'9" PENDENNIS 2004. 5 SR'S C.A. Bob McKeage 954.646.3090



NO ESCAPE 150' HEESEN 1999. 5 SR'S C.A. Thom Conboy 561.441.6131



ONE MORE TOY 155' CHRISTENSEN 2001. 6 SR'S. C.A. Mark Elliott 305.794.1167



TUSCAN SUN 147' IZAR 2006. 6 SR'S C.A. Frank Grzeszczak 954.494.7096 C.A. Chany Sabates III 954.604.2253



141' TRINITY 2009. 5 SR'S J.C.A. Kevin Bonnie +33.616.39.1959



MIA ELISE 128' PALMER JOHNSON 2000. 4 SR'S C.A. David Nichols 954.682.6853 C.A. Frank Grzeszczak 954.494.7096



125' NORTHCOAST 125' NORTHCOAST 2009. 5 SR'S. C.A. Jim Eden 954.258.3434



VICTORIA DEL MAR 121' MOONEN 2001. 5 SR'S C.A. Kevin Bonnie +33.616.39.1959 C.A. Jim Eden 954.258.3434



MARSHA KAY 118' TRINITY 1998. 4 SR'S C.A. Chany Sabates III 954.604.2253 C.A. Frank Grzeszczak 954.494.7096



ANCORA 111' LEOPARD 2007. 4 SR'S C.A. Kevin Bonnie +33.616.39.1959



MONTY 86' AZIMUT S 2005. 4 SR'S C.A. Chany Sabates III 954.604.2253 C.A. Noell Vawter 954.391.3550



TRANSITION 74'8" DERECKTOR 1991. 3 SR'S C.A. Daryl Junck 954.610.7590

888 213.7577 | info@iyc.com | www.iyc.com



BROKERAGE | NEW CONSTRUCTION | CHARTER | MANAGEMENT

FT. LAUDERDALE (954) 522.2323 | PALM BEACH (561) 844.4141 | MONACO (+377) 97 98 24 24 NASSAU (242) 363.4458 | NEWPORT (401) 849.0834 | ST MAARTEN (599) 544.2515



LATITUDE 170' CUSTOM EXPEDITION 1973/2003. 6 SR'S. C.A. Frank Grzeszczak 954.494.7096 C.A. Chany Sabates III 954.604.2253



YACHT SERIES 164' NEWCASTLE 2010. 6 SR'S. C.A. Thom Conboy 561.441.6131 C.A. Jim Eden 954.258.3434



LADY LINDA 157' TRINITY 2006. 5 SR'S C.A. Chany Sabates III 954.604.2253 C.A. Frank Grzeszczak 954.494.7096



PIANO BAR 157' PICCHIOTTI 1982. 6 SR'S C.A. Mark Elliott 305.794.1167



TAJIN 147' TRIDENT 1999/2000. 5 SR'S C.A. Frank Grzeszczak 954.494.7096 C.A. Chany Sabates III 954.604.2253



WHEELS 124' TRINITY 2002. 5 SR'S C.A. Chany Sabates III 954.604.2253 C.A. Frank Grzeszczak 954.494.7096



()

CAPRICE 123' OCEANCO 1994. 4 SR'S C.A. Chany Sabates III 954.604.2253 C.A. Frank Grzeszczak 954.494.7096



ASPEN ALTERNATIVE 120' SOVEREIGN 2002. 4 SR'S. C.A. Mark Elliott 305.794.1167



EL JEFE 115' DERECKTOR 1989/2007. 4 SR'S. C.A. Mark Elliott 305.794.1167 C.A. Chany Sabates III 954.604.2253



SHARON ANN 104' DESTINY 2002. 4 SR'S C.A. Mark Elliott 305.794.1167 C.A. Jon Motta 954.882.6935



ACADIA 84' LYMAN MORSE CO 2003/2004. 3 SR'S C.A. Mark Elliott 305.794.1167 C.A. Noell Vawter 954.391.3550



D-VERSION 81' CHEOY LEE 1998. 4 SR'S C.A. Chany Sabates III 954.604.2253 C.A. Frank Grzeszczak 954.494.7096



CINDARELLA 786" CUSTOM CATAMARAN 1999. 4 SR'S. C.A. Michael Mahan 954.439.5049 C.A. Thom Conboy 561.441.6131



JEANNIETINI 75' LAZZARA 2007. 4 SR'S C.A. Brad Topovski 754.422.9781



JULIETTA 72' MANGUSTA 2008. 3 SR'S C.A. Kevin Bonnie +33.616.39.1959







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







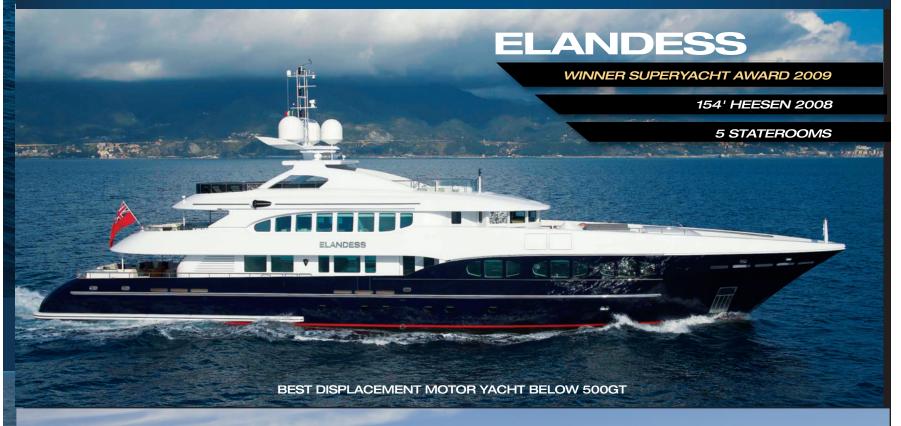
For more information contact:
Worldwide Central Agent Thom Conboy 561.441.6131 | tconboy@iyc.com





INTERNATIONAL YACHT COLLECTION

www.iyc.com





FINALIST SUPERYACHT AWARD 2009

164' HEESEN 2008

G STATEROOMS

May 9e 54:39.

637 GROSS TONS • HELIPAD • STUNNING CONTEMPORARY INTERIOR

For more information contact:
Worldwide Central Agent Thom Conboy 561.441.6131 | tconboy@iyc.com



SEE AT MONACO BOAT SHOW 2009



DOMANI 145' BENETTI VISION 2004

ONDECK MASTER W/ PRIVATE BALCONY • FRANÇOIS ZURETTI INTERIOR PANORAMIC UPPER DECK DINING ROOM • 5 STATEROOMS • ALSO FOR CHARTER



Worldwide Central Agent Mark Elliott 305.794.1167 mark@iyc.com



Worldwide Central Agent Frank Grzeszczak 954.494.7096 fg@iyc.com





KATHARINE 177' TRINITY 2001

FRESH PAINT, INTERIOR & MAIN ENGINES • 6 STATEROOMS • NEW ZERO SPEED STABILIZERS REFIT 2009 • ABS/MCA CERTIFIED • ALSO FOR CHARTER • OUTSTANDING!

Worldwide Central Agent Mark Elliott 305.794.1167 mark@iyc.com



INTERNATIONAL YACHT COLLECTION

www.iyc.com









AQUALIBRIUM 131' CRN 1995

NEW CENTRAL • SHALLOW DRAFT • LONG RANGE • 7'+ OVERHEAD
SPECTACULAR INTERIOR • GARAGE
Worldwide Central Agent Mark Elliott 305.794.1167 mark@iyc.com

Bring All Offers! For more information contact:
Worldwide Central Agent Mark Elliott 305.794.1167 mark@iyc.com





BURGER YACHT SALES

1515 SE 17th Street, Suite 129 Ft. Lauderdale, FL 33316 bys@burgerboat.com

John Todd Julien Elfenbein Ron Tedeschi

106' (32m) 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 updates 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' (32m) Burger Raised Pilothouse M/Y 2004

Caterpillar diesels. Stunning dark oak interior. Spectacular "country kitchen" galley main deck forward. Every conceivable option. Special warranty offer. Owner will consider smaller yacht trade. Central Agent.



134' (41m) Burger Quad Deck New Construction, MCA

Five staterooms in sensational unique interior: 3780 sq. ft. Exceptionally large exterior spaces. Tender garage. Huge flybridge/sundeck. Exquisite Burger custom interior. Zero speed stabilizers and all desried items. Please call for details.



127' (39m) Burger Tri-Deck M/Y 2003

Six staterooms plus excellent crew quarters. Full amenities for long range cruising including zero speed stabilizers. Elevator across from main deck to sun deck. Lightly used. Estate sale situation with "must sell" mandate. Tremendous opportunity!



107' (33m) 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.



$122^{\prime}\left(37m\right)$ Burger Tri-Deck M/Y 2002

Beautifully executed tri-deck with fresh paint, DDC/MTU 12V4000's, an elegant Dec Robinson interior with four guest staterooms and on deck master. Ready for long range cruising.



85' (26m) 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.

www.burgerboat.com +1 (954) 463-1400



CNO trusted names ONE GREAT COMPANY, GLOBAL REACH



Rikki Davis Yacht Charters has the experience and reputation to effectively match yachts and destinations to the desires of our clientele, from a quiet honeymoon to a private getaway, corporate event, or active family holiday. Call us today and find out how easy it is to have the vacation of your dreams.



CHURCHILL YACHT PARTNERS*

Churchill Yacht Partners provides yacht owners and captains with superior marketing and management services to successfully promote their yachts for charter. We work with an extremely high degree of professionalism and discretion. Contact us to see how we can put your

yacht to work for you.

WORKING TOGETHER TO SERVE YOU BEST

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

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

CYP_YI_0909_A-CORP.indd 1 7/9/09 1:59:57 PM







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



Expand Your Horizons enjoy a luxury yacht charter vacation

OVER 1,000 YACHTS TO CHOOSE FROM | THE MOST BEAUTIFUL LOCALES | DISCREET, PERSONAL SERVICE





► CAMILLE | 114' Hatteras M/Y

Guests: 8 | Crew: 5 | Destination: New England / Florida, Bahamas

Includes 28' Hydrasport fishing boat

► 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!

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



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



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

CYP_YI_0909_C-CH4BT.indd 1 7/9/09 11:11:20 AM



ANDROMEDA LA DEA | 154¹ Perini Navi S/Y
Guests: 8 | Crew: 8 | Destination: Mediterranean, Caribbean
Special Features: 2 tenders: 2 t

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



➤ WHISPER | 116' Fontaine/Hood Sloop by HJB
Guests: 6 | Crew: 5 | Destination: New England, Caribbean
Enloy exhilarating sailing and sheer luxury all at once!



Guests: 8 | Crew: 5 | Destination: New England / Caribbean
Refit 2009. Includes 26' Regulator fishing tender and ALL the toys!



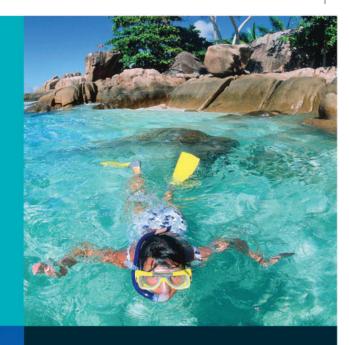
of CHURCHILL YACHT PARTNERS

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

CYP_YI_0909_D-CH4BT.indd 1 7/9/09 11:13:45 AM

CHURCHILL YACHT PARTNERS

THE PERSONAL TOUCH IN CHARTER MANAGEMENT





Charter management is not a sideline at Churchill Yacht Partners; charter management is our business. We will work with you to market your yacht worldwide to suit your charter needs.

Churchill Yacht Partners is known for their extremely high degree of professionalism and discretion. Our exclusive fleet consists of vessels of the highest quality. Churchill Yacht Partners offers our clientele effective management plans with proven results. Contact us and find out how we can put your yacht to work for you.

Confidentiality

Respected reputation

Record of success

Individual attention

Established marketing programs

The success of your yacht is our highest priority.



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



CYP_YI_0909_E-CHMGT.indd 1 7/9/09 2:28:22 PM



ALL OCEAN YACHTS

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

Phone: 954.671.0107 Website: buyexploreryachts.com

Explorer Yachts - New construction | Brokerage | Charter









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. Classed ABS and MCA. Base price 126' \$12,000,000.

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.

97' La Perla i Jongert i 1989/2002/2008 i \$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 $\pm 1.305.216.8682$

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 \times Northern lights gen sets, Atlas power system, Stunning Michael Kirschstein raised panel interior. ABS and MCA. Highly completive 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



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.

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

Please contact John S. DeCaro for inquires.





111' 2007 INACE EXPLORER SUDAMI



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. Price Reduced: Now asking EUR 5,250,000.

Please contact John S. DeCaro for inquires.







Explore the world in fuel efficent vessels. buyexploreryachts.com



ALL OCEAN YACHTS

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

Phone: 954.671.0107 Website: buyexploreryachts.com

Explorer Yachts - New construction | Brokerage | Charter



90^{\prime} Raised foredeck design input request | 5 guest S/R plus crew under 24m for documentation

All Ocean Yachts is requesting input into a new design being developed with Luiz deBasto Design based on a proven series of Explorer yachts. The vessel has a steel hull and aluminum superstructure, 24' beam, 4000 nm range. Powered by A rated twin caterpillar engines she has twin generators, twin centerline anchors with 450' of chain, zero speed stabilizers, international power conversion and can carry two 22' tenders. She will be built to RINA and MCA class.



Mission: To be a true world cruiser with the ability to be operated by an owner with no or minimal crew or depending on layout up to 5 crew or staff and to have excellent separation of crew and guests. The crew can move from their quarters to the galley and up to the wheelhouse without intruding in to the owner's areas. The 4 guest staterooms are accessed by a separate stair. The 4 rooms below in a 90' vessel means you have the option of changing one into an office/gym/class room, science center, shop, extra storage or any other use desired and still carry 10 guests with the option for two Pullman berths.

The mega yacht size Master is located on the main deck with panoramic windows, there are 2 walk in closets a large settee with TV a desk and dresser. The head has his and her sinks and separate toilet room and large shower. One question is, is this acceptable instead of separate his and hers heads? The trade off is less closet space, we would still have to have a shared shower. Also is a bath tub a must? It can be fitted but it will restrict other areas.



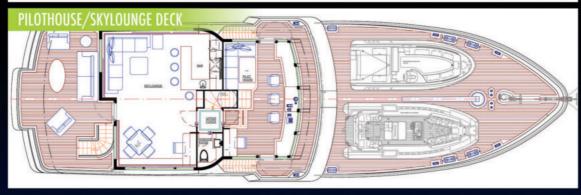




Phone: 954.671.0107 Website: buyexploreryachts.com

LOWER DECK





*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.

The large galley is set up into two zones, a service area and a cooking area each with their own fridge/freezers. There is also a breakfast bar and a large pantry. Is a drop down panel between the galley and salon an advantage?

The galley has direct access to the separate dining area for 10, a highly unusual feature in a vessel of this size. The dining area is designed with a settee seating and chairs. This creates additional storage, more secure seating when underway in rough weather and another lounging zone when the vessel has a full complement of guests.

The salon comfortably sits all 10 guests and has additional storage under the settee.

The pilothouse/flybridge deck has all the features of a very large yacht, a day head for guest and crew uses when on watch, a comfortable TV lounge, full bar, gaming area and a desk/office zone. This version of the wheelhouse has a large settee, nav station and large helm area. We also have a version with a captain's cabin behind the wheelhouse without the full bar in the skylounge.

The flybridge has either a layout with or without a helm station. Both have a full bar, seating area, sunning area and Jacuzzi.

There are complete details and optional layouts available.

For more details and additional layouts please go to www.buyexploreryachts.com

Please contact me with your comments and suggestions at: Email: johnd@alloceanyachts.com | Phone: 954-671-0107



Explore the world in fuel efficent vessels. buyexploreryachts.com





ALLIANCE MARINE, INC. presents





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 • Moscow

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



(



alliance_yachtsint_Sept09.indd 1 7/10/09 4:36:13 PM



YACHT SALES • YACHT CHARTERS • NEW CONSTRUCTION • CHARTER YACHT MANAGEMENT • DONATIONS "Professional and Personalized Service With Integrity Since 1967"

S/Y "TITAN XIV" 115' Valdettaro



Five Large Guest Staterooms







- Large enclosed wheelhouse with plenty of seating
- Full width master stateroom with en suite bath
- 4 large guest s/r's w/en suite bath king or twins
- Tender storage doubles as hot tub on foredeck
- Large crew area & lounge with separate crew companionway
- Excellent charter yacht with proven charter history
- Single MTU diesel engine
- Great exterior aft deck space
- Custom European step transom
- Lloyds 5-year approved survey

Contact Pila Pexton: Cell (401) 862-1977—Email: pila@bartbrak.com

304 SE 20th Street - Fort Lauderdale, Florida 33316 - Tel: (954) 779-7377 - Fax: (954) 522-9425 Two Marina Plaza - Goat Island - Newport, Rhode Island 02840 - Tel: (401) 846-7355 - Fax: (401) 847-6329



YACHT SALES • YACHT CHARTERS • NEW CONSTRUCTION • CHARTER YACHT MANAGEMENT • DONATIONS

"Professional and Personalized Service With Integrity Since 1967"

VISIT OUR DISPLAY AT THE NEWPORT, R.I. BOAT SHOW SEPTEMBER 17th - 20th



70' - V70 VIKING SPORT CRUISER 2006. 27 knot cruise, 40 knots max. Limited availability. Contact Contact David C. Lacz (401) 641-2951 or dclacz@bartbrak.com



61' MATHIS TRUMPY MOTOR YACHT 1938. Completely restored 1999-2003, including new bottom, tanks, etc by her present owners of 26 years. 3 staterooms w/ ensuite heads, plus crew quarters. "Sea Tabby" is a very special unique yacht. Contact Central Agent, Bruce Brakenhoff (2012) 25 5527 as heptscheff@hartback.com



60' FD TRUMPY 1964. Beautifully maintained two owners stateroom w ensute baths GM power, stabilized updated elelctroics, ready to cruise. Asking \$350,000. Contact Central Agent, Joe Bartram (954) 328-7500 or ibbartin'® bartbrak com.



60' FLORIDA BAY COASTER 2000. Recent \$350k refit, 3 staterooms + crew, large interior and exterior volumes, great bay boat, listing price \$725,000. Contact Central Agent, Alex G Clarke (203) 722-3047 or aclarke@bartbrak.com



58' PRIVILEGE CATAMARAN 2002. Recent \$350,000 refit, complet custom interior & exterior paint, 4 large ensuite cabins, price include successful charter business in the BVIs. Contact Central Agent, Alex (Clarke (203) 722-3047 or aclark@bartbrak.com



57' TRUMPY M/Y 1962. Beautifully retored to near original condition. Bright work wooded, interior redone, updated elelctronics. Owner will consider trades. \$385,000. Contact Central Agent: Joe Bartram (954) 328-7500 or



55' SPARKMAN & STEPHENS 1974/2000 designed custom motor sailor. Complete refit by the owners at Fairhaven Shipyard in 2000 including both interior & exterior overhauls, new enclosed raised pilot house. Located in Miami, FL \$395,000 USD. Contact Central Agent: Alex



53' 3" JOHN TRUMPY & SONS 1963. 1 owner & 1 guest s/t Lightly used & extremely well maintained. Flush deck. Painstakingl restored by present owner. She has retained most of her originalit as delivered | 1963. Flybridge added at a later date & we incorporated into the original design. Contact Central Agent: Jo Bartram (654) 328,7500 on inharting later keyn.



50' CHRIS CRAFT 1987. Three double s/r's & 3 baths, king master. Commodious main salon w/dining area. A/C throughout. Lg. flybridge w/ample seating, bar area. 20kw Onan gen. Twin J&T Detroit 6V92 Diesels produce speeds tr 27 knots. Contact Central Agent: Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com.



53' CAT CAY 2004. Fine yacht elegance. Cat performance Composite construction by Lazzara. Stunning space amenities, finish, 2-3 s/r's, two heads w/stall showers Lavish galley, entertainment center. 5-zone AC/heat. 42 knot cruise, 500 mile range. Worldwide service support AUTH. N.E. REPS. Contact Central Agent. Dick Thursbi (203) 613-8381 or dickthursby@bartbrak.com



46' ELCO 'FLAT TOP' CLASSIC M/Y1929. Restored to her original by her current owner. Excellent condition from hull superstructure, engine room & her Fir & Mahogany interior Winner of numerous "best in show" award. Contact Centra Agent: Alex G. Clarke (203) 722-3047 or aclarke@bartbrak.com



42' SABRELINE FLYBRIDGE SEDAN 2005. Low engine hours. Many options. Professionally maintained. Please call for details. Contact Central Agent: Scott Kinney: (401) 835-7465 or skipney@harthrak.com



41' ALBERMARLE CONVERTIBLE SPORTFISH 2008. Cat C-12s, all factory upgrades, exceptional electronics, custom teak, Lee riggers, Release Fighting and Helm Chairs. Contact Central Agent: Dick Thursby (203) 613-8381 or dickthursby@bartbrak.com



40' GRAND BANKS, EAST BAY FB SEDAN 1997 Immaculate. 2 SRs - island queen, AC/Heat, Genrato Top Electronics including Sony PC/Nobletec. Man custom features. Efficient 370 hp Volvos average 1 gph total. . Contact Central Agent, Dick Thursby (203 613-8381 or dickthursby@bartbrak.com



36' LITTLE HARBOR EXPRESS, 1996. Twin 335 HP Cummins produce speeds to 30 knots. Well equipped and maintained. Realistically priced. Contact Central Agent Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com

304 SE 20th Street - Fort Lauderdale, Florida 33316 - Tel: (954) 779-7377 - Fax: (954) 522-9425 Two Marina Plaza - Goat Island - Newport, Rhode Island 02840 - Tel: (401) 846-7355 - Fax: (401) 847-6329

Visit our website at www.bartbrak.com for full specifications and photographs





YACHT SALES • YACHT CHARTERS • NEW CONSTRUCTION • CHARTER YACHT MANAGEMENT • DONATIONS "Professional and Personalized Service With Integrity Since 1967"

VISIT OUR DISPLAY AT THE NEWPORT, R.I. BOAT SHOW SEPTEMBER 17th - 20th

FOR CHARTER

132' WESTSHIP 2000. Owner's s/r on main deck + 4 spacious cabins below, ensuite, 1 cabin converted into a gym. Interior refit/master & 2 guest cabins. MTU 12V396TE's. New bow thruster. New Nautica 22'. New Trac on anchor zero speed stabilizer. Contact Central Agent David C. Lacz (401) 641-2951 or delacz@bartbrak.com



112' WESTPORT 2001. Country galley. Full beam owner's stateroom. VIP plus two guests. Large saloon. Jacuzzi. Must Sell. Contact Central Agent, David C. Lacz, [401] 641-2951 or dclacz@bartbrak.com.



100' BROWARD MARINE M/Y 1988. Sleeps 6 in 3 staterooms + crew of 4. 2 CAT 3412's, 1050 hp each. 2 Kw Northern Lights gens. Complete exterior & interior refit. New electronics. New galley & appliances. Contact Central Agent David C. Lacz (401) 641-2951 or delaca@hearthank.com



97' ALDMINIOM MOTOR VESSEL NEW IN 2001. She offers a unique combination of five commodious double s/r's with ensuite baths plus USCG Certification recently renewed to carrup to 90 passengers. Upgrades in progress including new paneling, furniture, and Plasma TV for presentations in mair salon. Canopy enclosure for upper deck. A rare opportunity CENTRAL AGENT. Contact Central Agent: Bruce Brakenhof [401] 225-9537 or bbrakenhoff@bartbrak.com.



90' DERECKTOR EXPEDITION M/Y1979. 3 Owner's s/r's include et suite master s/r. Twin CAT 3408, 500 hp ea. transatlantic range stabilized. Complete enclosed flybridge designed & built at Derecktor's along with new exterior paint job, new swim platform. MUST SEE Contact Central Agent David C. Lacz (401) 641-2951 or diclar@harthrak.com



87' BROWARD MARINE 1996. 6 guests in 3 comfortable s/r's. Lg owner's s/r w/private entrance. Refurbished galley w/all new appliances. Extended seating outboard & aft w/cushions & canvas covers. 2xDetroit Diesel 12V92 DDECS, 900hp. New Atlas shorepower converter. Contact Central Agent David C. Lacz (4011 641-2951 or dclacz@bartbrak.com



85' MATHIS YACHT BUILDING COMPANY HOUSEBOAT 1935. Refit 2002. John Trumpy Design. Full width owner's s/rensuite. 2 guest s/r's. All new updated galley Large pantry. Coast guard approved for 80 passengers + crew. Perfect for day, evening or term charters or a special yacht for family use. Magnificent vintage masterpiece, fully restored. Contact Central Agent, Joe Bartram (954) 328-7500 or jbbartir@bartbrak.com.



83' GOUDY & STEVENS 1966. Classic designed by Eldridge McInnis Recent refit. 3 aft s/r's, 3 crew forward, twin GM 12V71N diesels This vessel draws attention wherever she cruises. Serious seller Contact Central Agent, Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



82', 105 & 115' CNP NAUMACHOS - NEW CONSTRUCTION. 6,000 to 9,000nm range, diesel electric propulsion option, built to Lloyds/MCA/ABS class, steel hull/aluminum superstructure, 4-5 cabin layouts available, 21ft tender, large exterior deck space - offered at £4.7m, £9.5m & £10.5m. Contact Central Agent, Alex G. Clarke [203] 722-3047 or aclarke@bartbrak.com.



74' PAINE DESIGN, KANTER 2004. High quality long range aluminum motoryacht. Proven offshore capability. Caterpillar power and Northern Light generator. Three double staterooms and heads. Very special. Contact Central Agent, Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com



72' TRUMPY HOUSEBOAT 1972. Professionally maintained, in beautiful condition. 3 ensuite double s/r's. Crews quarters for 3. Updated electronics, new décor. On deck galley. Ready for a new owner to move aboard. Contact Central Agent, Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



72' BURGER M/Y 1988: Sleeps 6 guests in three en suite staterooms and crew area. Complete Awlgrip paint on hull 2008. C. Raymond Hunt design, striking lines. Powered by twin M.A.N. 2842LE diesels, 760 hp. 50 hrs. SMOH. Contact Central Agent, David C. Lacz: (401) 641-2951 or delaca®bartbrak.com



71' TRUMPY FLUSH DECK M/Y 1939. "ELEANOR" evokes the charm and prestige of a by-gone era. With a near original interior and exquisite care, she is most desirable. Three s/r/s plus crew. Lovely teak aft deck. "ELEANOR" has enjoyed a recent refit and mechanical rebuild. This is a spectacular offering in a pre-war Trumpy. Contact Central Agent, Tom Babbitt (401) 447-2373 or tbabbitt@bartbrak.com



65' HALMATIC LIMITED M/Y1967 (refit 2003) Complete Refit from hull to overheads. Engine Room is immaculate. Max 19 knots/ Cruise 13.5 knots. Sleeps 6 + full crew quarters fwd. Full Beam Master Cabin. Updated Electronics and Wiring throughout the yacht. Priced to sell. Contact Central Agent: Alex Clarke (203) 722-3047 or aclarke@bartbrak.com



63' CONSOLIDATED 1923. Her large open flush deck is ideal for entertaining and her forward cockpit provides a wonderful space to be while underway. She has been lovingly maintained in original tradition by her owner of 20 years. Contact Central Agent Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrakcom.

304 SE 20th Street - Fort Lauderdale, Florida 33316 - Tel: (954) 779-7377 - Fax: (954) 522-9425 Two Marina Plaza - Goat Island - Newport, Rhode Island 02840 - Tel: (401) 846-7355 - Fax: (401) 847-6329

Visit our website at www.bartbrak.com for full specifications and photographs



954.316.6364

PACIFIC MARINER • WESTPORT

2957 State Road 84. Fort Lauderdale, FL 33312 info@westportyachts.com • www.westportyachts.com

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











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



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



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



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



112' Westport RPHMY 2008/2009 "WHITE STAR" — Alex Rogers, C.A.

WP_YI_0909_A_FINAL.indd 1 7/1/09 12:00:22 PM

WESTPORT

SINCE 1964



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



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



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



105' Crescent 2001 Camm Moore, C.A.



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



92' Tarrab 2002 Andrew Miles, C.A.



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



82' Jefferson 2004 Andrew Miles, C.A.



80' Lazzara 2006 Bryan Long, C.A.



80' Hatteras 2007 Mark Peck/Claude Racine, C.A.'s



74' Hatteras SD 2000 Andrew Miles, C.A.



74' Hatteras 1998 Mark Peck, C.A.



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



70' Viking 2007/2008 Andrew Miles, C.A.



68' Ferretti 2003 Andrew Miles, C.A.



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



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

WWW.WESTPORTYACHTS.COM

WP_YI_0909_B_FINAL.indd 1 7/1/09 12:02:26 PM



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

SUPERYACHT DIVISION MERLE A. WOOD, III | PETER CROKE

CUSTOM YACHT DIVISION BASSAM CHAHINE | JOHN COHEN | DAVID FRAZER | DIRK JOHNSON | CROMWELL LITTLEJOHN | BILL RUDKIN | BARCLAY TUCK



295'/90M Corsair 2008 NERO*



223'/68M Nobiskrug 2009 SYCARA*



214'/65M Feadship 2009 TRIDENT*



212'/64M Amels 2007 MY SHANTI*



204'/62M Feadship 2000/07 FORTUNATO*



183'/56M Benetti 2005/09 ALLEGRO'



174'/53M Oceanfast 2004 SEA BOWLD*



174'/53M Proteksan Turquoise 2008 VINYDREA*



168'/51M Feadship 1993 ENTERPRISE V



164'/50M Schweers 1986 SHANDOR*



164'/50M Hakvoort 2006 JEMASA*



157'/48M Christensen 2007 LADY JOY



157'/48M Christensen 2007 SCOTT FREE



157'/48M Christensen 2005 NICE N' EASY



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



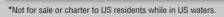
151'/46M Vicem 2010 VICEM 46M*



150'/45M Trinity 2003 MY IRIS*



142'/43M Marinteknik 1994/07 GRIFF*



PLEASE VISIT US AT THE MONACO YACHT SHOW - SEPTEMBER 23RD - 26TH



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*



120'/36M Benetti 2007 MAMMA MIA*



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 Mangusta 1995/06 USELESS



95'/29M Intermarine 2001 KRISHELLE



76'/23M Lazzara 1999 IMPETUOUS



75'/23M Sunseeker 2005 MASSIMO*



75'/23M Leopard 2000/08 PF FLYER



63'/19M Sunseeker 1998 ALLURE



62'/18M Azimut 2003 URANES*



55'/16M Azimut 2007 LADY DY*



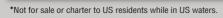
54'/16M Rybovich Sportfish 1970 SEA HUT*



51'/15M Dettling Motoryacht 2002 PADDY WAGON



46'/14M Bluegame 2007 MAY*





ALLIED MARINE A FERRETTI COMPANY



Triumphant Lady | 1985 155' Sterling John Weller, 561.379.5431



Bella Bri | 2008 151' Northern Marine \$28,750,000 | Alan Learch, 904.502.2266



Serque | 2008 130' Custom John Weller, 561.379.5431



Andiamo | 2000 112' Westport \$4,995,000 | Jim McConville, 954.849.0855



Morocha | 2006 112' Ferretti Custom Line \$7,900,000 | Eric Frank, 954.618.0440



Waterford | 1997 110' Hatteras \$4,495,000 | 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



Inxs | 2004 106' Lazzara \$5,900,000 | Peter Lenton, 954.868.2733



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

WWW.ALLIEDMARINE.COM 1-866-207-3025



Golden Times | 2001 94' Hargrave \$2,895,000 | Jim McConville, 954.849.0855



Casa Blanca | 2001 92' Hatteras John Weller, 561.379.5431



Jeanine II | 1984 90' Burger John Weller, 561.379.5431



Princess Jules | 2005 88' Ferretti \$4,999,999 | Justin Sullivan, 954.931.2230



Acqua | 2001 85' Azimut \$2,500,000 | Bill Shewbridge, 954.303.4033



Cristina G III | 2007 83' Ferretti \$4,700,000 | Eric Frank, 954.618.0440



Force 10 | 1998 80' Baia \$1,399,000 | Rupert Gregory, 954.907.5622 (not for sale to US Citizens while in US waters)



God's Gift | 2003 80' Azimut \$2,195,000 | Scott French, 305.588.2952



1999 80' Sunseeker \$1,111,600 | Rupert Gregory, 954.907.5622



Party Girl | 1988 78' Hatteras \$745,000 | Jim McConville, 954.849.0855



Taylor Made | 1977 72' Burger \$895,000 | Alan Learch, 904.502.2266



1999 70' Azimut \$889,000 | Bob Martin, 305.710.3952























M/Y SERENITY

\$2.9 MILLION

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

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









Visit Serenity at 2009 Ft. Lauderdale Boat Show!

Contact Dave Adams +1 561-844-6800



ARGOS GULFSTREAM SERIES

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

The Argos G92 is the only luxury motor yacht under 120ft that boasts a master-stateroom SkySuite™ on her flydeck, for breathtaking 270° views and unsurpassed privacy and comfort. With a tri-deck layout and the liberal 82m² area of her split-level sundecks, she provides you 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 1,650hp delivers 27kt top-speed and 3,000nm range at 8kt.

Tired of compromising?

*2009/US\$5.7MILLION



Contact David Adams | +1-561-844-6800 | dave@premierys.com | North Palm Beach, FL, USA

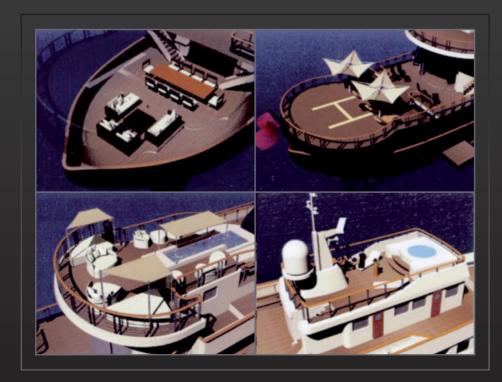




OCEAN 55







OCEAN 55, DIESEL ELECTRIC WORLD CRUISER, BUILT BY SCHICHAU SEEBECK SHIPYARD/ PETERS SCHIFFBAU GERMANY 1961/2009, 55.10 X 9.50 X 4.00M, ENGINES 3 X MTU 12V 2000M 50A (2007).

Project "Ocean 55", a conversion to the highest quality of an original North Sea Pilot Vessel. The project is available for completion and commissioning with a totally refitted hull and superstructure and with all the required re-engineering and design documentation for technical outfitting already completed. All items are already purchased and she is ready for early completion by a discerning owner.

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



 \bigoplus

164' (50m) TRINITY, Delivered Late 2007 For Sale and Charter

Fabulous state-of-the-art, 50 meter Trinity Motoryacht just delivered in late 2007 is now available as the owner

is awaiting a new Trinity. Five staterooms with gigantic

two-level master suite, master bath with tub and

shower and every amenity imaginable. Elaborate marble

and granite package throughout with no cost spared. Patrick Knowles interior design with every conceivable extra including submarine and helipad. Excellent speeds available if required. A very capable yacht in better than new condition. Asking \$32,950,000.00 USD.



141' (43m) TRINITY, Delivered 2009 For Sale and Charter

141' Trinity Motoryacht, 2009 – Virtually brand new Trinity currently cruising the Mediterranean. Similar volume as a 50 meter Trinity. State-of-the Art TV/Audio Visual equipment and Navigational and Electronics. Zero Speed stabilizers. Patrick Knowles interior

with spectacular marble and granite stone package. Caterpillar Power Package. A great opportunity to buy a "better than new" Trinity at below replacement cost. Asking \$26,950,000.00 USD.

CONTACT WORLDWIDE JOINT CENTRAL AGENT:

CHRIS DAVES for Particulars & Specifications

(561) 301-3306 Email: chris@denisondaves.com

DENISON & DAVES

Charter New Construction Yacht Brokerage Fort Lauderdale Palm Beach North Key Largo

www.denisondaves.com





LITTLE BLUE





On display at the Cannes International Boat & Yacht show



BANDIDO 87', BUILT IN 2007 BY JADE YACHTS. 26.80M x 7.00M x 2.25M, TWIN CATERPILLAR C18 ENGINES WITH 885HP EACH. ONE OWNER, THREE GUESTS AND ONE CREW CABIN.

Little Blue is a massive tri-deck full displacement long range motor yacht with an unequalled interior volume. Finished to high standards and in absolute new condition. Ideal opportunity to jump the waiting line and take instant delivery without having to wait two years. Prospect buyers will be stunned by the accommodation and space this yacht has to offer that you will only find on 100'+ yachts. 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













*** PLEASE JOIN US AT THE FORTHCOMING CANNES (9-14 Sept) & MONACO (23-26 Sept) BOAT SHOWS ***

CEANST

+1 305 672 9400

+44 20 7766 4299

+377 97 97 83 10

+30 6932 408 285 miami@osyachting.com london@osyachting.com monaco@osyachting.com athens@osyachting.com palma@osyachting.com

PALMA +34 672 070 005

+91 22 6639 1900 mumbai@osyachting.com

BROKERAGE | CHARTER | NEW CONSTRUCTION | YACHT MANAGEMENT

OSYACHTING.COM





GLOBAL EXPRESS XRS

BRAND NEW!!

BRAND NEW! IMMEDIATE DELIVERY! Factory Warranty! Pilot & Maintenance Training! HUD, Triples, SATCOM, ACARS, Lightning Sensor, Two 21" Bulkhead Monitors, High Speed Data, 14 Passenger, CALL!

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!!

pininfanina EDITION

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!

0



VIEW IN FORT LAUDERDALE!!

BRAND NEW!! IMMEDIATE DELIVERY!!

 \bigoplus

CHALLENGER 605 s/n 5738

BRAND NEW! IMMEDIATE DELIVERY! LX Model, Jar-Op's Compliant, Pilot & Maintenance Training, FAR Part 135 FDR, 3D Map & Long Range Cruise, LDS, 9 Pax w/ Berthable Divan, Two 20" Monitors, Airshow 410 & more! CALL!

"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!!

pininfanina EDITION

AUGUSTA GRAND s/n 22123

BRAND NEW! IMMEDIATE DELIVERY! Full Warranty, Pilot & Maintenance Training, Single Pilot IFR, Dual Control, 6 Pax VVIP, Paulstra Soundproofing, A/C, Baggage Extension, Auxilliary Fuel Tanks. 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

BEVERLY HILLS

MONACO

LAS VEGAS



Conversion project 77.4

FOR MORE INFORMATION, PLEASE CALL PRIVATSEA GR + 30 211 600 7200 - CH + 41 22 710 6644



. Length Overall: 77.4 m
. Beam: 13.2 m
. Draught: 5.78 m
. Cruising Speed: 15. kn

Main Engines: 2. x 4400 bhp
Propellers: 4. bladed CPP
Generators: 3. x 440kW
Bow Thruster: 1. x 400HP CPP







- Fully Classed to ABS, Ocean-Going, Ice-Classed
- Superbly maintained with all machinery in excellent running condition
- 24m x 11m helideck, with dedicated helicopter fuel tanks on board
- Range of over 9000 miles



A tradition of excellence since 1969



135' BROWARD NEWLY REBUILT
Contact Dana Cambon



76' RAISED PILOTHOUSE TRAWLER 2006 Contact Pam Barlow



90' CLASSIC LONG RANGE CRUISER 1994 Contact Alan Bernard



150' TRANSOCEAN EXPLORER YACHT 2010
Contact Andrew Cilla



102' AZIMUT 2087 Contact Jim Wilkey



100' ROMSDAL EXPLORER Contact Ron Morgenstein

PHONE: 954-525-6617

SALES@LUKEBROWN.COM

To view our entire fleet go to LukeBrown.com



FAST 64' CONSOLIDATED COMMUTER 1928 Contact Pam Barlow



CHERUBINI 49' SCHOONERS, 1990 & 2000 Contact Steve Deane



56' ALDEN 1997 EX-YALLAContact Marc Thomas



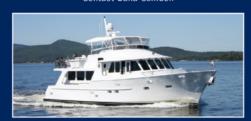
106' BROWARD 2006 Contact Dana Cambon



105' Northstar Tri-Deck MY 2004 Contact Jim Wilkey



65' Viking Sportfish 2002 Contact Andrew Cilla



62' KANTER RPMY 2002Contact Phil Annunziato



58' TASWELL 1996Contact Steve Deane



548 OCEAN ALEXANDER HP 2002 Contact Phil Annunziato

Ft. Lauderdale, FL . Southampton, UK . Newport, RI . Bradenton, FL . Annapolis, MD

LB_YI_0909_FIN.indd 1 7/10/09 10:42:41 AM



YACHTS

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 - daschheim@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

 $\begin{tabular}{ll} TO INQUIRE ABOUT SUBSCRIPTIONS \\ Please call, 1.800.829.9152 or 1.386.246.0166 \\ To request onboard deliveries in the Med Fax: +33 497 069 596 \\ \end{tabular}$

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 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 - stansfield 2@msn.com

CONTRIBUTING EDITORS

Lisa Larsen, Danielle Viguerie Ahern, Alain Brousse, Gian Paolo Nari Franck Van Espen, Maria Roberta Morso, Simone Pitsis

> STAFF PHOTOGRAPHERS Matthieu Carlin, Haider Yousuf

COVER PHOTOGRAPHER Scott Pearson

CONTRIBUTING PHOTOGRAPHERS Shaw McCutcheon, Billy Black, Scott Pearson, Stephen Cridland Klaus Jordan, Paolo Maggi, Nigel Young, Murray Waite, Warwick Gibson

ART DIRECTOR

ADVERTISING MATERIALS TRAFFIC MANAGER ads@luxmediagroup.com

Laurent Haoua - l.haoua@luxmediagroup.com

 ${\bf COLOR~SEPARATION} \\ {\bf Christophe~Santana-c.santana@luxmediagroup.com}$

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, $11/\Lambda$ - 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 - Altitudes Russia

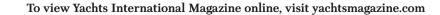
YACHTS INTERNATIONAL is a trademark of IMS Publishing, Inc. All rights reserved. YACHTS INTERNATIONAL is published six times a year by I.M.S Publishing, Inc. Reproduction in whole or in part of any article without prior written permission from the publisher is strictly prohibited. YACHTS INTERNATIONAL/I.M.S 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. 4 Sept/Oct 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.



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















46,5 meters • Stunning appearance • Sleek design & clutter free Cutting-edge technology and innovations • IP communication & control • Trans-oceanic range 5.000 n. miles • Stable and silent • 6,5m diameter helipad • 100m² shaded sundeck with jacuzzi • 30m² swim platform + 30m² lazarette • 21ft guest tender and 15ft crew tender • Automatic inflatable fenders • Energy & fuel efficient Safe & reliable • Classification RINA Charter Class & MCA

SORAYA

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





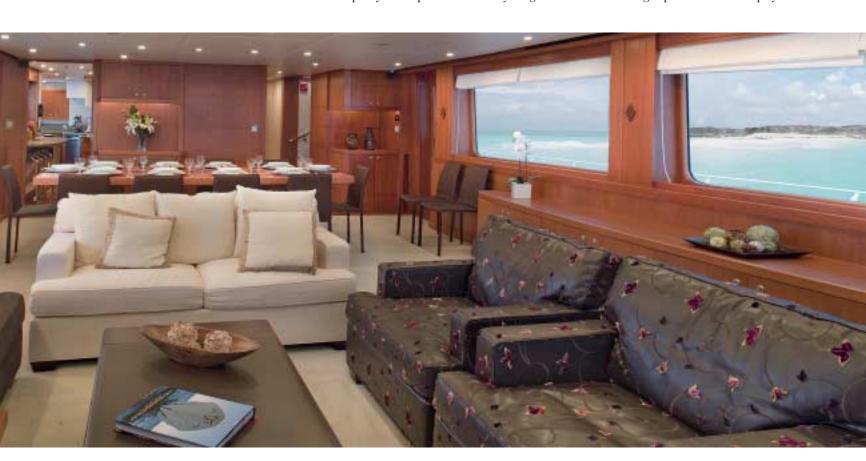
September 2009 On Board



Inace's in-house design department works with a variety of indigenous rain forest woods, including the Brazilian rainforest cedar used here

In 1965, economist Gil Bezerra submitted to the lure of building lobster boats and established Inace Shipyard in Fortaleza, Brazil. Three years later, the company progressed from modest, wood workboats to ship construction. For two decades Inace Shipyard produced a variety of commercial and Navy vessels. The yard developed a reputation as a cutting-edge builder by introducing innovations in tooling and production processes. Firmly established as industry leaders in local commercial and military builds and repairs, the shipyard initiated steel and aluminum luxury yacht construction, targeting U.S. leisure markets, and became the first yard in Brazil to work in aluminum.

In 1987, the first hull in a series of six was delivered to U.S. owners. Subsequent yacht deliveries to the U.S., Canada and Europe contributed to raise the yard's renown abroad. Today, it is not unusual for international clients to seek out the shipyard (just as the owner of *Catalonian Spirit* did), attracted in part by its multifaceted experience. Inace continues to produce commercial and military vessels, has a busy repair and refit department and builds expedition-style yachts that seem to keep growing in popularity and size. The shipyard has the capacity and expertise to do everything in-house. The drawing department alone employs



September 2009 On Board

Inace 111' Catalonian Spirit

LOA: 111'
BEAM: 23'17"
DRAFT (FULL LOAD): 8'9"
DISPLACEMENT
(FULL LOAD): 320.77 TONS
FUEL: 11,600 GAL.
WATER: 4,890 GAL.
ENGINES: 2 X CAT C-18
715 HP @ 2,100 RPM

GENERATORS: 2 x 55kW
NORTHERN LIGHTS
MAXIMUM SPEED: 14 KNOTS
CRUISING SPEED: 12 KNOTS
RANGE: 4,000 NM
STABILIZERS: AMERICAN
BOWTHRUSTER
MATERIALS: STEEL HULL,
ALUMINUM SUPERSTRUCTURE

CLASSIFICATION:
A1, YACHTING SERVICE, AMS,
ABCU, CIRCLE E, MCA, ABS
NAVAL ARCHITECT: INACE
EXTERIOR STYLING: INACE
INTERIOR: KIRSCHTEIN
DESIGN LTD.
BUILDER: INACE, BRAZIL
YEAR: 2008

10 professionals, and the entire workforce counts 1,000 more employees. Currently, the yacht division has seven builds under construction, including a 133' steel expedition-style vessel. One of Inace's most recent launches, *Catalonian Spirit* debuted at the Miami Yacht and Brokerage Show earlier this year. Inace custom designed and built the yacht for an octogenarian intimately familiar with yachts. The patriarch of a family-run global fleet of cargo and tanker ships, he has owned more than 20 sail and powerboats from renowned European manufacturers. He and his eldest son, who holds a degree in naval architecture from the University of Michigan, arrived at the yard armed with specific layout, mechanical and interior design requirements. Foremost on the list were 21 guest berths to allow the extended family to cruise

Free standing furniture allows flexibility to accommodate various functions for the whole family from the main-deck dining room to the skylounge

INACE HAS A BUSY REPAIR AND REFIT DEPARTMENT AND BUILDS EXPEDITION-STYLE YACHTS THAT SEEM TO KEEP GROWING IN POPULARITY AND SIZE





The professional galley is set up for guests to enjoy snacks; each stateroom features flexible sleeping arrangements, such as Pullman beds to accommodate youngsters

together. The owner said he'd grown tired of waking up at night and stepping around grand-kids sleeping on floor cushions in the master stateroom of his previous 144' Heesen. The ingenious solution to build Pullmans that can be concealed in the walls helped maintain an architectural integrity otherwise impossible when accommodating 21 guests and six crewmembers on a yacht with a 111' LOA.

The main deck is an open architecture plan, with a decor in earthy tones of brown and cream that compliment the satin-finished Brazilian rainforest cedar paneling and built-in cabinetry. The salon and dining areas are defined by furniture groupings. An arrangement of sofas allows seating for everyone, and there are two dining tables, one of which expands to accommodate 14 guests. The galley, just off the dining area, is also designed to service the entire family. A substantial length of granite countertop features four under-the-counter upholstered stools that swing out, enticing guests looking for a snack to linger and gaze through panoramic windows. Equipment is designed to handle the maximum number of guests, with a Hobart dishwasher that cycles in four minutes, a True refrigerator/freezer, a fire protection system in the range hood and an array of professional utensils.

On the lower deck, *Catalonian Spirit*'s six staterooms perfectly satisfy owner requirements. Four queen guest staterooms are beautifully appointed with cedar-lined wardrobes, built-in dressers and night tables with delicate bedside laser lights that allow reading without disturbing the person next to you. Two twin guest staterooms with single beds and Pullmans feature equivalent amenities. All staterooms are ensuite with tempered glass showers and Spanish marble flooring and countertops.

Although great grandfather doesn't want the children underfoot, he likes them within arm's reach. The master suite is cleverly designed with a special pullout door that converts the space to allow two children to sleep there in semi-privacy. The beautifully crafted master bed measures an unusual six and a half feet square and is flanked by matching nightstands. A built-in settee provides a comfortable reading niche. The suite is designed with a built-in safe, office table and mini-fridge. The full-beam master bath, designed in Spanish marble, features a convenient two-way shower entry.

The owner is said to use the boat only a couple of times per year for family vacations, and it is not available for charter. Thus the full time crew of five has down time between the peak weeks when the family gets together. Crew quarters are a bit tight in two double bunk cabins, but they have a nice-sized private galley where the laundry is also located.

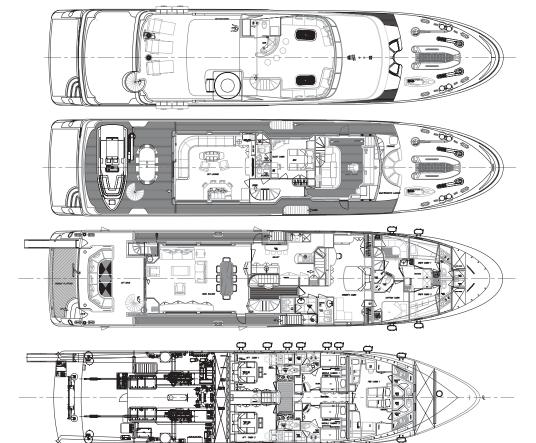
One level up, the skylounge is furnished with a huge L-shape sofa to allow the whole family to watch movies on the 42" flat screen or simply socialize and enjoy the surrounding scenery. The bar, with icemaker, fridge and wine cooler is decorated with name engravings of the owner's previous boats and topped by rare Brazilian granite. In the wheelhouse, the raised





September 2009 On Board





The raised settee in the pilothouse is a favorite with the entire family; the helm is one of two fixed stations

TO VIEW CREW VIDEOS OF CATALONIAN SPIRIT, LINK TO THE BLOGSPOT OF INACE EMPLOYEES. ADDITIONAL INFORMATION IS AVAILABLE AT INACE.COM.BR



WITH A STEEL HULL, ALUMINUM SUPERSTRUCTURE AND RANGE OF 4,000 NM, CATALONIAN SPIRIT IS EQUIPPED FOR LONG-RANGE CRUISING

settee is another enticing place for extraordinary views. The helm, equipped with state-of-the-art electronics, is one of two fixed stations, and three additional remote stations allow navigation from five different positions.

The small console station on the flybridge is intended primarily for navigating in and out of marinas; perched on the forward rail, it appears diminutive compared to the expanse of rare Burmese teak decking. Deliberately devoid of fixed furnishings, the space can be easily configured for different activities, such as sunbathing, dining or dancing. There is a service bar with fridge and icemaker, a Jacuzzi, a dayhead, a delightful outside rain shower and an external spiral staircase to the main deck that is nicely lit with hidden LEDs.

Inace is known for its engine rooms, and the yacht's immaculate, air conditioned engine doesn't disappoint. Plenty of space ensures the crew can work comfortably, which is important for going the distance. With a steel hull, aluminum superstructure, range of 4,000 nm, top speed of 12 knots and transoceanic classifications, *Catalonian Spirit* is equipped for longrange cruising. The ship has plied the waters of the Gulf of Mexico, but future plans are being kept under wraps.

The skylounge is set up to welcome the entire family on sprawling and comfortable sofas

Tim Heywood on the making of the

CAREVALK



In Bridgeport, Bill Zinser works with Tim Heywood who designed *Cakewalk* as an elegant and voluminous yacht with ample decks



View the three-part interview with megayacht designer Tim Heywood on the making this yacht, which is sure to add to Derecktor's important legacy.



FOR MORE INFORMATION, VISIT DERECKTOR.COM



BEAUTY IS INVISIBLE WITHOUT LIGHT.

The powerful team of Espen Øino, Franck Darnet Design and Sunrise Yachts have conceived a truly innovative design bringing an abundance of natural light to the interior, the defining element of their concept: to bring the owner and his guests closer to the sea and the elements. Flexible inside/outside spaces are created by means of opening balconies, walls of glass and skylights. Running through all decks, a grand spiral staircase will be another spectacular interior feature on the Sunrise 47.





In configuration one, four spacious guest cabins on the main deck each offer superb ocean views, while the full-beam master suite has three huge floor-to-ceiling bay windows making you feel you are literally standing on the water, bathed in natural light from skylights bedded into the foredeck Portuguese bridge.

In an alternative, more audacious configuration, the owner's suite occupies almost all of the upper deck, offering space rarely seen on yachts of a similar size and leaving most of the full-beam main deck available for a vast semi-open salon and entertaining area.

Sunrise Yachts has completed the development of this transatlantic 47m motor yacht and has started construction at the company's state-of-the-art facility in Antalya, Turkey, for delivery in summer 2011.





SUNRIS (

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 47 BY ESPEN ØINO

LOA: 47.80 m / 157'
LWL: 41.50 m / 135'
BEAM: 9.00 m / 29'6"
DRAFT: 2.80 m / 9'3" (max)
DISPL: 450 tons (full load) – 380 (light)
FUEL: 60.000 lt (16,000 Gallons)
WATER: 13.500 lt (3,600 Gallons)
SPEED: Maximum 16 knots
RANGE: 5,000 nm at 12 knots







0 111 11 11