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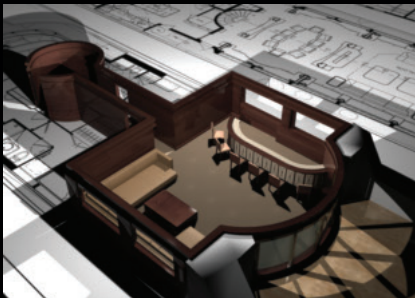
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*\*also offered in forward pilothouse configuration*





## SPECIFICATIONS

LOA:	76' 3" / 23.24 M
LWL:	69' 0" / 21.03 M
Beam:	21' 0" / 6.40 M
Draft:	7' 8" / 2.34 M
Displacement:	252,000 lbs. / 114.3 MT
HP:	535 hp @ 2,100 rpm
Approx. Range:	3,200 nm



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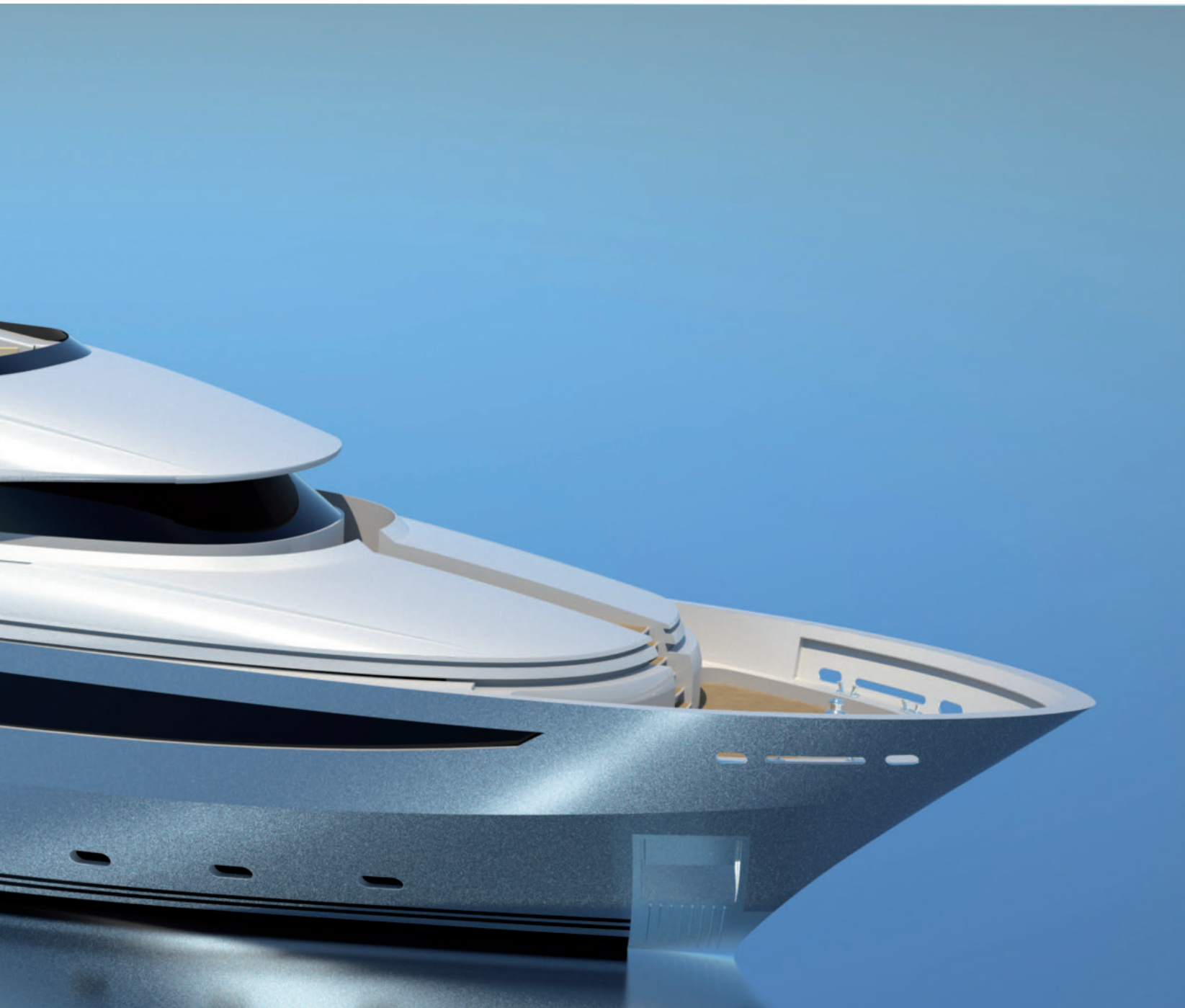


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ISY



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WESTPORT 98 Naval architecture by Jack Sarin | Westport

WESTPORT 112 Naval architecture by Jack Sarin | Westport

WESTPORT 130 Naval architecture by William Garden. Styling by Westport | Taylor Olson

WESTPORT 164 Donald Starkey design. Naval architecture by William Garden and Westport | Taylor Olson

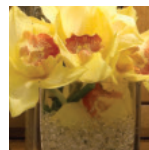
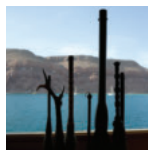
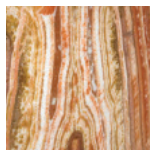
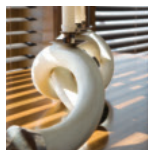


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With her warm interiors infused with natural light and a play of color and texture, *slojo* makes a lasting impression. But the story at the heart of this custom-built 156-foot motoryacht from Delta is her most brilliant detail. She's the culmination 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.



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# S

Silver seems to be a theme in this issue. Literally, of course, it is the name of the second yacht launched by Australian-based Hanseatic Marine, featured in this issue. The slender yacht made a noted appearance at Abu Dhabi's inaugural F1 event, to be followed in a few weeks by the second edition of the Abu Dhabi International Boat Show at the stunning Yas Marina. Silver is also a major component and color scheme in the shimmering interior of Benetti's custom-built *Silver Angel*, also featured in this issue. As I write these words, we just officially embarked on a new decade. Pundits are still busy looking for a label to define the first 10 years of the millennium and telling us what to expect for the future. It seems to be a mixed bag, but isn't it always? Our industry is not quite out of the woods yet, but it is difficult to be overly pessimistic when at least one shipyard has received an order for a superyacht (visit our Making Waves section). There is always a silver lining,

even in challenges. Fuel prices and limited resources encouraged several shipyards to investigate alternate means of propulsion. The Mochi Craft Long Range 23, one of our debut articles, is one of the first yachts of its size to feature a zero-emission mode. It has limited range on electric power, true, but the system is completely convincing when it comes to enjoying pristine anchorages, and as such is completely viable today. Construction techniques and new materials have also stretched conventional engines. The new Marlow Voyager 76 LR, debuts at the Miami Boat Show, with a mind-blowing range for its relatively modest power plant; it can travel non-stop from San Diego to Tahiti. Our boat show preview article lists other interesting models to debut February 11-15 as Miami celebrates boating in 2010. Enjoy the read.



**Cecile Gauert** Editor in Chief



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# MAKING WAVES

## Y-705

LOA: 280'5" (85.47m) - BEAM: 46'6" (14.20m) - FUEL CAPACITY: 75,976 GAL. (287,600 L)  
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YACHT CODE (LY2) - NAVAL ARCHITECT: OCEANCO / AZURE - EXTERIOR DESIGNER: BJÖRN JOHANSSON DESIGN ) INTERIOR DESIGNER: TERENCE DISDALE DESIGN



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## Oceanco, four superyachts under way Y-705 out of the shed; Y-707 goes in

Soon to leave Oceanco is a distinctive 280' teal-colored yacht, dubbed Y-705. Seen here on a barge on its way to the Netherlands' largest port, Rotterdam (close to Oceanco's yacht building and refit facility in Ablasserdam), Y-705 is a custom yacht with a steel hull and aluminum superstructure. Styled by Björn Johansson Design, the yacht features an interior by Terence Disdale with extensive input from the owners. Based on Oceanco's Y-700 technical platform, Y-705 is a multi-functional yacht with built-in flexible features that make it unique. The dining room, on the main deck, has sliding doors that open to a library, and the whole area converts into a conference room. The bulwark opens out to allow seated guests to enjoy water views. All guests' and owners' accommodations are located on the main deck or above for great views. In addition, the owners' suite features numerous large windows and skylights, and the adjacent VIP and study (which can be joined into one living area) feature balconies. The bridge deck accommodates a spa and lounge and may be converted into a movie theater. On the sundeck, an air-conditioned bar and outdoor galley separate the forward spa area from the aft lounge deck. The Jacuzzi pool's glass bottom allows light to flow all the way down through a glass-enclosed elevator. The yacht's lazarette is completely finished so it can be used as a play area. Oceanco started construction of Y705 in 2007, the year Oceanco delivered *Alfa Nero* and *Amevi*. Meanwhile in November, hull Y707 arrived in Ablasserdam. Sam Sorgiovanni designed the 286' 10" (87.47m) yacht, which emphasizes open spaces by using glass and sliding doors. There is also a helicopter deck with foldable wings. MTU 20V 4000-series engines power the yacht. FOR MORE INFORMATION, VISIT [OCEANCOYACHT.COM](http://OCEANCOYACHT.COM)



## Fincantieri signs new superyacht order

### The 459-footer will be kept underwraps

While many expected yacht owners to downsize and perhaps go for more modest sizes, reversing a trend several years in the making, a recent order for a very large yacht makes headlines. Italian shipyard Fincantieri, a huge commercial shipyard with a superyacht division, signed a contract for the construction of a 459' (140m) seven-deck motor yacht. The vessel, identified as Hull 6218, is the first order for a yacht longer than 262' (80m) since October 2008, according to a Fincantieri press release. Designer Espen Oeino styled the project, which was brokered by Camper & Nicholsons International. The secretive project will be built in Fincantieri's Muggiano shipyard, on the Ligurian Coast, according to SOLAS rules and will feature "environmentally friendly" solutions. Among the amenities will be an internal seawater dockage for a 46' tender and six pools. Alberto Pinto and Laura Sessa will collaborate on the interior design. The yard is currently working on hull 6154, a 440' (134m) yacht to be delivered in summer 2010. Currently, the largest yacht is believed to be *Dubai* (at 531') and persistent rumors and occasional photos seem to indicate the larger *Eclipse* is getting closer to delivery.

FOR MORE INFORMATION ABOUT FINCANTIERI, VISIT [FINCANTIERI.COM](http://FINCANTIERI.COM)



## New 128' RPH Design

From Ivan Erdevicki

Vancouver, B.C., naval architect and designer Ivan Erdevicki has completed work on a contemporary-styled raised pilothouse motoryacht to be built at a Chinese yard under the management of Prout International. The new yacht will feature four double guest suites and accommodations for a crew of eight on the lower deck plus a VIP/Master forward on the main deck. Among its other charter-worthy attributes are a large galley, a 10-place dining table, generous topside areas on the aft, bridge and sun decks, and a watersport-friendly swim platform. The enclosed pilothouse includes a compact lounge settee in addition to the helm station. The cored, all-composite vessel will be built to Lloyd's certification standards using the resin infusion process, and will be driven by twin 2100-hp Caterpillar 3412C engines to a maximum speed of about 23 knots.

FOR MORE INFORMATION, CONTACT [IVANERDEVICKI.COM](http://IVANERDEVICKI.COM).

## Palmer Johnson sees double

### Two PJ 170s to launch by summer 2010

We were expecting one, but there will actually be two new PJ 170s cruising the waters later this year.

Wisconsin-based Palmer Johnson recently revealed that two hulls of the PJ170 series, the flagship of its stylish sports yacht range, are currently under construction. One, pictured in our Work in Progress feature in an earlier edition of *Yachts International*, is being built in PJ's newer facility in the U.K.; the other is taking shape at the home-based shipyard in Sturgeon Bay, alongside hull five of the PJ 135 series and hull seven of the PJ 150 series. The new PJ 170s will be ready for the 2010 Mediterranean season. Although reserving details for the big launch, PJ is hinting at breakthrough engineering elements to match the distinctive profile, created by the Italian duo of Carlo Nuvolari and Dan Lenard. Among available technology is MTU's new Bluevision, a system designed to optimize interfaces between propulsion and electronic systems, and equipped with a color monitor for easier overview of the vessel's propulsion plant. Nuvolari and Lenard have worked closely with PJ since day one on the distinctive sport series. The PJ 170 features a distinctive nearly vertical bow, which is not just there for style but as an important element of a hull designed for even better sea keeping. The yacht features a beach club at water level and a foredeck pool (which will double as a tender bay). The aft deck, set up with a salon and dining area, flows into a spacious main-deck salon. Five lower-deck suites accommodate up to 12 guests and feature large and stylish portholes for great views.

FOR FURTHER INFORMATION, CONTACT: MIKE KELSEY, PRESIDENT, PHONE: +1 920 746 6342, OR EMAIL: [MKELSEY@ITOL.COM](mailto:MKELSEY@ITOL.COM)





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## Derecktor Shipyards New projects to go the distance

Derecktor Shipyards has worked with two Dutch naval architects to develop two very different projects presented at recent boat shows. A 170' project named Awareness, designed by Azure Naval Architects, is an elegant and eco-friendly vessel. Several factors contribute to the yacht's efficiency: an elongated hull form, a relatively narrow beam and a sophisticated propulsion package with large-diameter propellers. Azure integrated solar panels into the yacht's superstructure to contribute, even minimally, to the energy load. A commercial-grade insulation package also helps produce an overall energy savings of about 30 percent as compared to a conventional yacht of this size. The yacht is designed to accommodate 10 guests, but general arrangements are left open to the owner's decision. Vripack, meanwhile, designed a nearly 200' efficient, steel-and-aluminum vessel with a range of 8,000 nautical miles at 12.5 knots (with engines at 80 percent load) and a high-volume interior with seven levels of living space. The owners enjoy a private deck, and the yacht accommodates 14 guests and up to 16 crewmembers. Top speed for this 39'5" wide yacht is projected to be no less than 14.5 knots at half load. Vripack's naval architects opted for a round-bilge displacement hull with a flared bow, a straight transom and even keel for optimal seakeeping, speed and fuel efficiency. Although not Ice Class, the yacht will be able to operate in arctic conditions. The Derecktor Shipyard is no stranger to large projects, having built a number of fast-going and sturdy commercial vessels. Although very well known for its competitive sail yachts, the Bridgeport-based shipyard is also currently building the largest private yacht to be built in the U.S. since the 1930s, the 281' *Cakewalk*. Azure Naval Architects collaborated with Derecktor Shipyards and designer Tim Heywood on this amazing project. Visit our digital edition for a 3D movie of the project. FOR MORE INFORMATION, VISIT [DEREKTOR.COM](http://DEREKTOR.COM)



## New Benetti line begins The Delfino will be first

At the 2009 Fort Lauderdale International Boat Show, Benetti unveiled its new line of semi-custom yachts. The smallest in the range of semi-custom models with LOA to 140', the 90' Delfino will be the first to taste the water. In preparation for a planned early summer launch, the first hull of the first Delfino arrived in Viareggio where the yacht will be outfitted. Stefano Righini designed the charismatic 90' yacht with modern interiors and four lower-deck staterooms plus a spacious ondeck owners' suite. FOR MORE INFORMATION, VISIT [BENETTIYACHTS.IT](http://BENETTIYACHTS.IT)





## *Proud to introduce Sanlorenzo*

*"During a lifetime dedicated to the yachting world I have seen yachts and shipyards of every size and country. Many of the commercial production yacht makers claim to offer a custom product, but Sanlorenzo gives new meaning to the word with the passion and style they infuse every time they give life to a new yacht.*

*The design of every vessel is unique. From the SL62 to the 44 Steel, each project is tailored to its owner. In the 50 year history of the company, each Sanlorenzo has had a unique interior: style, materials, finishings... and it cannot be compared with any other yacht. Not even another Sanlorenzo.*

*I am proud to claim the title of "ambassador" in representing Sanlorenzo's exclusive line of luxury yachts to the US and Latin America.*

*My team of professionals at our South Florida location would be pleased to introduce you to the world of Sanlorenzo, its designers, its technology, its craftsmanship, and the network of high touch service and assistance we offer in Fort Lauderdale.*

*There is no better time than the Miami Boat Show, February 11<sup>th</sup> - 15<sup>th</sup> to see firsthand the attention to detail and artisan craftsmanship that goes into each Sanlorenzo. Located on Collins Avenue Ramp 29, you will see our fantastic display showcasing our SD92 "Retro Blue", SL108 and the award winning 40 Alloy.*

*Please give us a call to arrange a private viewing and be sure to visit our exclusive display and see for yourself why Sanlorenzo is truly "something special".*

*Like all the rest, the Sanlorenzo headquarters are something unique."*

*George Jousma*

*President of Sanlorenzo of the Americas*



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# Horizon Yachts' *Espresso*

## Two more feet for extra speed

Horizon Yachts' second semi-custom megayacht in its Horizon Elegance 120 Raised Pilothouse series is 122'. Florida-based J.C. Espinosa styled the recently launched 122' *Espresso*, which reached a dynamic 26-knot top speed in sea trials. The owners, who took delivery of the yacht in Europe, requested the speed. To achieve these results, Taiwan-based Horizon Yachts modified its existing hull to accommodate more powerful MTU 3,650 hp engines. The shipyard also followed a strict weight-control regimen during construction and extensively tested the hull at the National Taiwan Cheng Gong University to achieve the desired performance. This attests to the builder's ability and willingness to customize its series to accommodate clients' specific requests, and not just in terms of décor, although this area was also extensively customized. Dutch designer Guido de Groot created a modern European-style décor using contrasted white-washed oak and zebrano. Most of the materials and accessories were supplied by leading European manufacturers. The yacht features flexible arrangements for 12 guests and six crewmembers. FOR MORE INFORMATION, VISIT [HORIZONYACHT.COM](http://HORIZONYACHT.COM)

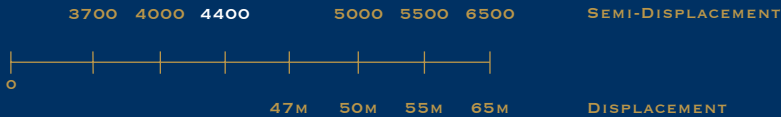




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Photography: Franco Pace







### Seakeeper and Sunseeker Running like a top

The Seakeeper M7000 Gyro Stabilization system, an innovative anti-roll device based on the same principles as a child's gyroscope, is now offered on Sunseeker International's Manhattan 60 and 70 (pictured) and Predator 52, 64 and 74 performance motor yachts. After extensive sea trials, the British shipyard has found the compact Seakeeper unit to be a better solution for enhancing low-speed and at-anchor stability on these fast, planing-hull boats than traditional fin stabilizers. By request, Seakeeper systems also are available on the British builder's larger yachts. "The roll reduction data collected during the last sea trial of the Manhattan 70 and distributed to the Sunseeker dealer network shows the roll reduction to be 55 percent in a 1.5 meter sea," said John Kermet, Seakeeper vice president of sales & marketing. Completely self-contained with no through-hull protrusions, the Seakeeper M7000 system fits neatly in a yacht's machinery space. Utilizing the principles of gyro-dynamics, it operates by spinning a forged, high-strength steel flywheel in a near vacuum at 10,000 rpm within a sealed chamber, generating 7,000 Newton meter seconds of angular momentum. This creates torque on the stringer system that helps to hold the hull steady. "Basically, it becomes one with the hull," Kermet said. "When the boat starts to roll, the gyro counteracts the motion." For yachts displacing over 30 tons, two or more M7000 units can be used in tandem. Seakeeper also just introduced a new model, the M2100, for use in larger boats. In addition to new construction projects, the Seakeeper system easily can be retrofitted to an existing boat, if there is sufficient space available to house it. Sunseeker is offering the Seakeeper system as optional equipment on its yachts, starting at around \$106,552.

FOR MORE INFORMATION, VISIT [SUNSEEKER.COM](http://SUNSEEKER.COM) OR [SEAKEEPER.COM](http://SEAKEEPER.COM)



Dirk Boehmer

## Vicem Yachts New appointment in the U.S.

Turkish builder Vicem Yachts appointed Dirk Boehmer as the new president of Vicem Yachts USA, the company's U.S. sales and service operations, headquartered in Vicem's main U.S. sales and service facility in Fort Lauderdale, Fla. Prior to joining Vicem Yachts, Boehmer was with Bertram Yachts, and cut his teeth in the industry working for Sea Ray after serving with the Coast Guards. A few months earlier, Vicem Yachts named Alberto Perrone Da Zara, who previously worked with the Ferretti Group/Allied Marine, CEO. Vicem Yachts, a Turkish builder of classic-looking yachts, sportfishers and cruisers, using cold-molded mahogany, is also currently building a nearly 150' trideck in composite and several classic yachts for the new Trumpy company.

For more information, visit [vicemyacht.com](http://vicemyacht.com)

## Inace update Navy commissions add to order book

The Inace shipyard is keeping busy. In addition to its yacht division, specialized in expedition-style vessels, the Fortaleza-based shipyard is working on commercial and navy commissions. Recently, the Brazilian shipyard launched the first of two 177', 500-GT patrol vessels with a top speed of 22 knots for the Brazilian navy. The commercial division also has nine offshore vessels under construction to 180' in length. The yacht division, meanwhile, is working on six explorer yachts ranging in size from 78' to 135'.

FOR MORE INFORMATION, CALL REPRESENTATIVE  
JOHN DeCARO OF ALL OCEAN YACHTS, +1 954 671-0107  
OR EMAIL [JOHNDeCARO@ALLOCEANYACHTS.COM](mailto:JOHNDeCARO@ALLOCEANYACHTS.COM)





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## Abu Dhabi Yacht Show Yas Marina is new venue

Monaco Yacht Show producer Informa announced late December that its second Abu Dhabi Yacht Show, scheduled February 25-28, has switched venues, from the newly opened Abu Dhabi National Exhibition Center to the more recently-completed Yas Island Marina, where Abu Dhabi's inaugural Etihad F1 Grand Prix was held in October 2009. "The move to Yas Marina, which has deep berthing facilities and significant additional slots, was prompted by the need for a vastly expanded dockside venue that can accommodate a bigger edition of ADYS," Informa director Franck Dailles said. The Marina has striking aesthetics, first-rate support services, and "a luxurious cosmopolitan vibe." The event is held under the auspices of the Crown Prince of Abu Dhabi, Sheikh Mohammed bin Zayed Al Nahyan, and strongly supported by the Chairman of Abu Dhabi Tourism Authority, Sheikh Sultan bin Tahnoon Al Nayan.

FOR MORE INFORMATION, VISIT [ABUDHABIYACHTSHOW.COM](http://ABUDHABIYACHTSHOW.COM)

## Mulder Marks 70<sup>th</sup> Year And re-introduces Favorite Series

A long-time fixture in the Dutch yacht building industry, Mulder Shipyard celebrates its 70th anniversary with the mid-2010 launch of the Mulder Favorite 1400, first of a range of series-built cruisers based on a classic design originally introduced in the 1950s. The look, developed in cooperation with Guido de Groot and Vripack Naval Architects, is unabashedly retro, but it also offers dramatic evidence that the yard over the years and with dozens of ever-newer models has preserved the broad-shouldered, low-profile look that has become a signature of the brand. Accordingly, the Favorite series boats are unmistakably Mulder. Among the 1400's classic design elements are a nearly vertical bow and varnished teak accents—cap rails, windshield frames and cabin top moldings—that accentuate the vessel's low profile. Indeed, the look also calls to mind the timeless lines of the American commuter boats of the 1930s, faithfully re-created in contemporary iterations like Billy Joel's landmark *Vendetta*. Although agreeably old timey in appearance, the new Favorite series features an impressive list of modern-day accoutrements and accommodations. Each of the all-aluminum models in the range will offer a choice of twin-engine propulsion packages, and will be available with either a hard-chine or, for statelier cruise speeds and longer range, a round-bilge underbody. The 1400 currently under construction will include a dual 435-hp Volvo IPS600 drive system, and a round-bilge 1500 Favorite will be fitted with twin 330-hp Volvo D6s coupled to straight shafts. Clients may select from a variety of choices in interior and exterior finish. [CONTACT MULDERSHIPYARD.NL](http://CONTACT.MULDERSHIPYARD.NL)





## Yachts for the new frontier [4]



**LÜRSEN**

Lürssen Yachts · phone: +49 421 6604 166 · email: [yachts@lurssen.com](mailto:yachts@lurssen.com) · [www.lurssen.com](http://www.lurssen.com)



## 131' Dutch design Built in Philippines



A 131' steel-hulled, aluminum topsides motoryacht by Dutch Diana Design former partner Ben van der Veur was built at former U.S. naval base Subic Bay in the Philippines and is currently awaiting outfitting. When the U.S. Navy moved out of Subic Bay, large numbers of highly skilled Filipino craftsmen who had serviced American warships became available, and Ocean Pacifico's Australian President Peter Cannon, who has a background in engineering and heavy machinery manufacturing, decided to set up his shipyard at Bravo Wharf in a shed that allows builds to 165'. Cannon said that, although talks are in progress with prospective owners, no final contract has yet been signed for the 131-footer. Cannon earlier completed two 124' Diana Design yachts initially called *Inca Rose* and *Ligaya*. Both made their debuts at the Monaco Yacht Show. One is currently on a two-year voyage around the world, and after crossing the Atlantic and Pacific is heading back to Europe via Asia for the summer season. The current yacht is an upgrade from these sisterships, based on the original hull design but with many improved features. It has been lengthened to 131', widened and features increased headroom. The owner's stateroom galley and sun lounge are full beam, while still featuring the classic elegance of Diana Design's famous *Lady Duvera* full-keel range. The vessel is fitted with Caterpillar C18s, and water maker, sewage treatment, hydraulics, stabilizers, davits, pumps and valves are from European or American manufacturers. Vessels are finished to Lloyds and MCA Y2 classification. "The end result is European quality at half the price," Cannon says. FOR MORE INFORMATION, VISIT [OCEANPACIFICO.COM](http://OCEANPACIFICO.COM)




## MCP Yachts Weathering recession well

Brazil-based MCP Yachts is busy tracking their sold units around the world as well as putting new hulls in the water. Their 98HT, *Obrigado*, which was at the 2009 Miami Boat Show, was sold to an Australian company and is en route to her new home. Meanwhile, the recently delivered 100' *Lady Genyr* is navigating European waters. Two recent 76' yachts and a 98-footer, named *Shamballa*, are navigating the Brazilian Coast. The shipyard recently started to build three 115' crew and supply vessels for Petrobras, the biggest oil company in Brazil, and has another order for a third 76-footer from a client in Brazil. "The market here in Brazil is recovering incredibly fast. Our vessels are being sold by their owners for much higher prices than they paid during construction," said MCP Yachts' Karen Augusto Chaves. With a 150-ton marine travelift, MCP is supporting motoryachts from different international and national yards.

FOR MORE INFORMATION, VISIT [MCPYACHTS.COM.BR](http://MCPYACHTS.COM.BR)





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to be delivered in 2012

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## Triple S Consultancy

### The 'S' stands for Service

Triple S' favorite quote is "Great service is a universal language," says Dutch-born Peter Vogel, chief yacht steward turned entrepreneur. He is a tall, well-mannered, elegant and approachable man who has turned a disappointment into a valid business opportunity. After years of experience as chief steward on a few of the more prestigious and renowned private yachts, he was ready to move into a different direction, discouraged by what he perceived to be the dissolution (or rather absence of) professional standards in a cottage industry growing too quickly. Instead of turning the page, he created Triple S Consultancy, a company that provides services to assist yacht (or estate and jet) owners in getting the most enjoyment out of their pricey investments. If you enjoyed the service at the *Yachts International* Pavilion (this magazine's private club) at the Fort Lauderdale International Boat Show last year, you have Peter and his staff to thank for it. Hospitality, let's not forget, is a profession with skills that can be learned and taught. There is an art, or rather rules to bar tending and food and wine service. "It's amazing when you think about it, but almost every charter guest knows more about wine than the average stew," he said. Peter's company, in response, offers four modules, each of five-day intensive training that can teach the basics of butler service to wine knowledge. "Learning about wine is a life-long commitment," Peter admits but at least training provides the element for someone to have a conversation about wine. And so it goes with bar tending. "No one should have to wait for a martini while the stew looks up the ingredient on the internet."

His company grew from there, developing standards designed to help crew attain a better level of proficiency in their jobs, and to help owners have their expectations fulfilled for a high-level of service to match the quality of their yachts. Peter says that the current downturn in the market has actually helped his company grow faster. Many

crewmembers have embraced the opportunity to add credentials to their resume at a time where jobs are few and far between. Charter companies have also inquired, understanding that their companies and the yachts they manage could benefit from Triple S' services as they compete for fewer clients. A more recent facet of Triple S' consultancy services is also perhaps the more intriguing one, and that is to provide advice early on during the build or refit of a yacht. While everyone looks after the owner, almost no one thinks of the service aspect during construction. It's almost always an afterthought. It can be costly and can postpone by weeks, or months, the date when owners get to enjoy a fully functioning yacht. But a little planning and forethought in this area can avoid costly mistakes, such as choosing the wrong materials (white alabaster for the bar top, by the way, beautiful but not practical) or putting doors and food lifts, in the wrong places, or hiring the crew too late in the process for them to learn the ins and outs of the vessel in time. How often do a captain and chief steward arrive on a new yacht, fresh off a yacht transport vessel, days before the owners, to find that everything from sets of plates, linens, cleaning supplies to toys are missing and scramble in the last hours? The last few months of construction offer a perfect opportunity for all this to be put in place, so that when the owner takes delivery, the yacht is actually fully operational and ready to go. Shipyards have been open to the idea, Peter says, because they too are trying to expand their service offerings as they compete for fewer clients in a tighter market. But, with the increasing size and price of yachts, have come higher expectations and a greater need for his services. Triple S, finally, puts its extensive experience in the world of superyachts to good use by offering high-end concierge services and helps plan memorable events, from successful guest lists to festive themes, always with the same attention to detail. FOR MORE INFORMATION, VISIT [TRIPLESCONSULTANCY.COM](http://TRIPLESCONSULTANCY.COM)



Peter Vogel, far left, and staff at the Yachts Pavilion



PICCHIOTTI VITRUVIUS, HULL NUMBER ONE.



Picchiotti Vitruvius Explorer 50 m

[www.perininavigroup.it](http://www.perininavigroup.it)



**PICCHIOTTI**

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PERINI NAVI

Picchiotti is the motoryacht brand of the Perini Navi Group





LOA: 131'3" (40.00m) - BEAM (MAX.): 27'10" (8.50m) - DRAFT: 5'10" (1.80m)  
 FUEL CAPACITY: 5,547 GAL. (20,000 L) - WATER CAPACITY: 793 GAL. (3,000 L)  
 DISPLACEMENT (FULL LOAD): 170 TONS - ENGINES: 2 x 3,140 HP MTU DIESEL ENGINES  
 SPEED (MAX): UP TO 27 KNOTS - CRUISING SPEED: ABOUT 22 KNOTS

## New flagship Numarine 130 wd

Numarine, a performance motoryacht builder based in Istanbul, Turkey, currently building yachts to 102' has just released the rendering of its new flagship. The Numarine 130 widebody is a stylish motoryacht with a top speed of 28 knots and a range of 500 nm at cruising speed. Aside from its sleek profile, the project includes all the bells and whistles that owners have come to expect, including a full-beam owners' suite and salon, drop-down balconies (with removable railing for better views), expanding the salon and master suite, a sundeck with Jacuzzi pool and a teak-laid beach club for closer contact with the sea. A flexible layout provides owners with the choice of a gym, entertainment lounge or conference room on the main deck. Crew quarters include four cabins plus the captain's cabin and a good crew mess. Heading the design team at Numarine are Tommaso Spadolini, Can Yalman and Umberto Tagliavini. Like all Numarine yachts, the flagship is to be built in composite materials.

FOR MORE INFORMATION, VISIT [NUMARINE.COM](http://NUMARINE.COM)

## Truly in control One remote for all

*Yacht Master Control is designed to eliminate unfriendly controls by consolidating all functions (entertainment, light, air conditioning, security, etc.) into one intuitive control that lights up when it is picked up. The master control was introduced at the 2009 Fort Lauderdale International Boat Show.*

FOR MORE INFORMATION AND COMPLETE SPECS, VISIT [YACHTMASTERCONTROL.COM](http://YACHTMASTERCONTROL.COM)

## Marine industry networking For young professionals

Young Professionals in Yachting (YPY) is a new non-profit organization that originated in South Florida to help young professionals succeed in

the yachting business. Founding members,

include YPY President D.J. Kiernan (Leadship

America), Vice President Clancy Weller

(Neptune Group Yachting), Secretary Sara

Ingersoll (Merritt Yacht Brokers), Treasurer

Kyle Schmitt (Hill Robinson Yacht Management

Consultants), and General Counsel Danielle J.

Butler (Fowler White Burnett P.A.). Monthly

meetings update members on industry news

and occasional guest speakers help foster

professional development. Revenues from YPY

fundraising activities benefit local charities such

as the Freedom Waters Foundation, a non-profit

organization that provides boating opportunities

for people with disabilities and children with

cancer ([freedomwatersfoundation.org](http://freedomwatersfoundation.org)) and

Boys & Girls Clubs of America ([bgca.org](http://bgca.org)).

Membership is limited to yachting professionals

between the ages of 21 and 35.

FOR MORE INFORMATION, VISIT  
[YOUNGPROFESSIONALSINYACHTING.ORG](http://YOUNGPROFESSIONALSINYACHTING.ORG).





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PJ 123

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120



135



150



170

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# Jade Yachts Building on naval heritage

Superyacht builder Jade Yachts of Taiwan continues to draw on the naval and commercial shipping expertise of parent company Jong Shyn. Commenting on the launch late December of two 323' ocean-going patrol ships for the Taiwan Coast Guard, Jade Yachts VP Memphis Han said elements of earlier fast patrol craft had been incorporated into his 90'-110' sports boat designs, particularly Rolls Royce KaMeWa propulsion. Han said some properties of the new patrol ships had potential applications in the yacht industry. They are steel-hulled with marine-grade aluminum superstructures, and although 323' LOA are capable of 24 knots and have a cruising range of 7,500 nautical miles. Powered by twin MTU 7,400 kW engines and CPP using Rolls Royce KaMeWas, the vessels have three CAT generators, Furuno navigation gear, and due to the often short steep seas of the Taiwan Strait in which they will operate, they are designed to patrol in extreme Beaufort Force 9 conditions. Han also released a profile of Jade Yachts' latest Bandido 170', which relies on the considerable engineering prowess of the Jong Shyn Group (a set-up similar to Amels and parent Damen Shipyards in Holland). Jade Yachts has undertaken reconstruction of the 230' *Amadeus* and refit and repair work on the likes of the 213' Benetti *Ambrosia* and the classic 295' Raffles Yacht *Nero*, but the Bandido 170' is its largest new-build contract since this superyacht branch of Jong Shyn was launched five years ago. Jade also sold a vessel at last September's Monaco Yacht Show, but details are kept confidential.

FOR MORE INFORMATION, VISIT [JADE-YACHTS.COM](http://JADE-YACHTS.COM)



Ibrahim Çeçen and Nick Maris

## New marina in Turkey

### May 2010 opening

Developers broke ground in October 2009 on a new marina soon to open west of Turkey's Izmir Peninsula, in the Aegean Sea. Çe me Marina will be ideally located for weekend cruises to the Greek islands of Chios, Samos and Lesvos and day cruises to local secluded anchorages in one of Turkey's most beautiful peninsulas. Çe me Marina is a joint investment of Camper & Nicholsons Marinas and Turkey-based IC Ibrahim Çeçen Holding. Atelier Xavier Bohl and Ayyapı Architects respected Çe me's historical and cultural heritage in the design of the expansive facilities slated for a May 2010 opening. In addition to slips accommodating yachts to 197', on-site services will include fuel, fresh water and electricity. An 80-ton travel hoist will be available for haul-out, along with technical support for yacht maintenance, engine repairs and electronics. Shops, a yacht club, restaurants and bars will complete the installations.

FOR MORE INFORMATION, EMAIL [INFO@CNCEMEMARINA.COM](mailto:INFO@CNCEMEMARINA.COM)



## Soraya Yachts Ready for final outfitting

The thoroughly sandblasted hull and superstructure of Soraya Yachts' first Soraya 46 have been taken to a brand new facility and final outfitting shed. The 130-ton body traveled more than one mile from the Gentech Ltd. shipyard to the outfitting shed, also located in Turkey's Antalya free trade zone. Painting (which will give the yacht a masculine two-tone theme) and outfitting will be completed in this brand new facility capable of hosting yachts more than 330' long. The 152' steel-hulled yacht now is closer to the sea for its upcoming launch later this year.

FOR MORE INFORMATION, VISIT [SORAYAYACHTS.COM](http://SORAYAYACHTS.COM)

LOA: 152'6" - BEAM: 29'6" - DRAFT: 8' - ENGINES: 2 x 1,300 HP  
CATERPILLAR C32ACERT - MAXIMUM SPEED: 16 KNOTS  
CRUISING SPEED: 13 KNOTS - RANGE: 5,040 NM @10 KNOTS  
NAVAL ARCHITECT: MECCANO ENGINEERING  
EXTERIOR STYLING: UNIELLE YACHT DESIGN  
INTERIOR DESIGN: ALES BRATINA  
CONSTRUCTION: STEEL HULL; ALUMINUM SUPERSTRUCTURE



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## Tandem dive C-Quester 2

U Boat Worx introduced at the 2009 Monaco Yacht Show a new two-passenger double-hull submersible, which behaves like a normal boat at the water surface. Lithium-ion batteries power the yacht (which has a six-hour autonomy and operating depth of 330 feet). With panoramic views (360-degree views through an acrylic bubble and see-through floor panel) and convenient dimensions, the C-Quester 2 is especially designed for yachts.

FOR MORE INFORMATION, VISIT [UBOATWORX.COM](http://UBOATWORX.COM)

## Classic inspired Trumpy tenders

Following up on the rebirth of the classic Trumpy, with several new models inspired by the original designs, now under construction at Vicem Yachts in Turkey, the design team has teamed with Ynot, a family-owned boat-building business based in Pittsburgh, Pa. to build classic tenders. This collaboration has resulted in the 21' Trumpy tender, available in three styles: the Capri, the Gentlemen Race Boat and the Center Console.

The Capri is the classic runabout, with center console, engine in back; the Gentlemen Racer is a classic 20s to 30s-inspired style with seating aft and the Central Console, considered the more traditional tender. All three models feature mahogany hulls (a painted version is available in Awlgrip white) with custom cast hardware, and 160 hp Yanmar diesel engine. Ynot researched designs dating back to the early 20th century to come up with concepts that would complement the larger yachts, retaining the classic styling that makes Trumpy unique, but suited to the 21st century in comfort and performance. Under consideration are two styles of transom, barrel back and a curve swept back, though initial designs feature the barrel back. Currently in the design stage is a 46' Express model geared to the megayacht owner, with accommodations such as a V berth, small galley and head /shower.

FOR MORE INFORMATION, VISIT [TRUMPYYACHTS.NET](http://TRUMPYYACHTS.NET)



## Mourjan Marinas IGY New name, same team

Mourjan Marinas IGY is the result of the strategic partnership between Island Global Yachting (IGY) and the Malta-based corporation G-Marin, created to oversee all marina developments and operations in the Middle East and North Africa. Operating under its new name, Mourjan Marinas IGY will capitalize on IGY Dubai's five years of experience in the Middle East and will continue operating under the same leadership.

FOR MORE INFORMATION, VISIT [IGYMARINAS.COM](http://IGYMARINAS.COM)





CODECASA 42

*Serie Vintage*



CODECASA



# European fall shows 2009

## Creativity made the day

Perhaps not quite the recovery show that the industry expected, the Genoa Boat Show, held in the fall, still proved to be a big date for builders to launch new models. The financial turmoil may have done real damage in the smaller yacht market segment; but creativity seems alive and well. Read more about some of the newest European launches in the 60' to 100' range, many appearing for the first time in Genoa, in the following pages.



LOA: 64' 7" (19.72M)  
 BEAM: 18' (5.22M)  
 DRAFT (MAX.): 3' 9" (1.16M)  
 FUEL: 4,632 GAL. (1,750L)  
 WATER: 264 GAL. (1,000L)  
 ENGINES: UP TO 2 x 1,550 HP



## Stylishly stealth

### Galeon 700 Raptor

U.K.-based designer Tony Castro designed this attractive 70-footer with a tender garage (large enough for a 10+' tender and its cradle) and swim platform (with hydraulic system by German manufacturer Bär) that work in tandem for smooth tender launching and retrieval. Other attractive features include a remarkable sunroof with built-in sliding panel and retractable salon doors that, once open, allow the salon to become a mix of indoor and outdoor accommodations. The Polish builder chose MAN engines and conventional straight shafts and proposes the Raptor in a number of power options, including maximum twin 1,550 hp diesel engines. Top speed is about 38 knots with the most powerful engines. On the outside a black strip elongates the yacht, conceals the portholes and gives the yacht a dynamic look. A modern interior, favoring black and white with contemporary furniture, is designed for style and relaxation with three cabins, including a VIP forward and a master cabin amidships. An interior galley complements the outdoor cooking area. Top brand names, such as Bose for the sound system and Raymarine for navigation systems, are included in the specifications. The level of finishes is impressive and the price about 1.5 million euros (or \$2.16 million) before taxes. FOR MORE INFORMATION, VISIT [GALEON.PL](http://GALEON.PL)





## Rooms with a View

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

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







## Azimut 78

### Larger flybridge

The Azimut 78 replaces the 75 in the Italian builder's flybridge range. Designed by Stefano Righini, it features an aggressive bow and, a large flybridge that extends all the way to transom with trademark wing-like extensions and large windows. Twin 1,360 hp MAN engines give the new Azimut a 30-knot top speed. The shipyard created the modern classic décor, which uses abundant varnished walnut, leather, alcantara and plush beige carpeting, very pleasant on bare feet. The master stateroom offers ample storage and four vertical hull windows with a porthole section that opens. The spacious hull also accommodates two guest cabins with twin beds and a VIP cabin forward. The galley is located forward on the main deck and, although it looks as appealing as a bar, it can be concealed from guests dining nearby thanks to privacy glass. The dining areas (whether indoor or outdoor) are sufficient to accommodate up to eight people comfortably, and the flybridge features a plunge pool, sun pads and pleasant outdoor dining.

LOA: 77'9" - BEAM: 18'4" - DRAFT (FULL LOAD, INCL. PROPS): 5'10"

DISPLACEMENT (FULL LOAD): 55 TONS - ENGINES: 2 X 1,360 MHP MAN V12

COMMONRAIL - FUEL: 1,585 GAL. - WATER: 303 GAL. - BUILDER: AZIMUT YACHTS (ITALY)



## Azimut 72S

### Best of two worlds

With its Azimut 103S, the Italian builder was one of the firsts to introduce a sort of hybrid of two popular models: the open sport and the flybridge. Hybrid here does not refer to propulsion, which is conventional. What isn't conventional is the fact that the yachts in the S line borrow qualities from each of these two different categories of yachts. Azimut reprises the concept with the new 72 S, styled by Stefano Righini with an interior by Carlo Galeazzi. To keep it quick and limber, the shipyard has adopted carbon fiber in key areas such as the hardtop and the garage door. Combined with naval architecture and a generous power package, the 72 S flirts with 40 knots. Stylish furniture, great natural light in daytime and pleasant chromatic lighting in the evening combine with innovative features, among them the self-contained instrument panel facing a space-age pilot chair on the low-profile but complete flybridge.

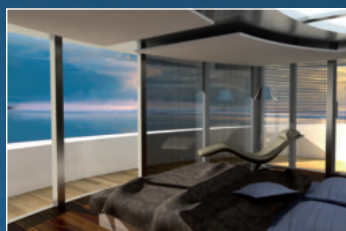
LOA: 73'3" - BEAM: 18'3" - DRAFT: 7'1" - DISPLACEMENT 46 TONS

ENGINES: 2 x 1,800 MHP MAN V12 COMMON RAIL - MAXIMUM SPEED: 39 KNOTS

FUEL: 1,268 GAL. - WATER: 291 GAL.







*S65-11 and S65-12 are our 215' (65m) Luxury Motor Yachts with delivery 2011*

**Engineering:**



**RUGGIERO S.r.l.**  
NAVAL ARCHITECTS & MARINE ENGINEERS  
Piazza Ruggiero 4, 38 16124 GENOVA  
Tel. 010542002 Fax 01054201173

**Exterior Designer:**



**FRANCESCO PASZKOWSKI**  
DESIGN

**Interior Designer  
for S65-11 (C101):**

**DAVID  
CHIPPERFIELD  
ARCHITECTS**

**Interior Designer  
for S65-12 (C102):**

**GIUGIARO**  
ARCHITETTURA

**Tankoa Yachts S.p.A**

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Tel. +39 010 8991100  
Fax +39 010 8991118  
Email: info@tankoa.com

**www.tankoa.com**





LOA: 66'7" - BEAM: 16'9" - FUEL: 795 GAL. - WATER: 172 GAL.  
 ENGINES: 4 x VOLVO PENTA IPS600s  
 MAXIMUM SPEED: 33.5 KNOTS - ARCHITECTURE: ABSOLUTE R&D LAB

## Multiple IPS Absolute 64

One of the key features of this new model by the Italian Absolute shipyard is the IPS package. Thoroughly tested since the launch of the first yacht equipped with Quad IPS (the Lazzara LSX 75 in late 2006), the technology still opens new avenues for shipyards. This is the newest model in a range of yachts 40' to 70'. Like on its innovative Absolute 70, winner of a 2009 World Yachts Trophy for best interior layout, the shipyard has adopted 4 x IPS 600 engines (which is the equivalent of 4 x 435 hp in conventional engines). The compact and fuel-efficient engine system gives the yacht a top speed of 33.5 knots. Absolute takes full advantage of the small engine room to maximize interior space. The VIP forward is nearly as spacious as the owners' cabin, located amidships, and there is space left over for a guest cabin with two beds and a fully equipped U-shaped lower-deck galley. The main deck salon doubles as a dining room with space for six guests. A sun pad tops a garage large enough for a 10'5" tender. The generous swim platform and a forward exterior salon add to the pleasant features of this interesting yacht. FOR MORE INFORMATION, VISIT [ABSOLUTEYACHTS.COM](http://ABSOLUTEYACHTS.COM)





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## Power steering and style Fairline Targa 65

The British builder has added interesting innovations in the 2009 incarnation of this flybridge model. Of note is the strip of skylights on the foredeck, flooding with natural light the VIP cabin, located forward on the lower deck. A spacious owners' stateroom, located amidships, and a guest cabin with two beds complete the accommodations. Larger windows open up the main-deck salon, and the captain's cabin also enjoys a large window aft, especially in a boat this size. The flybridge, extended aft, features two generous sunpads, a nice dining area and an exterior helm station with two comfortable helm chairs. A creative and practical drawer, underneath the pilot seat, holds glasses and plates to prevent too many roundtrips to the U-shaped galley, located on the main deck. The extended flybridge shades the aft deck below, equipped with a banquette. Another great addition is the new platform, which a hydraulic system activates up and down to help with the tender launch—now a standard feature. A well-insulated engine room, accessible via the cockpit hatch, holds twin MAN 1100 CRM diesel engines; various power options are available for maximum speeds of more than 34 knots. The compact helm station features autopilot by Simrad, an adjustable wheel and power steering. The package comes in a stylish envelope with a great nautical look. FOR ADDITIONAL INFORMATION, VISIT [FAIRLINE.COM](http://FAIRLINE.COM)

LOA: 67' (20.41M) - BEAM: 17' 2" (5.24M)

DRAFT: 4'6" (1.37M) UNLOADED

DRY WEIGHT (APPROX.): 29.53 TONS (30,000KG)

FUEL CAPACITY: 936 GAL. (3,542L)

WATER CAPACITY: 284 GAL. (1,074L)

ENGINES (RECOMMENDED): 2 x 1,100 HP CATERPILLAR OR ABOVE

MAX. SPEED: 34 TO 36 KNOTS (ACCORDING TO ENGINE POWER)



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## A crossover boat Bluegame 60

LOA: 57'8" - BEAM (MAX): 17'6" - DRAFT: 3'9" - FUEL CAPACITY: 924 GAL.  
WATER: 264 GAL. - ENGINES: 2 x 1,100 HP MAN CRM V10  
MAX. SPEED: 39 KNOTS - CRUISING SPEED: 34 KNOTS - RANGE: ABOUT 400 NM

This crossover type boat debuted in Monaco. With the looks of a small explorer, practical walkaround decks and versatile solutions, this 60-footer has a lot to offer. The central console features an elevated exterior console, protected by a hardtop, a useful feature to pursue fish. Multiple sun pads also make it the perfect boat to chase the sun. If shade is required, carbon poles hold a beach-style bimini. Guests can also retreat to the lower deck where, according to the chosen layout, they have access to two cabins (a master with large bed and a twin cabin forward), a galley and small office. The décor is simple but tasteful with touches of high-tech, such as bathroom sinks in carbon. Better yet, the layout and décor on upper and lower decks can be customized, not a common option on smaller boats. The Italian shipyard offers two possible deck layouts and four different arrangements for the lower deck. Twin 1,100 hp MAN engines and five-blade propellers help the boat, built in composite, lift out of the water as soon as the captain accelerates. Top speed is close to 40 knots. FOR MORE INFORMATION, VISIT [BLUE-GAME.COM](http://BLUE-GAME.COM)





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## From Jeanneau Prestige 60

LOA: 63'11" (19.50m)

BEAM: 16'8" (5.10m)

DRAFT: 4'3" (1.32 m)

FUEL CAPACITY 741 GAL. (2,800L)

WATER CAPACITY: 212 GAL. (800L)

ENGINES: 2 x VOLVO IPS 900

DESIGNERS: GARRONI DESIGN / J. F. DE PRÉMOREL CONCEPT

NAVAL ARCHITECTURE: PETERS YACHT DESIGN / JEANNEAU DESIGN

In the U.S., Jeanneau, a long-time exhibitor at the Fort Lauderdale International Boat Show, is particularly well known to the American sailing clientele. But the French shipyard also builds motor yachts under the brand name Prestige (more than 2,800 boats 32' to 50' sold since 2000). The newest offering in the yacht range is a very complete 60' flybridge with a Volvo Penta IPS system. Peters Yacht Design, whose portfolio includes a number of performance boats (from sportfish to race boats), designed the hull. But more than speed, the shipyard sought to achieve comfort at sea. It determined the choice of power and positioning of the engines. Up to now, shipyards using the Volvo IPS system positioned the compact engine room all the way aft. Instead, here, the IPS 900 engines are linked to the pods through a conventional straight shaft set-up. As a result they're located a bit more forward, making room for a crew cabin aft and providing a more stable ride. Instead of leaping into plane, the hull lifts progressively as the engines rev up to a maximum speed of about 29 knots. The lower deck accommodates three cabins, each with a private bathroom. The main deck features a pleasant salon with large windows and a galley well positioned to serve both indoors and outdoors. The flybridge is accessible from the aft main deck and features a centrally located helm station. The range is due to expand in 2011 with yet another larger model. FOR MORE INFORMATION, VISIT [JEANNEAU.COM](http://JEANNEAU.COM) OR CONTACT JEANNEAU AMERICA IN ANNAPOLIS, MD, PHONE: +1 410 280 9400 OR VISIT [PRESTIGE-YACHTS.FR](http://PRESTIGE-YACHTS.FR)





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Exterior and interior design by Jonathan Quinn Barnett*

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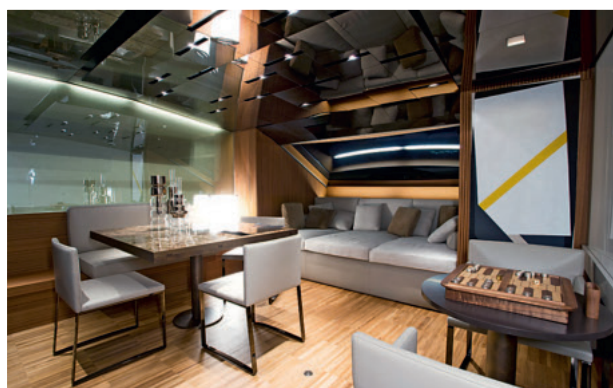
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## San Lorenzo 100 Space interpretation

The SL 100, presented in Genoa, is the newest offering from the Ameglia (La Spezia) shipyard of Sanlorenzo. Francesco Paszkowski designed the exterior lines, the most significant element on the SL 100, in keeping with the brand's identity but added personal and modern touches, such as large windows. The SL100 is available with or without a hard top, but it seems like an essential element for comfort on the sundeck. With the assistance of 3D-design, the shipyard optimized the engine room, which is isolated from the adjacent living area by a thick sandwich bulkhead filled with efficient thermo and soundproof materials. For the interior design, Sanlorenzo turned to Milanese architects Rodolfo Dordoni and Luca Zaniboni of Dordoni Architetti, who borrowed elements from modern housing (including flowing curtains) and blended them into a nautical environment. Simplicity, sophistication and attention to details and, above all, an amazingly open main-deck layout, characterize the contemporary décor. Two layouts are available, one with a full-beam master amidships and the other with an ondeck master suite, opening up the lower deck for an extra spacious VIP plus two guest cabins. Two 2,435 hp MTU 16V2000M93 diesel engines ensure a maximum speed of 28 knots and a continuous cruising speed of 26 knots.

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## Gulfstream meets Other Gulfstream

The impressive Argos 92' Gulfstream, built at Western-owned Tricon Marine in Zhuhai on the China Coast and immediately shipped to the 2009 Fort Lauderdale Boat Show, has completed sea trials in her namesake Gulfstream off Florida, delivering impressive fuel efficiency, burning only 8 gph at 8.5 knots. With a 4,000-gallon fuel capacity, this confirms her predicted transatlantic capability. "We tested her in choppy seas exceeding six feet," said Christos Livadas, Chairman and CEO of Tricon Marine, builder of this first vessel from the company's new limited edition series of luxury offshore performance yachts. "She turned in a lively performance, exceeding the highest expectations for speed, fuel efficiency and comfortable handling." Her top speed was 27 knots, and in various sea states the high speed cruise was a consistent 23 knots, described as "effortless", with engine load under 70 percent. At high-speed cruise, running time was calculated at 35 hours continuous operation without refueling. Tests were performed in 90 degree temperatures and high humidity, suggesting that on standard days her performance may be better. The numbers are very close to those suggested earlier during extensive tank tests. The Argos 92 is equipped with one of the first hybrid hulls ever developed. Co-designed by renowned hydro-engineer and marine architect Howard Apollonio and the Argos Yachts internal design team, the vessel lays claim to greater speed, range and seaworthiness. With a rounded V entry, the vessel performs very smoothly at displacement speeds and cuts through challenging head seas at higher cruise settings. Her hard chines aft keep her stable at lower speeds and allow her to plane easily, achieving speeds much higher than those typically associated with "displacement" boats. FOR MORE INFORMATION, VISIT ARGOSYACHTS.COM

## Salthouse 68-82' Series launched

New Zealand's largest builder of production and semi-custom motoryachts, Salthouse Marine, is moving up to 68' and 82' models. The first 68', SummerSalt, for owners in Perth, Western Australia, has a midnight blue hull and white superstructure, and the vessel is outfitted for cruising the rugged 2,500 nm Indian Ocean coastline, taking in the spectacular Abrolhos Islands and The Kimberley, an increasingly popular playground for passing superyachts. The fine entry bow and warped planing hull design allow for true offshore blue water cruising, and coupled with MTU 8V 2000 series engines and 2,200 U.S. gallons of fuel, this relatively small vessel has a range of more than 3,000 nm. Four separate units of eutectic refrigeration and full-sized double-doors on the household refrigerator-freezer obviate constant trips to shore for perishable supplies, and the twin anchor arrangement on the bow and hydraulic sports transom are other notables. The modern, carbon-fiber inlaid dash has an array of three Raymarine G series 15" screens, night vision camera, and bow and stern thruster controls plus twin leather Besenzone helm chairs. The foredeck houses a 17' Smuggler tender.

FOR MORE INFORMATION, VISIT SALTHOUSEMARINE.COM







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## Cyclone havens in Great Barrier Reef

The port city of Cairns, gateway to Australia's acclaimed 1,500 nm Great Barrier Reef, battened down for the December-February cyclone season with only the remarkable 134' Abeking and Rasmussen SWATH vessel *Silver Cloud* among recent visitors to its famed Marlin Marina. The term stands for Small Waterplane Area Twin Hull, a design meant to vastly improve stability in a seaway, and 2008-launched *Silver Cloud* has apparently been living up to this promise during an extended voyage in the South Seas. Leading local superyacht agent Carrie Carter (pictured) says internationally flagged arrivals had been few and far between "on the reef" of late, although it is one of the richest and most complex ecosystems in the world, with 1,500 species of fish, 350 types of hard coral, one third of the world's soft corals, and six of the world's species of marine turtles and dugongs, plus a few pesky saltwater crocodiles on the coast.

Jim Clark's 292' Royal Huisman schooner *Athena* and Paul Allen's 416' Lurssen *Octopus* are among the largest vessels to have called. Michael Barnett, operations manager of Cairns Seaport, which includes the Marlin Marina, says he can book a 395' private yacht – maybe a bit more – on the outer wall, and adds that six extra 130' berths are being provided to complement variously-sized existing ones. The marina is a 15-minute drive from Cairns International Airport and has excellent reef access. "Why don't visitors stay year-around?" asks Barnett. "In the Caribbean and Florida, motoryachts have hurricane holes, like Atlantis in Nassau, and in the North Pacific, there are safe havens if a typhoon is passing. We have them too, and cyclone insurance is readily available".

FOR MORE INFORMATION, VISIT [CARTERMARINE.COM](http://CARTERMARINE.COM)

## Avoiding pirates Near Suez Canal

Suez Canal passages, from the Med towards the Indian Ocean, and providing access to pristine Asia-Pacific waters, are under increasing scrutiny as Somali piracy continues unabated. Attacks have become brazen, and now extend as far as the Seychelles, over 1,000 nautical miles south of the Gulf of Aden, where a surprising 25 "coalition" naval vessels from America, Europe and Asia are currently patrolling. In the last three years, large freighters, tankers, cruise ships, deepsea fishing trawlers and a wide variety of private vessels have been captured by Somali pirates wielding grenade launchers and other weapons, taken to coastal towns like Eyl, and held for ransom, which is more often than not paid to secure release of the hostage ships and crews. When the Med season ends in October, owners and their captains considering a visit to the Maldives, or to Asia's exotic seas and straits, or to Australia and New Zealand and the South Pacific – also reachable via the Caribbean and Panama Canal – need to carefully weigh their options and risks if using the shorter Suez Canal route and sailing east. At last year's Monaco Yacht Show, a number of them consulted former British Royal Navy officer, Graeme Gibbon-Brooks, who runs the security company Dryad Maritime. "It is mostly word-of-mouth business," he said. "We provide a comprehensive intelligence pack and discuss many related factors. Some owners decide to give it a go, some don't. If they do go ahead, we may have other vessels to make up a convoy, particularly at peak times, and this can see them safely through higher-risk waters. Dryad Maritime tracks their positions, courses and speeds, and monitors where coalition naval vessels are located. "If due precautions are taken, we estimate that the risk is less than one per cent, but if something does go wrong, the consequences can of course be very serious. One of our biggest problems is that everyone in the vicinity of Somalia thinks they are encountering pirates. The airwaves are thick with reports, day and night, so it is sometimes difficult to know which are genuine. Anxious mariners often mistake simple fishing folk for something more sinister. Unqualified security companies are another bugbear. I've come across operatives who have no experience whatsoever in this line of business, and yet somehow they get themselves hired." Is a solution in sight? "The UN needs to step in and insist on a more unified command for the disparate coalition fleet. And it is obvious that piecemeal arrests and prosecutions are barely going to dent what has become a highly profitable activity. Stronger measures are called for."

FOR MORE INFORMATION, VISIT [DRYADMARITIME.COM](http://DRYADMARITIME.COM)



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# Australian contract for Sunseeker Zeus 150'-170'

Sunseeker has commissioned an Australian company to develop hull mold technology for its planned new semi-custom range of Zeus-branded 150'-170'+ superyachts. A spokesman said that through extensive research, Queensland-based MouldCAM had been identified as the perfect technology partner because of its strong reputation for engineering solutions and world-class design and production expertise. Preparation of molds for the new Zeus 150 will involve an investment in excess of \$8 million. Robert Braithwaite, managing director of Sunseeker International, said the British builder was coming off another record-breaking 2008-2009, with a turnover of \$495 million, up 3.4 percent on the previous year's best-ever result. The Zeus project is its first move into aluminum construction. "It is a very exciting time for the company," he said. "We have years of experience in building the highest quality motoryachts, and I am very confident the move into larger, bespoke shipbuilding will bring further success. What is reassuring is that our clients are asking us to make this move, and the comments received on our initial designs have been extremely encouraging." Barbagallo Marine, the Australian Sunseeker dealer, was world leader in Sunseeker sales for three consecutive years recently, hence the builder sees added value by including a substantial Australian element in the Zeus project.

FOR MORE INFORMATION, VISIT [SUNSEEKER.COM](http://SUNSEEKER.COM)

## Mustang Marine buys Warren sports molds

Molds for the Asia-Pacific region's best-known brand of semi-custom, high-performance sports yachts, the Warren 77' and Warren 87', have been bought by Gold Coast production builder Mustang Marine, which is owned by Standard Bank of South Africa. Said Mustang spokeswoman Tanya Middleton: "We have seized the opportunity, and are now developing plans to serve this new sector of the international yachting market." Builder Dave Warren, a Briton who moved to Australia decades ago and also launched a series of superyachts such as the Dubois-designed Slipstream and Crystal Lady, sold out to American-owned, Brisbane-based Shipworks Group in 2003, but as production ramped up to the Warren 120' last year, the yard came under financial stress, and it was forced to close. Riviera, Australia's largest production builder, also went into receivership, and Maritimo had a hard time as the Australian dollar rose to almost parity with the US dollar, but rival Mustang, whose founder Gary Geroni lived in the Bahamas for long periods and commuted to Miami in a Mustang 48, has apparently overcome obstacles and is set on a cautious expansionist course. Mustang is releasing two new 60' models at Sanctuary Cove Boat Show in May. Middleton continued: "The company's plans for larger craft using the Warren molds will also start to emerge at the show. They will be launched in concept, and then developed further. Mustang will only build these designs to order." Chris Heaton, Mustang CEO, said that buying the molds "was not in our plans. The opportunity presented itself, and we took it."

FOR MORE INFORMATION, VISIT [MUSTANGMARINE.COM.AU](http://MUSTANGMARINE.COM.AU)





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## And then there was light

Finally, we are able to take a first look at a revolutionary concept from the new Italian shipyard Arcadia. The Arcadia 85 was presented at the Düsseldorf boat show. Huge expanses of glass for a panoramic main deck, solar panels integrated into the décor and hybrid propulsion. Stay tuned for more.





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The new Ocean Alexander 88 *Motoryacht*

# NEW DESIGN, SAME STANDARDS

At the 2010 Miami boat show, Ocean Alexander will show a substantial new take on its 88' motoryacht. A fresh new layout for the spacious main deck salon area and slightly more contemporary décor combine with good ideas to maximize enjoyment and comfort. Story **Cecile Gauert** Photos (interior) **Shaw McCutcheon**





F

The redesign created a convivial L-shaped salon with a more contemporary feel

**Family-owned Alexander Marine**, based in Kaoshiung, Taiwan launched in late 2008 the Ocean Alexander 88, a yacht developed in collaboration with Ed Monk, Jr. His design firm in Bainbridge, Wash., has been involved with the shipyard since 1978, so the yacht naturally shares family traits with other models in Ocean Alexander's motoryacht range (62' to 102'). Ocean Alexander has built its reputation with composite yachts (hulls are carbon-fiber infused and built with unidirectional fiber reinforcements) that are practical and sturdy and often conceived to be owner-operated. Their design pays close attention to access, monitoring and systems. Other guiding principles on the 88 include maximizing space, light and offering long-range cruising abilities with or without a crew—not that the comfort of a crew is an afterthought. The crew quarters, accessible through a watertight transom door from the teak swim platform, feature a good captain's cabin with double berth, a cabin with twin bunk beds, a small galley, washer and dryer and full-size shower, all nicely finished. These attractive crew quarters were already available on hull one.

Immediately noticeable changes on the 88 already on display in Fort Lauderdale, however, are larger, vertical portholes and substantially revised main-deck and lower-deck layouts. A few adjustments were made to the décor too. The sapele (or sapelli), a reddish brown African wood with an attractive grain prized by European fine furniture makers, which Ocean Alexander used for the veneer and cabinets, features a satin instead of the high-gloss finish on hull one. The more contemporary look, far from being minimalist, still exudes plenty of warmth. Offsetting the abundant wood is plenty of natural light coming through large windows in tempered "E-glass" (forming one slimming black stripe when seen from the outside) and large portholes on the lower deck. At night, 24V LED lights and attractive recessed lighting take over. For people who prefer the more classic high-gloss finish, the builder still offers



that option (for a supplement), as well as a choice of eight different kinds of granite and eight marbles for countertops in the bathrooms and the professional galley.

Ocean Alexander has made excellent use of the yacht's 22' beam. While wide side walkways secured with stainless steel elliptical handrails lead to the foredeck, equipped with a sunbathing pad, the salon is visually spacious. The new configuration, taking full advantage of the interior space, has created a convivial lounge area. Just past the salon's electric glass and stainless steel sliding doors, on the starboard side is a wet bar and a plush L-shaped sofa, facing a coffee table. Two armchairs are located on the other side, providing a nice option for face-to-face conversation but leaving plenty of space to walk through to the dining area, which accommodates eight guests comfortably. A built-in screen door allows leaving the salon doors open in good weather (while keeping potential airborne intruders out). A 52" TV and Crestron entertainment system puts videos and music at the guests' fingertips. A partition, just behind the main section of the sofa provides a clear division to the dining area, without columns obstructing the view. From here, a corridor, with an attractive wood sole, leads to the galley, upgraded on this hull with attractive granite flooring. Full-size appliances include a double-drawer dishwasher (for small and larger jobs), a high-end Gaggenau oven and cooktop, a Sub-Zero freezer and refrigerator and a GE trash compactor. A large pantry allows taking along ample supplies for long-range cruises. With a 3,000-gallon fuel capacity, this yacht can

The well-equipped galley caters to indoor and outdoor dining spaces; a barbecue grill expands the options



THE MORE CONTEMPORARY LOOK, FAR FROM BEING MINIMALIST, STILL EXUDES PLENTY OF WARMTH





go the distance. In order to preserve privacy, particularly if a chef is onboard, yet allow additional light to flow from the windshield (complementing a nice window located above the galley's double sink), the designers opted to leave space open over the partition that sets off a pleasant breakfast nook and a small desk with great views.

Stairs on the starboard side lead to the lower-deck accommodations. A spacious landing in granite with colorful inlay opens to the large VIP located a few steps up and forward, the full-beam amidships master stateroom with double-door entry and his and hers bathrooms (they share a shower with an impressive array of plumbing fixtures by Grohe), and another spacious guest cabin with double bed and private bathroom. The granite floors in the master and VIP bathrooms are heated, not a standard issue but certainly a very pleasant option. Hull one had a four-stateroom layout, including two double rooms, a cabin with twin berths and a full-beam master stateroom. A curvy hallway and beds positioned at an angle in two of the staterooms make this possible. Should you need the extra beds, that option remains available.

Stairs lead from the main deck to the attractive air-conditioned skylounge (the yacht also comes with an open flybridge). In this configuration, a raised settee and table is located behind the well-equipped and attractive helm station. The window behind the sofa opens to let in fresh air. Besides its functional nature, this deck is also a great spot to relax, with a wet bar and a wine cooler or refrigerator close at hand.

Steering wheels tend to be replaced these days, especially on larger yachts, with devices that may do the job just as well but lack some of the nautical charm. Not here. A beautiful sapele steering wheel is the focal point of the Ocean Alexander 88's console. Stidd helm and companion chairs upholstered in ultra leather face the complete instrument panel, which includes an optional Simrad AP28 autopilot system and easy-to-read 17" Ambient NAV Marine monitors encased in an attractively finished console. The aft deck, finished in a non-skid surface, is large enough to house a 14' tender and its crane. Stairs lead back to the cockpit, equipped with a table, wraparound sofa, barbecue grill and refrigerator, and then the swim platform. The air-conditioned engine room, accessed through the crew area, is designed with plenty of headroom, a non-skid surface and good accessibility. On this hull the engines are twin Caterpillar C32s coupled with NiBrAl Class S propellers. The Ocean Alexander 88 features an Octoplex monitoring system with touch screens, for checking tank and bilge levels and batteries, voltage, amperage and temperature. That is a lot of yacht in 90' but then again the shipyard has had ample experience with more than 2,000 boats built to date. This all bodes well for the first few models to soon emerge from the new megayacht series, designed by Evan K. Marshall, ranging in size from 115' to 145'. ●

**The three-stateroom layout features a full-beam master, a forward VIP and a guest cabin with large bed**

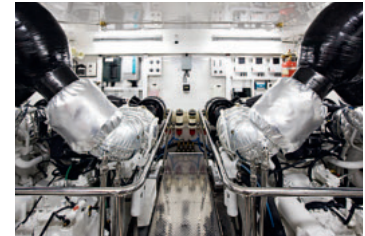
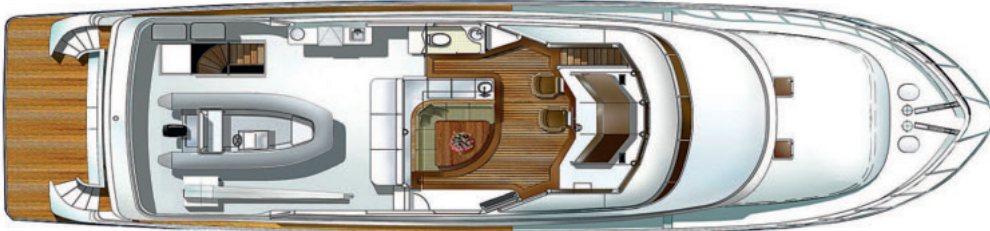


# Ocean Alexander 88 Motoryacht

LOA: 90'3" (27.51m)  
 LENGTH WATERLINE: 76'3" (23.24m)  
 BEAM: 22' (6.71m)  
 DRAFT: 5'6" TO 6" (1.68m TO 1.83m)  
 DISPLACEMENT (APPROX): 208,000 LBS.  
 FUEL CAPACITY: 3,000 GALS (11,355L)  
 WATER CAPACITY: 650 GALS (2,460L)  
 ENGINES: 2 x 1,550 HP CATERPILLAR C32s  
 TOP SPEED: 21 KNOTS

CRUISING SPEED: 11 KNOTS  
 RANGE @ CRUISING SPEED: 1,571 NM  
 STANDARD GENERATOR: 2 x NORTHERN LIGHTS 30KW

FOR MORE INFORMATION,  
 VISIT [OCEANALEXANDER.COM](http://OCEANALEXANDER.COM)



The engine room has plenty of headroom and good accessibility

With windows that open aft, the skylounge is a versatile and pleasant space



A BEAUTIFUL SAPELE STEERING WHEEL IS THE FOCAL POINT OF THE OCEAN ALEXANDER 88'S CONSOLE



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# Mochi Craft *Long Range 23* CRUISING WITH THE RIGHT ATTITUDE

The Mochi Craft Long Range 23 is a charismatic 75' explorer-style yacht equipped with a hybrid propulsion system that includes a zero-emission mode. A 2009 World Yacht Trophy winner for innovation, the yacht made its debut in Fort Lauderdale in October. On a gorgeous day we took a pleasant cruise that had just one drawback—it was all too brief. Story **Cecile Gauert** Photos **Matthieu Carlin** and **Mochi Craft**





A homey feel characterizes the LR 23's simple and elegant interior

**What kind of a yacht does** an oilman shop for these days? A yacht equipped with a hybrid system, of course. Why? Because, the oilman says, it represents the future. We stole a glimpse of the future, wrapped in a slightly retro-style envelope signed Studio Zuccon International Project. The Mochi Craft Long Range 23 is imposing for a 75-footer with a sturdy-looking hull and great space inside and out.

Years of development went into a yacht that appeals to all who want clean air and clean water, said Robert McDougal, president of Allied Marine, the Ferretti Group-owned and exclusive Ferretti dealer in the U.S. More shipyards are now investigating and implementing a number of systems that offer a combination of diesel-electric solutions, but many remain skeptical of the so-called zero-emission propulsion mode (or electric power only). True, the system is limited by current technology. It takes a great number of batteries (which means added volume and weight) to produce energy. In zero-emission propulsion mode, the Mochi Craft Long Range 23, for instance, has a range of about 90 minutes at eight knots.

A hybrid system obviously helps reduce fuel consumption (the main reason for the automobile sector to forge ahead with hybrid cars), but perhaps, more convincingly, it really adds to the enjoyment of a yacht. And in that sense, it is completely viable—today. In zero-emission mode (that is without diesel engines or generators running), the yacht's electric system produces nothing more than a barely noticeable hum. Turn the air conditioning off and you can



enjoy near silence in many areas of the yacht. We experienced this state of Zen as we idled, the yacht drawing on electric power only, within sight of Port Everglades' inlet. It's not hard to imagine the benefits of such a system in a pristine anchorage, such as the Dry Tortugas where the yacht could quietly take position alongside sailboats without rousing the neighbors. Norberto Ferretti is said to have closely supervised the creation of this new model, developed in close collaboration with the Zuccon International Project design studio (behind the design of a great majority of the Ferretti Group range) and Ferretti's own engineering research and development division, Advanced Yacht Technology (or AYT). Its 90 engineers have worked on everything from a 33' Riva to superyachts built by CRN. It allows the best ideas to be implemented across the range. On the Mochi Craft Long Range 23, we recognize large hull windows with integrated opening portholes, featured on other models of the Ferretti Group. The large salon window slides down to let in the ocean breeze, like it does on other models. Yet, the Mochi Craft, hailing from a shipyard that perfected the Italian lobster-style look, is quite unusual in looks, layout and attitude.

Aside from its hybrid system, the Long Range 23 features an extensively tank-tested "transplaning" hull, which is nicknamed FER.WEY (for Ferretti Wave Efficient Yacht), equipped with a bulbous bow and a trimaran hull aft (propellers are set deep inside tunnels, allowing the yacht to get very close to the beach without running the risk of damaging the propellers). ARGs (Anti Rolling Gyros by Mitsubishi) work in tandem with fin stabilizers to make the Mochi Craft LR23 exceptionally stable. It is perfectly comfortable to watch the world go by from the outdoor salon on the foredeck, walk the teak side decks and climb the wide steps to the flybridge where an exterior helm station is located. Even on the swim platform, motion is not an issue, especially on a quiet day.

Once underway, the yacht cruises very comfortably, keeping a level attitude. As we stand in the well-appointed and elegant wheelhouse, we spot a 90' Pershing speeding back toward the inlet. Certainly the Long Range 23, currently cruising at 13 knots, is very different than that silver bullet leaving a trail of white water as it hurries past in full planing mode, but it can be just as thrilling for oilmen, families, experienced sailors and countless others seeking peace, luxury and comfort at sea. "Geeks" and technophiles will find the yacht appealing too. Rich Jones, Allied Marine's corporate captain, got a perfect command of the yacht's system after only one week of practice off the Italian coast. As he demonstrates the process of switching between modes, using a sleek touch screen, we discover more about the options available. We watch the steps as an electric motor comes online or a diesel engine decouples, according to commands. It takes less than a minute to switch from one mode to the next.

The yacht is liveable both inside and out, with ample room, storage and a stable ride

IT IS PERFECTLY COMFORTABLE TO WATCH THE WORLD GO BY FROM THE COMFORTABLE OUTDOOR SALON ON THE FOREDECK







Alternate layouts are available, but with three staterooms, the master suite is particularly spacious; the foredeck is a great place to lounge and relax

## Mochi Craft Long Range 23

LOA: 75'5"  
BEAM: 20'5"  
DISPLACEMENT: 85 TONS  
FUEL CAPACITY: 2,061 GAL.  
HULL MATERIAL: COMPOSITE  
ENGINES: 2 x 800 HP MAN R6-800  
TRANSMISSION: V DRIVE  
ELECTRIC MOTORS: 2 x 70 kW ZF  
GENERATORS: 2 x 35 kW FISHER PANDA

STABILIZERS ARG: 2 x MSM-4000  
NAVAL ARCHITECTURE:  
ADVANCED YACHT TECHNOLOGY (AYT)  
DESIGN: STUDIO ZUCCON INTERNATIONAL PROJECT  
BUILDER: MOCHI CRAFT – FERRETTI GROUP

FOR FURTHER INFORMATION, VISIT [ARBMG.COM](http://ARBMG.COM)



The Long Range 23's power system includes two 800 hp six-cylinder MAN engines, in a V-configuration, each coupled to two 70 kW ZF synchronous electric motors; two 35 kW generators and lithium-ion batteries. Not surprisingly, the conventional engines outperform the electric motors in several ways. However, the electric motors function like clockwork and offer several benefits, including the ability to operate both propellers in the event of a malfunction of a diesel engine for instance.

After demonstrating the zero-emission mode (or ZEM mode), the combination of a diesel and an electric engine, Captain Jones now demonstrates the diesel propulsion with energy-storing mode. Batteries are still running the house systems. As the yacht picks up speed, the running attitude does not change. At nine knots (about 1,300 rpms), the ideal cruising speed to maximize the range (about 1,250 nm), the fuel consumption is 10 to 14 gph combined. At 80 percent load or 2,150 rpms, the yacht goes to a fast cruise of 14 knots, which increases fuel consumption significantly (to 50 to 60 gph both engines combined). At anchor, the electric system can run onboard systems, including the air conditioning, all night long. McDougal says that it takes only a few hours on shore power to fully charge the system at a cost of less than \$30. The generators and diesel engines can also recharge the batteries. The fact is that the Long Range 23 offers many possibilities, depending on the priorities. The vessel can be built as a strictly conventional yacht, but no one has ordered it that way. The technology has earned the Long Range 23 Italian classification society RINA's Green Star for Clean Energy and Clean Propulsion certification, a special designation awarded to environmentally compliant vessels, a good argument for resale.

We would be remiss not to mention the appealing interior décor, tasteful and warm. Oak veneer, natural fabrics, volume and large windows are key elements of the homey interior. Instead of aft doors, side entry doors help preserve the salon's integrity. An open galley, perfectly equipped, and a dining area are located a few steps above. In the three-stateroom layout, the lower deck accommodates an extra spacious owners' suite with great windows and a VIP cabin forward. The guest cabin has two small beds but has its own bathroom. Storage, a refrigerator and washer/dryer are in keeping with the yacht's expedition soul. On this hull, a captain's cabin is located just aft of the panoramic bridge, equipped with an observation lounge and a foldable teak table. Alternatively, this can be a salon area with day head. The yacht's foredeck features great banquettes and large tables and, way up top, privacy is guaranteed while sunbathing on the flybridge. Italian style, versatility, livability and maneuverability are all assets of a new kind of expedition vessel. The future looks bright indeed. ●



Five modes are available, using electric, generator or diesel power, or a mix of all three, for a variety of purposes

A pleasant helm station clearly displays all information; the touchscreen on the far right allows switching modes of operation





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# Amels Limited Editions 199

## Bold from beach to bow

LOA: 196'10" (60M)  
BEAM (MIDSHIPS): 33'10" (10.3M)  
DRAFT: ABOUT 11'4" (3.45M)  
DISPLACEMENT: 1,100 METRIC TONS  
OWNERS AND GUESTS: 12 + 2 SPARES  
CREW: 14 + CAPTAIN  
MAX. SPEED: 16.5 KNOTS  
CRUISING SPEED: 15.0 KNOTS  
RANGE @ 13 KNOTS: 5,000 NM

FUEL CAPACITY: 36,720 GAL. (139,000 L)  
FRESH WATER CAPACITY: 9,933 GAL. (37,600 L)  
GROSS TONNAGE: 1,045 GT  
INTERIOR DESIGN: NUVOLARI & LENARD  
STYLING: TIM HEYWOOD

FOR MORE INFORMATION,  
VISIT [AMELS-HOLLAND.COM](http://AMELS-HOLLAND.COM)

When Dutch shipyard Amels set out to develop a series of semi-custom yachts, which they called Limited Editions and introduced in Monaco in 2005, their goals were uncompromised quality, shortened delivery time and good value, made possible through some level of standardization. After the Amels 171, the 177 and the 212, Amels introduced the Amels 199 in Monaco. Amels once more turned to designers with great credentials, Tim Heywood for the styling and Nuvolari & Lenard for the interior. Aside from its novel look, the Amels 199 features large deck spaces (including a 76' long sundeck), well connected to flexible interior areas. The yacht is avail-

able in an owners' version, with a dedicated upper deck; otherwise the owners' suite can be located forward on the main deck, while VIP suites are on the upper deck. Other features include an owner's area on the bridge (no longer the captain's sole domain), a 370 sq.-foot beach club (with gym, shower and steam room), hidden storage for large tenders and a seakindly hull. Heywood, who has previously collaborated with Amels, welcomed the opportunity to design something a little different. "The previous boats were very feminine, very curvaceous, which I suppose is what I like to do. But with this boat, we wanted to push the envelope a little bit more,

play with the tumblehomes. Make it an interesting shape," Heywood said at the Monaco unveiling. The first design that Heywood produced featured a more conventional hull shape, but by then Amels' parent company, the Damen Shipyards Group, had come out with the Sea Axe, a fast patrol boat with a thin, vertical bow. Heywood told Amels it was a good opportunity to expand on the concept. Of course, Heywood tweaked the original design for more appealing lines and created a proper yacht bow rather than that of a support vessel. "I think this boat is the right boat at this time. It's different, it's unique and we'll see what the world says," Heywood said.



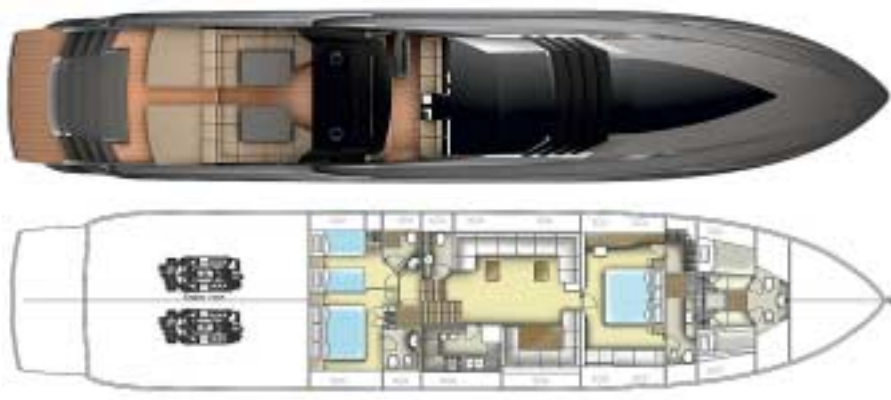


# Magnum 100

## Power with a conscience

FOR MORE INFORMATION, VISIT  
MAGNUMMARINE.COM OR AMYACHTDESIGN.COM

LOA: 95'2" (29M)  
BEAM: 20' (6.10M)  
FUEL: 1,999 GAL. (7570 L)  
WATER: 400 GAL. (1514 L)  
ENGINES: 2 x 2,600 HP MTU 16V2000 M94  
MAXIMUM SPEED: 48 KNOTS  
DESIGN: ALBERTO MANCINI



The legendary American shipyard who collaborated with Italian firm Pininfarina for the design of the current flagship of its line of powerful luxury offshores, the Magnum 80, has turned to the Venetian firm of “am yacht-design” and Alberto Mancini to design the lines of a new and larger model due to launch in 2012—the Magnum 100. The shipyard presented the project at the recent Monaco and Genoa boat shows. Sleek and mostly open (with the exception of a small, centrally located carbon hardtop similar to that of one found onboard the Magnum 70),

the newest model remains faithful to the image of the brand, down to the shipyard’s preferred propulsion mode, Arneson surface drives and powerful MTU engines. A big innovation, however, will be the addition of an electric “harbor drive”, an electric wing engine that will allow the boat to cruise back to shore without noise or noxious emissions. Inside, cool LED lights will be used alongside fluorescent bulbs to reduce heat. But, even with these concessions to the environment, Magnum has not set out to build a cruiser. Speed amateurs can relax, the Magnum 100

is still about power, performance and luxury. Equipped with twin 2,600 hp MTU diesel engines, the Magnum 100, built in sturdy but light composite materials (advanced composite foams and carbon fiber), will boast a 48-knot (or 55 mph) top speed. Below deck, the owners will enjoy spacious staterooms and entertainment spaces, appointed with style. Owned by Katrin Theodoli, who took over the shipyard with her husband, an Italian boat builder; in 1976, Magnum builds the hulls in its shipyard located in Aventura, Fla., just north of Miami.



The vertical bow of the Damen Sea Axe, which Amels introduced as a yacht support vessel in 2009, inspired the designer to propose a non-traditional bow shape for the Amels 199; Nuvolari & Lenard penned possible interior schemes.





# Amels Limited Edition 199

## Bold from beach to bow

LOA: 196'10" (60M)  
BEAM (MIDSHIPS): 33'10" (10.3M)  
DRAFT: ABOUT 11'4" (3.45M)  
DISPLACEMENT: 1,100 METRIC TONS  
OWNERS AND GUESTS: 12 + 2 SPARES  
CREW: 14 + CAPTAIN  
MAX. SPEED: 16.5 KNOTS  
CRUISING SPEED: 15.0 KNOTS  
RANGE @ 13 KNOTS: 5,000 NM

FUEL CAPACITY: 36,720 GAL. (139,000 L)  
FRESH WATER CAPACITY: 9,933 GAL. (37,600 L)  
GROSS TONNAGE: 1,045 GT  
INTERIOR DESIGN: NUVOLARI & LENARD  
STYLING: TIM HEYWOOD

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The Sea Axe's vertical bow inspired the design; Nuvolari & Lenard penned possible interior schemes





# Rossi Navi Ketos 43 Contemporary and cool

LOA: 140' 5" (42.8m)  
BEAM: 27' 3" (8.30m)  
GROSS TONNAGE: 370 GT  
ENGINES: 2 x MTU 16V4000M90  
TOP SPEED: 25 KNOTS  
CRUISING SPEED: 23 KNOTS  
RANGE @CRUISING SPEED: 600 NM  
RANGE @11 KNOTS: 2,500 NM  
NAVAL ARCHITECTURE: ARRABITO NAVAL ARCHITECTS

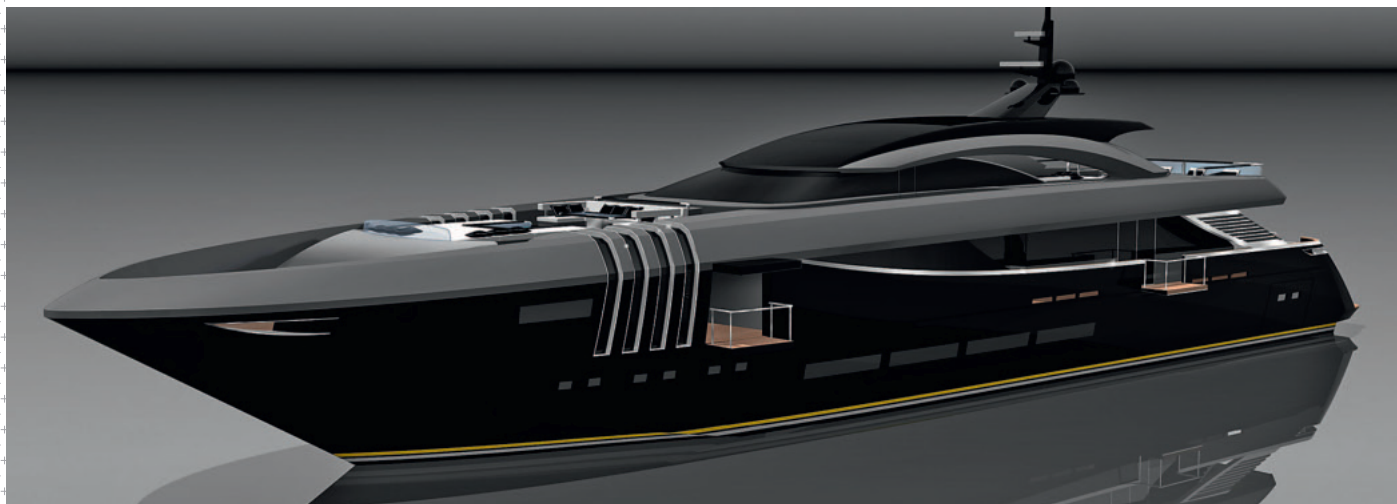
CONCEPT & STYLING: TEAM 4 DESIGN

FOR MORE INFORMATION, VISIT  
ROSSINAVI.IT OR TEAMFORDDESIGN.COM

Dubai-based **Team 4 Design** (which has worked in the U.S. with Regal Marine on several sports models, including the 526O Commodore, and in Italy with the innovative Dominator shipyard, a 2009 winner of a World Yachts Trophy for Best Design with its 780 flybridge) created the all-aluminum Ketos 43 for Rossi Navi. The 140' Ketos 43 will be a fast, planing yacht, available in Sky-lounge and Flybridge versions. The yacht's

aggressive, yet elegant design bears all the stylistic hallmarks of a top-quality vessel. The result is a cool, contemporary look with distinctive features such as four vertical windows in the top forward section of the hull (where the owners' suite is located) and four equally sized horizontal windows, bringing natural light and views to the lower-deck guest cabins. Ketos ("sea monster" in ancient Greek) is an appropriate name for a

sleek and powerful yacht. Viareggio-based Rossi Navi is known as a custom yard and the Ketos 43 will be the first in the shipyard's new semi-custom line. Ketos' interior arrangements will be extremely versatile and flexible: the ondeck master suite, for instance, can be turned into a living-room, a gym or whatever else the owners wish; the skylounge, in turn, can be used as the owners' private area.



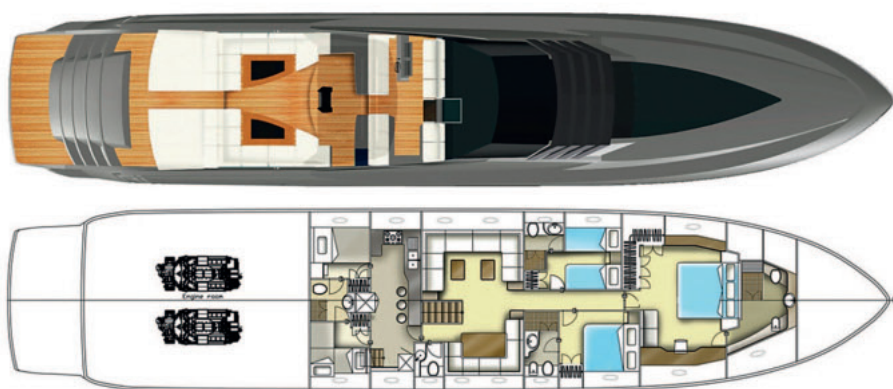
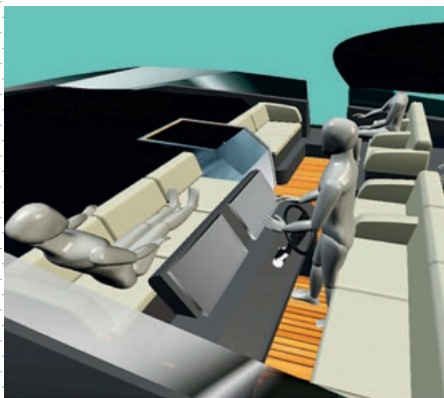


# Magnum 100

## Power with a conscience

FOR MORE INFORMATION,  
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BEAM: 20' (6.10M)  
FUEL: 1,999 GAL. (7570 L)  
WATER: 400 GAL. (1514 L)  
ENGINES: 2 x 2,600 HP MTU 16V2000 M94  
MAXIMUM SPEED: 48 KNOTS  
DESIGN: ALBERTO MANCINI



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# CRN 125

## Gifted for distance

FOR MORE INFORMATION, VISIT [CRN-YACHT.COM](http://CRN-YACHT.COM)

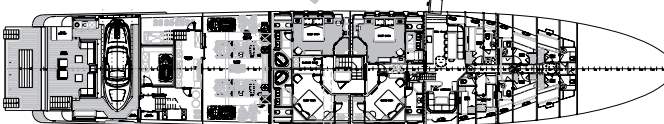
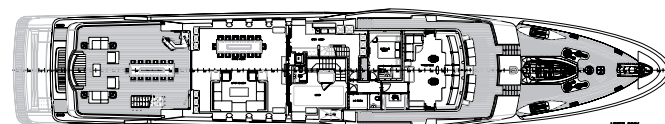
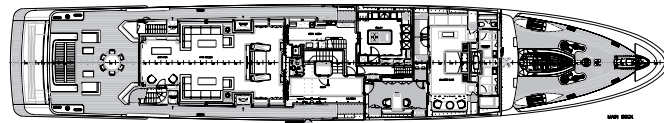
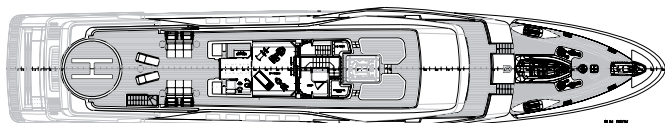
LOA: 190' 10" (58.2M)  
 MOULDED BEAM: 33'6" (10.2M)  
 DRAFT: 9'10" (3M)  
 FULL-LOAD DISPLACEMENT: 775 TONS  
 FUEL CAPACITY: 28,266 GAL. (107,000L)  
 FRESH WATER CAPACITY: 5,283 GAL. (20,000L)  
 MAIN ENGINES: 2 X MTU 12V4000M63  
 MAX. SPEED: 16 KNOTS  
 CRUISING SPEED: 14 KNOTS

HULL MATERIAL: STEEL  
 SUPERSTRUCTURE: ALUMINUM  
 NAVAL ARCHITECTURE: CRN ENGINEERING  
 INTERIOR AND EXTERIOR DESIGN:  
 ZUCCON INTERNATIONAL PROJECT

In Monaco, CRN introduced several new designs from leading designers, all Italian. But CRN is not planning to end its long-time collaboration with Giovanni Zuccon, whose Studio Zuccon International works closely with all nine brands of the Ferretti Group. In Monaco, Zuccon and the shipyard jointly presented the CRN 125, a 190-footer with an almost military look that is a departure for Zuccon and represents a new look for CRN as well. The horizontal lines and impressive bow give the yacht, painted in two colors, a distinctive allure. An

impressive array of windows and skylights ensure the interior will be bright; the skylounge will be particularly attractive with truly panoramic views. The sundeck, with a nicely sized pool forward of an enclosed lounge, is ideally suited for privacy and has room aft for a helideck able to accommodate a 3,300-lb craft. The main deck features a huge owner's suite that covers nearly one third of the main deck. The lower deck accommodates the guest suites, logically arranged around a central lobby, located amidships. Although it features

simple lines, the yacht is a complicated project. Among technical challenges is a tender bay with a side opening. The door lifts up to allow the tender to cruise in and take position in the garage, located alongside a fully finished and furnished beach club. Among onboard comfort is a low decibel level of 60 dB at cruising speed in the salons and 55 dB in the staterooms. One more reason that guests may want to stay for extended cruises. And that is, just fine, as at cruising speed, the CRN 125 has a range of 3,000 nm.







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# EXCELLENCE IN SERVICE







## H2Design Fincantieri 295' Mars

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LOA: 295' (89.9m) - BEAM: 49' (14.9m)

DRAFT: 14'1" (4.3m)

HULL CONSTRUCTION: STEEL

SUPERSTRUCTURE: ALUMINUM

ENGINES: 2 x MTU 16V4000M71

MAXIMUM SPEED: 18 KNOTS

RANGE@16 KNOTS: 6,000 NM

STYLING & EXTERIOR DESIGN: H2 YACHT DESIGN

ARCHITECTURE: FINCANTIERI



**H2 Design** was born in London in 1994. The company's founders share 30 years of experience in the world of yachting, and more specifically in the area of refit. One of their latest creations is the yacht *Sokar* (ex *Jonikal*). They have also developed a few concepts with a number of select shipyards. This particular project, dubbed Mars, is presented by the Italian shipyard Fincantieri (the same that recently announced a new order for a 140m superyacht). With its narrow beam, curves, silver color and

two terraces off the main deck (echoing the shape of waves), it is particularly original. But these days, no matter how original the project, there seems to be no avoiding an owner's deck, augmented preferably, by private terraces. And this project does not fail to include this desirable feature, with a large suite on the upper deck. Another must on today's large yachts is the beach club. It is included here as well, and is accessible directly from the VIP staterooms. The crew will be busy with nearly 14,000 sq.

feet of deck spaces to keep spotless, including the helipad aft of the sundeck and a large plunge pool (almost 23' long) on the foredeck. A contemporary interior draws some inspiration, it seems, from the curves in the design of the late 1960s and early 1970s, and ties it all in with a contemporary use of mood lighting and earthy tones. Another very contemporary feature is the abundance of glass surfaces, nearly 3,300 sq. feet in all, ensuring a close proximity with the environment.



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Hanseatic's new 240' *Silver*

# GREEN HUES

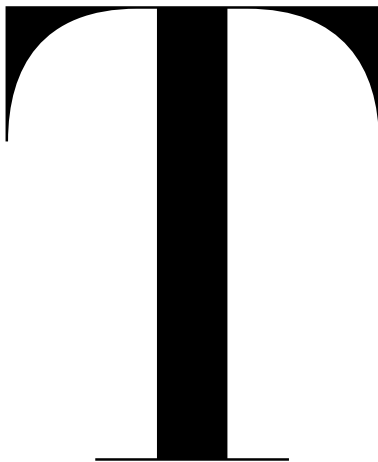
At the inaugural Abu Dhabi F1 Etihad Grand Prix, the new 240' aluminum *Silver*, proved to be a real showstopper. Lean, green and boasting mean performance figures, the Australian-built yacht from Hanseatic is turning heads. Story **Craig Barnett** Photos **Matthieu Carlin**











The main deck salon and adjacent dining room accommodate all 22 guests, while the skylounge features more intimate settings

**The new *Silver* shares many** characteristics with her sistership, recently sold to a prominent UAE resident, including a top speed in the region of 27 knots and transatlantic capability at 22 knots. Such is *Silver's* cruising ability it puts Australia within 12 days of the Arabian Gulf and Europe just a 10-day cruise away. *Silver* does this mostly with a hull design so efficient many initially believed it couldn't be created. As such, Hanseatic's high-performance yachts represent a huge leap forward in addressing environmental concerns, while minimizing their carbon footprint. Fittingly, we met Hanseatic Marine's founder and owner Guido Krass on the same day the international Climate Change Summit opened in Copenhagen. As a leading German industrialist, Krass has been a "green" entrepreneur since 1990 – well before it became fashionable. Actively involved for two decades in matters of renewable energy and industrial and residential environmental efficiency, he put these issues high on his agenda while he considered commissioning his next yacht.

"Sailing is of course the only true 'green' method of yachting," says Krass, who circumnavigated the world on a 131' yacht. But he was determined that his dream boat would be "the most efficient, fast, good-looking yacht built to SOLAS standard."

He turned to world-renowned designer and good friend Espen Oeino. The two began distilling his ideas in 2000 and penned a lightweight yacht with a remarkably narrow beam and fine entry point. They took their early models to the world's largest tank testing facility at the Krylov Shipbuilding Research Institute in St. Petersburg, Russia. They were the first Western company afforded access to this secretive military installation. Further testing was conducted at the SSPA's Dynamic Maritime Laboratory in Gothenburg, Sweden. From the research they gained valuable data on dynamic flow patterns around the hulls, prop tunnels and bilge keels. With a length-to-beam ratio approaching 8:1, they conducted further analysis on the vessel's seakeeping capability and stability to ensure it was safe and comfortable.

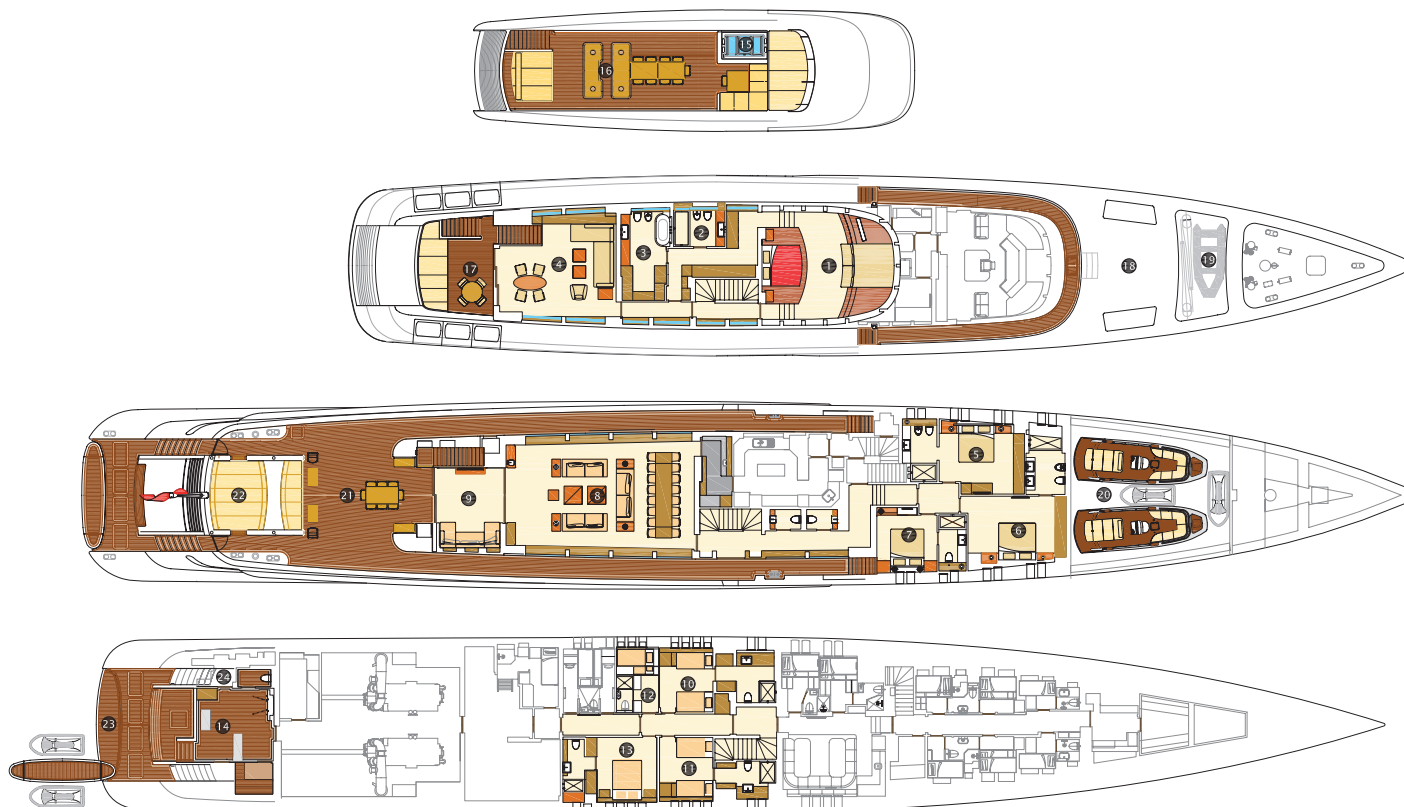


# 240' Hanseatic Silver

LOA: 240'5" (73.3M)  
 BEAM: 32'9" (10M)  
 DRAFT: 7'8" (2.35M)  
 CONSTRUCTION: ALUMINUM  
 FINISH: PAINT AWLGRIIP  
 ENGINES: 2 x MTU 16V 4000 M71  
 GENERATORS: 3 x 155 kW  
 NORTHERN LIGHTS  
 1 x 80 kW WESTERBEKE USA

SPEED (MAX.): 27 KNOTS  
 CRUISING SPEED: 25 KNOTS  
 RANGE: 4,500 NM @ 18 KNOTS  
 FUEL CAPACITY:  
 29,587 GAL. (112,000L)  
 FRESHWATER CAPACITY:  
 7,925 GAL. (30,000L)  
 STABILIZERS:  
 4 x ZERO SPEED QUANTUM

NAVIGATION EQUIPMENT:  
 SAM ELECTRONICS  
 DESIGN AND EXTERIOR STYLING:  
 ESPEN OEINO  
 INTERIOR DESIGN:  
 SILVESTRIN DESIGN, GERMANY  
 NAVAL ARCHITECTURE  
 & BUIDER:  
 HANSEATIC MARINE, AUSTRALIA



WHILE THE YACHT'S BEAM MAY BE NARROW, THE MIND BEHIND THE DESIGN WAS ANYTHING BUT







THE VIP ACCOMMODATION BOASTS A LEVEL OF INTERIOR FIT-OUT CONSUMMATE WITH THE YARD'S "NO COMPROMISE" PHILOSOPHY





In 2001 Krass was in a position to start assembling his own engineering team and set up shop office in Australia, above the MTU office in Henderson, Perth – considered a leading world center for fine aluminum fast ferries production. Leading talent from yards like Lürssen and Oceanfast were attracted to the project and worked alongside arrivals from aircraft manufacturers Airbus and management consultants McKinsey & Company. With regular input from Krass and Oeino, the team put in countless hours on the latest 3D-CAD design packages, perfecting the design and systems before any metal was cut.

As the design phase drew to conclusion, Krass then set about construction of the Hanseatic yard. With two purpose-built 288' halls, a paint shed and a total of 150 full-time employees, including cabinetmakers, upholstery and leather workers, the shipyard creates each element of the 240' Hanseatic (apart from the fit-out for owner and guest accommodation). The shipyard produced hull one in 32 months and completed *Silver* in 28 months – it is anticipated the third yacht, currently under construction, will be finished in 26 months. Krass said that gains in production timings could be minimal only because of the level of quality control the yard employs. Stepping aboard *Silver* from one of the yacht's two 23' custom tenders (also built by Hanseatic), the uncompromising level of design and quality is immediately apparent. The wide teak-soled bathing platform not only provides easy access to the water, it incorporates a swing-out pontoon section and passarelle that doubles as a diving board. Concealed under the transom is *Silver*'s beach club with tasteful wooden lounge furniture, an air-conditioned gym, sauna, day head, cleverly concealed showers and a party-sized six-kilowatt sound system. Twin steps flanking the transom provide access to the wide-open aft deck. Shaded by white canopies, this large alfresco dining and entertainment area, which doubles as a dance podium, features a large couch and a raised sunpad. A projector and screen drop down to create an outdoor cinema.

The glass doors accessing the salon glide open on approach, revealing a reception area that doubles as a library or TV lounge. It is here one begins to become aware of the interior themes that run throughout the yacht. A white sofa matches the custom white carpets, and the white leather-lined ceiling conceals the lighting and sound system. Dark mahogany veneer and a burnt orange table beneath the large flatscreen provide contrast and color accent. The recessed bookshelves to starboard are square-cut and angular, creating a modern theme that continues in the picture windows flooding the main salon with light. Mood lighting creates

Deeply-recessed portlights provide a great decorative element, carried through into the bathrooms



## Owner's view Interview Guido Krass

### Tell us about the ethos behind Hanseatic Marine and the yachts you build.

While everyone else was heading in a direction that made yachts longer, wider, higher and heavier, I wanted to move in the opposite direction. I don't see the need for three salons, two piano lounges, ice-rinks, dedicated cinemas and such, so I wanted to scale things down. This reduces complexities in terms of movement, crew, and maintenance. Obviously I wanted to build fast and efficient yachts too, yachts that take into consideration environmental impact, and vessels that are built to conform to the highest safety standards possible – SOLAS. We also set out to produce yachts that rival the four top North European yards in terms of quality, and the unanimous consensus is that we have achieved this goal.

### Given your German origins and the availability of yards there, why set up in Australia?

Australia is the leading innovator and producer of aluminum-fabricated fast ferries, from companies like Incat in Tasmania in the early days and Austal in Perth continuing this work. These craft are not only fast but also highly reliable, often working 18-20 hour days for 360 days a year, ferrying cars and passengers between islands at 40 knots. As we build yachts with ocean-crossing capability, the reliability issue is a very important element. With this broad knowledge pool and the skill base available in the area, it made sense to locate the yard there.



## **Tell us about the research carried out at the Krylov Shipbuilding Research Institute in St. Petersburg, Russia.**

Being the first Western company to work at this military facility was fantastic as they are reputed to have designed some of the most efficient high-speed military hulls, and they have the largest test tank in the world. We rented the place for a whole month to conduct hull development and tank testing, we also had input from many of their experts. When we arrived, there were actually no computers at the Institute, so we donated some laptops and hardware for them to use. From there we moved to SSPA in Sweden where teams like Alinghi do their testing.

## **This period of testing obviously paid dividends...**

Being German I guess we're known for our efficiency, the automotive industry is famous for it, which is why we spent so long in design and testing. We spent a lot of time seeking to reduce resistance while maintaining stability. You also need to keep tweaking the magic formula of fuel consumption against fuel load, to find the optimum speed and range. Obviously the more fuel you carry the heavier the yacht, so the range does not increase in a corresponding manner and the speed slows. What we have achieved at Hanseatic is a hull that is unparalleled in the superyacht market.

## **How well suited are the Hanseatic yachts for charter applications?**

The yachts are designed to be multi-tasking - they are world cruisers that can go anywhere at anytime, which makes them suitable for both the private owner, or for charter. Obviously their speed and fuel efficiency is attractive, but their seakeeping capability is also proven, we've cruised through 16' seas with no issue due to the low windage and low center of gravity. Being built to SOLAS spec the yacht is licensed to carry 36 passengers, though we have cabins for 22 - we are also permitted to carry 96 day-passengers for inshore cruises up to 16 nautical miles offshore. Being SOLAS registered provides us with a distinct advantage over other yachts as the MCA only permit 12 paying passengers, no matter what size the yacht is. The layout allows for plenty of outdoor space and the accommodation provides separate areas for several different families.

## **You are keeping Silver for private use only, so what are you using for?**

This is my private yacht and at the moment I am enjoying spending time

a soothing ambience, and a touch-screen set into burnt orange cladding on entry controls a hi-tech entertainment system. While a large sofa suite dominates the salon, there is still plenty of space to accommodate all of the yacht's 22 guests in the formal dining area.

The galley and catering facilities, accessible from the crew quarters below, are situated to port while the suite of VIP guest cabins situated forward on the main deck, are reached by a short corridor to starboard. Comprising three large suites, the VIP accommodation boasts a level of interior fit-out consummate with the yard's "no compromise" philosophy. The beds float on pools of soft light and the white leather wall coverings are offset by a flowing curve of highly polished mahogany veneer into which the portlights are set.

At this point it is worth noting just two small examples of Espen Oeino's design detailing that elevates *Silver* into the premier yacht category. Firstly, the portlights are deeply recessed into the hull (both on the interior and exterior) engendering a real sense of gravitas. The recessing subtly creates the impression that the *Silver's* hull is considerably thicker and heavier than it is—a delicious delusion as the yacht is actually incredibly lightweight. Secondly, in place of blinds Oeino has designed tactile round leather inserts for the portlights. While these inserts block natural light in the cabins, their counterparts in the ensuite are opaque, providing privacy and soft light while in populated areas, or liberating views when in a more secluded location.

The ensuite feature his-and-hers washbasins, crisp and square, and vanity space. A further four ensuite guest cabins are located on the lower of *Silver's* three decks. Fitted to the same high standard, though smaller in size, these are designed to provide flexible accommodation. One features bunks, suitable for younger passengers. In another, a Pullman supplements the double berth, and a partition between the third and fourth cabins can be removed to create a larger single suite, or even a family cabin. In terms of charter, this flexibility could prove to be extremely desirable.

Occupying the entire top deck the owners' suite is suitably impressive for a yacht of *Silver's* standing. The master cabin faces forward, with light and views streaming in on three sides

The aft deck opens onto a foyer that leads into the main salon, offering continuity and a sense of space







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here in the Middle East immensely. We've cruised around the Gulf and spent time in Doha, Bahrain, Abu Dhabi and Oman, before returning to Dubai. We were at the F1 in November and will be at the Abu Dhabi Yacht Show in February. Obviously this is a great way to ensure Hanseatic's products are enjoying a high profile in a major superyacht market, and also allows me the time to develop relationships in the region. At some point in the future I would like to take her across the Atlantic and perhaps even around South America.

## **So how prolific are you intending Hanseatic to be as a yard?**

We will not become a major shipyard, there is no intention or plan for that. Instead we will remain more of a low-volume "boutique-builder" with very high quality output. We have the capability to build side-by-side in our two halls, but I'd prefer to concentrate on one yacht at a time. Maybe we'd build a support vessel at the same time, but only as this will be a less demanding production process.

## **We've seen plans for the Hanseatic Support Vessel, can you tell us more?**

The yachts we build are in keeping with my "scale-down" rather than "build-big" approach to yacht production, but we do recognize that some have a bigger logistical requirement. For those who want the performance and range of a yacht like Silver, we'd suggest the 259' (79m) Fast Support Vessel is the solution. In addition to providing transport and storage of toys, tenders, land vehicles and helicopter it also makes logistical sense. The Support Vessel can accommodate crew - making your own yacht more private, provide additional refrigeration, provisioning storage, security and a lot more besides. The beauty is you can have a 79m yacht and a 79m support vessel for a fraction of the price of a giga-yacht.

## **Finally, on the question of security, how much is this a concern on longer passages?**

The speed of the 240-footer has already proven itself with a passage on Silver past Somalia. We passed through the worst hotspot at night, running with minimal lights and at 22 knots. Given her silhouette and speed she bears an uncanny resemblance to a military vessel, which means pirates actually gave her a wide berth. The month's tank testing in the military base in Russia really did pay dividends!

through tinted glass. The bed floats over a raised platform of tanned leather and a divan or daybed is afforded fantastic views as it nestles under the raked windscreen. White custom carpets, dark mahogany cabinet work and burnt orange accents continue the interior theme. Stepping down to port, a small office area provides a quiet work station and access to the dressing area. Amidships, "his" marbled en-suite features a shower, while "her" larger bathroom includes a bath and additional vanity space. The aft section of the top deck comprises the spacious owner's salon with access through further electric glass doors to a private terrace.

Steps lead down from the terrace to the aft deck, and the wide companionways that flank the yacht lead to the pilothouse, crew accommodation and foredeck helipad. In terms of crewing, Silver operates with a maximum of 16 who enjoy the facilities of a mess hall and laundry. Up in the pilothouse the influence of Krass' interest in aviation is most apparent. Bearing resemblance to an airliner's flight deck, the bridge's instruments and screens indicate high-end systems capable of putting the big yacht through her considerable paces.



The yacht features large alfresco dining and entertainment areas



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## UP IN THE PILOTHOUSE THE INFLUENCE OF KRASS' INTEREST IN AVIATION IS MOST APPARENT

Sleek on the outside,  
Silver houses  
compartments for tender  
storage and a beach club



FOR MORE INFORMATION,  
VISIT [HANSEATICMARINE.EU](http://HANSEATICMARINE.EU)

*Silver* in many respects is a marketing team's dream, and justifies the use of overused superlatives like innovative, high-performing, lightweight, safe, sleek stylish and high quality – but it's figures that tell the real truth. Weighing in at just 540 tons, on just one engine *Silver* can achieve an impressive speed of 19 knots, demonstrating the hull's hydrodynamic properties. More extraordinary, however, is the fact that with both 16V 4000 MTU engines running at just 1,300 rpm she achieves the same speed. This produces an eyebrow-raising fuel consumption rate of just 111 gph – a figure considerably lower than most yachts half her size could hope to achieve. Cruising at 18 knots, *Silver* extends her range to an ocean-crossing 4,500nm. While the yacht's beam may be narrow, the mind behind the design was anything but, and there are many features that demonstrate this. Recognizing this is the part of the yacht that pitches most during an ocean passage, Oeino utilized the forward lower deck area for tender storage. Gull-wing doors open and a cradle lowers to launch and retrieve the smaller craft. *Silver* is a yacht that bears testimony to Hanseatic's determination to build a unique and innovative craft. Her distinctive length-to-weight ratio and hull design provides exceptional efficiency, speed and range – but that shouldn't distract from her other attributes. A craft's performance shouldn't just be measured by numbers, but also by her accommodation, comfort, reliability, facilities and quality. Happily, Hanseatic's 240-footer scores equally high in these areas, which makes her a truly outstanding yacht. ●





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Magellano 74

# YEARNING FOR THE JOURNEY

The Portuguese explorer Ferdinand Magellan's name evokes discovery and world travel, something Azimut Yachts' management had in mind when they dreamed up their innovative "Magellano" line. The new series features vessels that can navigate the world's oceans economically with the kind of comfort that encourages long stays. We boarded the Magellano 74 before it embarked on an extensive sea trial around the Mediterranean basin.

Story **Franck van Espen** Photos **Azimut**



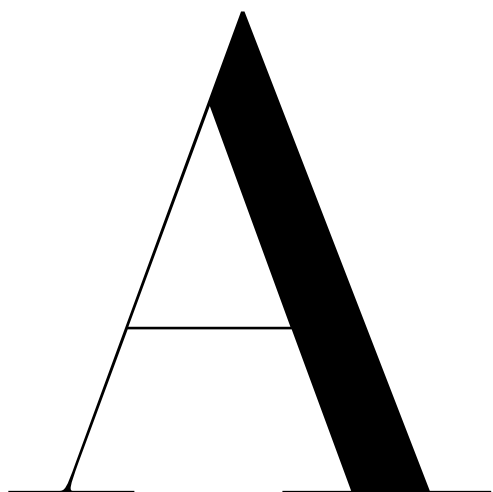






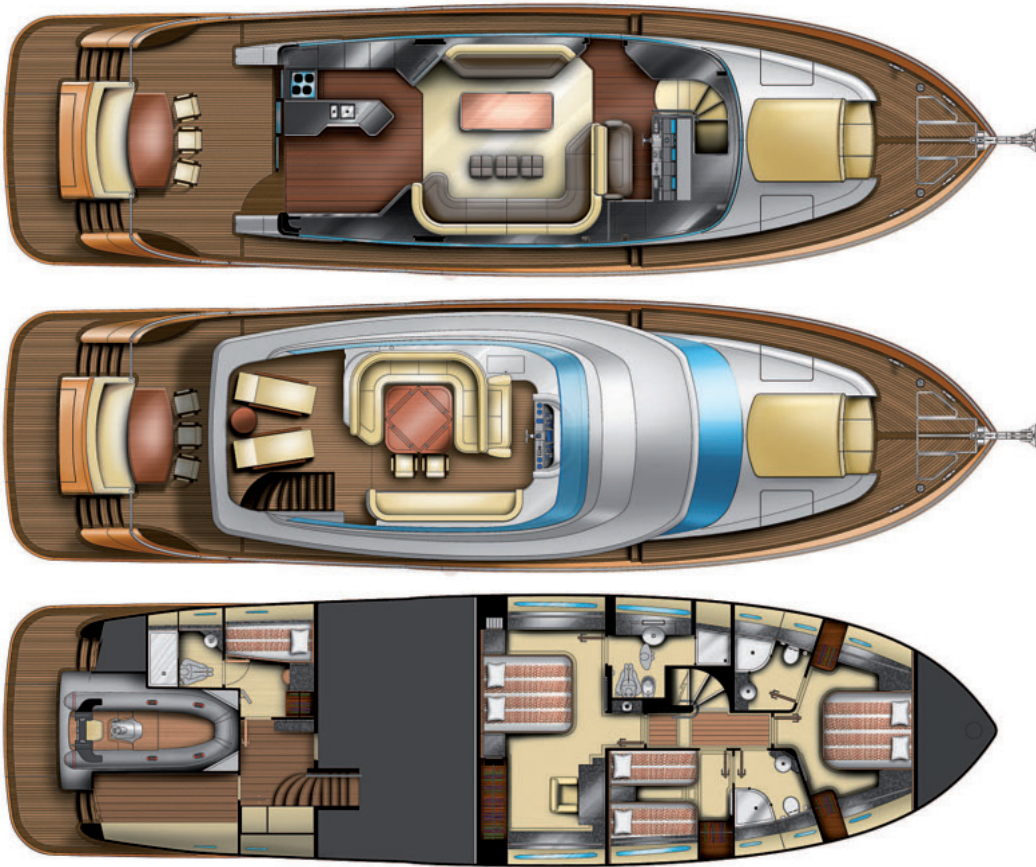


An open layout and great windows contribute to an amazing sense of volume



**Azimut Yachts celebrated its 40-year anniversary** last year. Since founder Paolo Vitelli started what began as a sailboat charter business in Turin, Italy, the Italian builder has created its reputation with yachts in the fly and sport series ranging in size from 38' to 116'. Azimut certainly is not turning its back on its past, and among the new models the builder introduced in the fall were four flybridge yachts and two open-style yachts. But with this new line, Azimut explores a whole new avenue in the semi-displacement category. With modern and retro qualities, this yacht's new and refreshing look is to the credit of its designers and its builder. The Magellano family of yachts (soon to include models ranging from 41' to around 88') is directed to a different kind of boater than Azimut's other series. Azimut Yachts' initial intent was to appeal to yachtsmen who value time with their family and seek a certain quality of life with a boat that they can use year long. But, in Fort Lauderdale, Azimut Yachts' CEO Federico Martini said that what the company expected to be a bit of a niche product proved to have wide appeal, and so Azimut accelerated the development of other models in the line. The Magellano 74, which Azimut announced at the Fort Lauderdale International Boat Show in 2008 and debuted in Genoa only a year later, has style, for sure, but more than that it is designed for extended stays onboard. Because it explores an entirely new concept, new ideas and style, the builder tapped a different designer than the creative mind behind its stylish sport and flybridge series—Stefano Righini—and chose Ken Freivokh, an experienced sailor





The salon features two entrances; one to the galley, conveniently located near the aft doors and the other to the salon



THE MAGELLANO HAS STYLE, FOR SURE, BUT MORE THAN THAT IT IS DESIGNED FOR EXTENDED STAYS ONBOARD





The owners enjoy a full-beam suite with room for a desk and vanity; the VIP is located forward and another guest cabin features twin beds

and designer with a wide range of sail and motor yachts to his credit, to come up with a whole new look for the newest Azimut. Recently, Freivokh worked with Burger Boat Company on the award-winning classic fantail *Sycara IV*.

Like expedition-style yachts or trawlers, the Magellano has long-range capabilities (1,100 nm at its economical speed of 12 knots - much more than any of Azimut's flybridge models or open style yachts), but it also has a knack for speed when it's necessary. The Magellano 74's top speed of around 25 knots is a great asset to rally homeport at the end of a cruise. To design a hull with this kind of versatility, Azimut Yachts worked with naval architect and designer Bill Dixon, whose firm has designed everything from production motoryachts to performance sailboats. Dixon's hull design seeks to achieve two goals: efficient cruising at semi-displacement speeds and sea kindly cruising at displacement speeds.

The builder opted for conventional propulsion for hull one (Azimut is currently testing with sister company Benetti a hybrid system that will be optional on future hulls). The first Magellano 74 features twin diesel engines (2 x 1015 mHP Caterpillar C18s), located nearly amidships with straight propeller shafts, a setup chosen for its proven results in terms of stability,





reliability and low maintenance. The hull has a nearly vertical bow, selected for its good water entry and resulting efficiency and a deep-V shape with a 10.1-degree of deadrise at transom. Two gyro stabilizers are also onboard to help with motion at low speed and anchor. Still a few adjustments are in the plans as the shipyard had to work very quickly to finish hull one for its first appearance at the Genoa Boat Show. When we hopped onboard during a scheduled stop in the South of France, conditions were not ideal to test a semi-displacement hull, as the Mediterranean was flat and semi-displacement hulls really shine in rough conditions. We had to cross our own wake on several occasions to test the hull's reaction to waves and felt it handle each one with remarkable aplomb and no vibrations. Although cruising speed is slated to be 21 knots, we truly enjoyed the Magellano at 16 knots; with its engines at 1,795 rpm it has a fuel consumption of less than 29.5 gph (at 1,121 rpm) per engine. However, as we reached a speed of 23.2 knots at 2,300 rpm, the boat remained very level; playing with the trim tabs did not help increase speed or change the riding attitude at all, but perhaps contributed to water spray hitting the windscreen, an issue that is easily resolved with the addition of a spray knocker.

**The décor is attractive and modern, but Azimut intends to offer future owners the opportunity to customize**



# Magellano 74

LOA: 74'4"	ECONOMICAL SPEED: 12 KNOTS	EXTERIOR STYLING
BEAM: 19'8"	RANGE @ 12 KNOTS: 1,100 NM	AND CONCEPT: KEN FREIVOKH
DRAFT: 5'7"	FUEL CAPACITY:	INTERIOR DESIGNER:
DISPLACEMENT	2,007 GAL. (7,600L)	KEN FREIVOKH
(FULL LOAD): 56 TONS	WATER CAPACITY:	HULL DESIGNER: BILL DIXON
ENGINES: 2 x 1,015 MHP CAT C18	396 GAL. (1,500L)	BUILDER: AZIMUT YACHTS
MAXIMUM SPEED: 25 KNOTS	HULL MATERIAL: COMPOSITE	
CRUISING SPEED	KEEL: SEMI-DISPLACEMENT, ANGLE	
(HALF LOAD): 21 KNOTS	AT DEADRISE 10.1 DEGREE AFT	

The flybridge features a mini galley, sink, barbecue and refrigerator, all housed in a cabinet

Further tweaking is possible after a 4,000nm sea trial that started on November 22 around the Mediterranean and to the Azores, which is designed as a road show but also as a true test designed to perfect the vessel.

The Magellano 74 already hits high notes. One certainly is the yacht's panoramic salon. Aside from a few supports, nothing obstructs the 360-degree views. An open layout, with the salon and dining room located on the same level, contributes to an amazing sense of volume and space, the likes of which we've never seen on a yacht this size. Perhaps not quite as polished, in our opinion, as some of the interiors on Azimut Yachts' flybridge models, the décor is attractive and in the vein of the modern Italian school of design with a thick carpet surrounded by a border in wenge with stainless steel inlays. The dining table accommodates eight guests split between a built-in banquette and stools that double as coffee tables. Martini says, however, that Azimut intends to offer future owners the opportunity to adapt the décor to their personal taste.

Another good idea is the three-panel glass door leading into the salon. It features a clever opening system; as the panels gather in the middle of the entryway, they form two accesses, one into the galley facilitating service and the other into the lounge area proper. We like the positioning of the long and narrow galley, located on the portside, immediately past the entrance doors. Even if it takes a bit of space, it is ideally positioned to conveniently serve both the indoor and outdoor dining areas.

The helm station is practical and well equipped with multi-function screens by Raymarine, control screens for the trim tabs, fluid and fuel level, lights, a joystick and switches to start two





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**The Magellano has long-range capabilities, but it also has a knack for speed, reaching 25 knots at full throttle**



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CECILE GAUERT  
CONTRIBUTED TO THIS REPORT.

Seakeeper gyro stabilizers. To get the full effect, it is necessary to plan ahead as it takes the gyros about 45 minutes to reach their maximal efficiency, at 15,000 rpm. The first unit is located under the garage and the second under the hallway leading to three staterooms. The owners enjoy a full-beam suite amidships with room for a desk and vanity and a VIP located forward. The yacht features a logical layout, with two distinct areas in front of and aft of the engines. The garage houses a 12' tender and a convenient launching mechanism, which combines a cradle and a winch. Accesses are wide and secure, including the side walkways, nearly two feet wide. The bulwark is high for safety and as it diminishes moving aft, it is reinforced with a very sturdy handrail, which is an advantage for families traveling with young children or for navigation in rough conditions. It is also very practical for passengers to access the superb sitting area on the foredeck, which is particularly attractive as the clutter is kept to a minimum with the anchor concealed in the same locker that houses its chain. The aft deck is simpler with a fixed table and central banquette. The small secondary kitchenette is not necessary, as the galley is easily accessible. If the banquette and table do not convert into a sunbathing pad, they offer the advantage of providing storage below the cushions. In order to have shade, it is necessary to install a temporary bimini, which Azimut intends to replace with a more attractive and practical electric shade. The flybridge features another dining area with a mini galley, sink, barbecue and refrigerator, all housed in a cabinet. A U-shaped banquette encloses a table that can be extended to sit up to eight guests with sturdy extensions. The exterior helm is centrally located to offer a better feel for navigation. The aft deck is left open for owners to select a sunbathing pad, a Jacuzzi or lounge chairs. Azimut Yachts makes a noted entry in the world of semi-displacement vessels. By defining a new style in which the salon takes on a whole new dimension, the Italian builder once again demonstrates its knack for innovation. ●



“If a man insisted always on being serious, and never allowed himself a bit of fun, he would go mad or become unstable without knowing it.”

– *Herodotus of Greece, First Historian, 5th Century B.C.*

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211' Benetti *Silver Angel*

# ALL THAT GLITTERS...

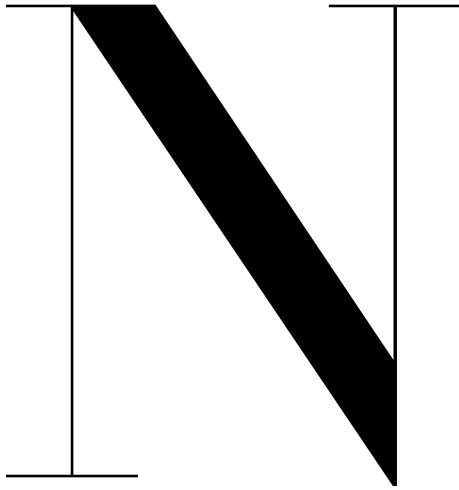




Although Benetti builds a great number of semi-custom yachts, the shipyard is also very well known for its custom yachts. *Silver Angel*, which Camper & Nicholsons and Benetti presented at the 2009 Monaco Yacht Show, has a truly unique personality created by Benetti and designers Stefano Natucci and Argent Design. Story **Maria Roberta Morso** Photos **Bruce Thomas**







The main salon is a symphony of silver inside a nest of black walnut walls

**Natucci**, since creating his first design for the shipyard, a motor sailor named *Serena*, has created more than 30 exterior designs for the yard, including Benetti's largest yacht to date, *Reverie* (229', delivered in 2000). So naturally, although it is a custom steel yacht, the 211' (64.5m) *Silver Angel* bears a Benetti family resemblance. Hull FB247, built at the dedicated steel shipyard in Livorno, Italy, is one of the best examples of the Benetti/Natucci collaboration. This is a heavy-displacement hull and high-volume yacht with five decks (at 1,400 GT, among the highest volume yachts of this length), but you can't tell from merely looking at the yacht at anchor or underway. Far from looking heavy and bulky, the steel hull with pronounced bow has a dynamic look.

A few stylistic tricks, if you will, help keep the large aluminum superstructure light, including the elongated black stripe framing the main deck windows; the wraparound windows forward of the bridge deck level; curvy supports and the modest radar arch topping the well-integrated sundeck.

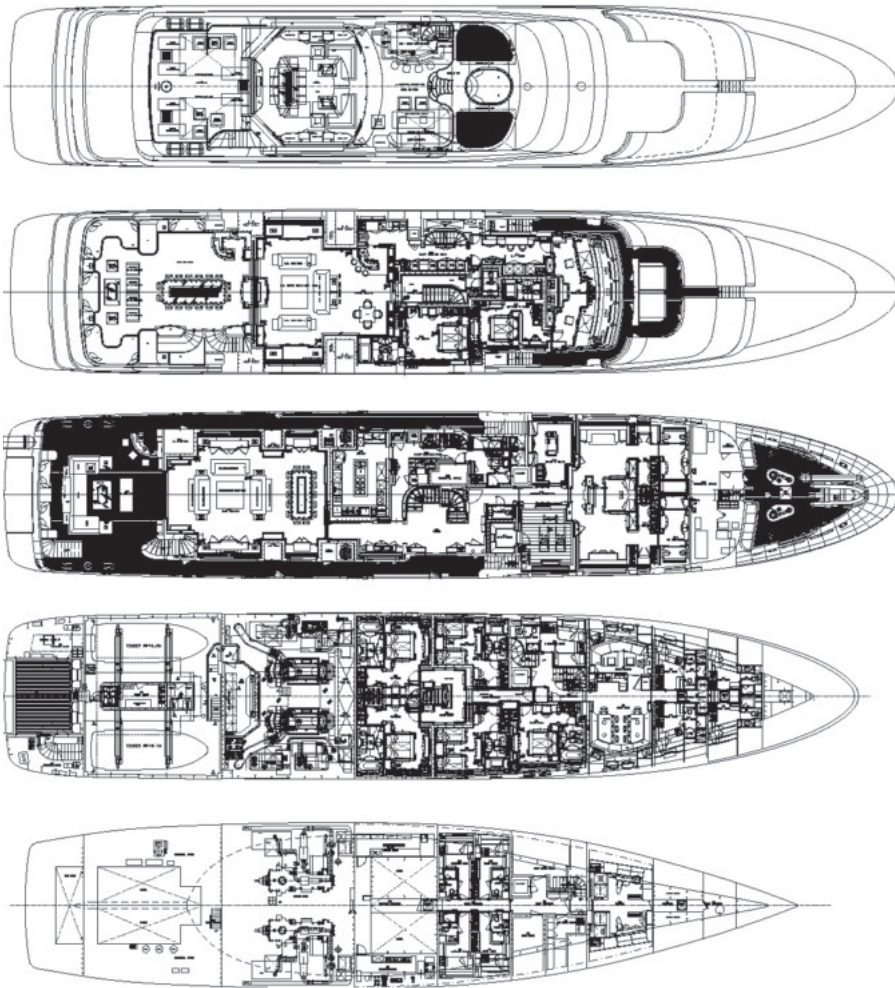
Inside, *Silver Angel* takes on a unique personality with a strong Art Deco stylistic reference. Lady Tina Green, who was closely involved in the décor of the 164' Benetti *Lionheart* (1999) and the 206' yacht by the same name, which Benetti delivered to Sir and Lady Green in 2006, is the creative force behind London-based Argent Design. A few years ago, Argent Design created the interior of the 120' *Illusion*, a yacht built by ISA Yachts. The latter, available for







The formal dining room and the spectacular Art Deco inspired entrance foyer



NUMEROUS REFLECTIVE SURFACES CREATE AN ENCHANTED CASTLE FEEL FROM A TRIED-AND-TRUE LAYOUT









charter, features a memorable interior that uses black walnut, mirrors and Lalique crystal to create a trompe-l'oeil effect. A similar illusion infuses the décor of *Silver Angel*. Numerous reflective surfaces, including high-gloss black oak veneer, silver, glass, backlit Lalique crystals and beveled mirrors effectively create an enchanted castle feel from a tried-and-true layout. From this side of the Atlantic, it's tempting to say there is a touch of Hollywood glamour in this European yacht. The main-deck starboard entrance lobby sets the stage with a grand staircase that links all decks. Geometrical and sculptural shapes, statues, appliques and sconces are consistent with the glamorous Art Deco of later years. There are 600 objects by Lalique, we're told (including knobs and tiles), and more than 3,700 square feet of white onyx. Little wonder then that white dominates the palette in the lobby. Black veneer and the green fronds of potted palm trees add contrast. An immediate observation here is that the smooth high-gloss surfaces, geometric shapes and complicated details (including Lalique tile inlays in the black and white floor and the onyx railing of the banister) won't stand any imperfection. Upon closer inspection, the surfaces look completely smooth and the angles exacting.

The main deck also accommodates the salon, a symphony of silver in a nest of black veneer and the formal dining room with glass table and silver framed chairs. The high-tech professional galley (finished in stainless steel and absolute black granite) includes everything from an ice cream machine to a large Teppanyaki plate. Forward, the full-beam owners' suite fea-

The master stateroom and bathroom in white onyx, preceding page; above, one of the guest staterooms



## 211' Benetti *Silver Angel*

LOA: 211'7" (64.50M)  
BEAM: 39'7" (12.1M)  
DRAFT: 10'6" (3.20M)  
DISPLACEMENT: 1,250 TONS  
ENGINES: 2 x CAT 3516B  
1,686 kW @1,600 RPM  
GENERATORS: 2 x CATERPILLAR  
C9 125 kW  
+ 1 x CATERPILLAR C18 350 kW

FUEL CAPACITY:  
48,872 GAL. (185,000L)  
WATER CAPACITY:  
9,246 GAL. (35,000L)  
MAXIMUM SPEED:  
APPROX. 15 KNOTS  
ECONOMICAL SPEED: 12 KNOTS  
RANGE: ABOUT 5,000 NM  
@12 KNOTS

STABILIZERS: VT NAIAD  
FOUR-FIN ZERO SPEED  
HULL CONSTRUCTION: STEEL  
SUPERSTRUCTURE: ALUMINUM  
DESIGNERS: ARGENT DESIGN  
AND STEFANO NATUCCI  
BUILDER: BENETTI, LIVORNO, ITALY  
CHARTER MANAGEMENT:  
CAMPER & NICHOLSON

The flybridge is spectacular with a private plunge pool forward and a central lounge with abundant skylights

tures his and hers bathroom, a steam room and a study. The nearly 39' beam allows plenty of movement around the king-size bed theatrically positioned at the center of the room. Here again, white, grey, black and gleaming surfaces dominate. The lower deck accommodates five guest suites, each with a private bathroom. They've received the same treatment as the master suite, including intricate ceiling patterns. Custom white shades allow outside light to filter in, but there is no intrusion of a less-than-perfect world in this meticulous and luxurious environment with delicate grey carpets and individual climate controls.

Crew accommodations, which include a lounge and a mess for a full complement of 20 crewmembers, are divided between two decks and provide direct access to the pantries and galley. The bridge deck features another VIP, the spacious captain's cabin and the skylounge with a stunning black bar. Outside a large dining table accommodates up to 16 guests and a lounge area aft provide direct access to the sundeck.

The sundeck warrants special mention. It is particularly well thought and, although it remains in keeping with the Art Deco theme and the yacht's gilded elegance, it's ideally suited for fun and relaxation. Forward is a spectacular oval Jacuzzi pool, accessible via a wide staircase





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## FOR ALL THE CARE AND THOUGHT THAT WENT INTO THE YACHT'S TECHNICAL AREAS, THE YACHT WILL LIKELY BE REMEMBERED FOR ITS SPECTACULAR LUXURY



with sturdy and elegant handrails. Black and silver mosaic tiles form the image of a winged creature with flowing hair that shimmers mysteriously under the water surface. Pavers in travertine (a natural stone used in ancient Rome and today's elegant gardens) and thick mattresses encircle the pool. Rimmed with a glass windbreaker, this panoramic-yet-private spot is a great place to stretch out after a refreshing plunge. Music streams from speakers, hidden under matching black and silver Art Deco covers. A few steps lead to a shaded outdoor salon and bar, which occupies the next section of the deck. A built-in hardtop and several grey umbrellas provide areas of sun and shade. Then guests can enter a semi-formal salon and dining room, which can be completely enclosed and climate controlled. An abundance of windows, skillfully arranged skylights and mirrors, amplify the surrounding light and the space never feels confined. Sliding glass doors open aft to a third section of the sun deck, an open area with free standing lounge chairs and tables that can be configured in a variety of groupings to accommodate just about any gathering. There is even room for a retractable golf machine by Tee It. All this is possible because the sundeck is free of any auxiliary vessels. The Solas rescue tender is housed on the foredeck alongside Jet Skis, a crane and the highly polished steel deck equipment. The rest of the toys are in a garage large enough to accommodate all that is necessary to entertain a variety of charter guests.

A side door opens up to reveal a 24' customized Boesch classic mahogany speedboat. A custom 24' Novurania dive tender is located on the other side. Diving equipment includes 16 complete sets and a Bauer dive compressor in a dedicated dive room. Also onboard are water ski equipment, fishing rods, and Hobie kayaks. The swim platform is a perfect place to launch some of the toys or cast a fishing line.

In order for guests to do so comfortably, the shipyard has installed four Vosper fins and Naiad zero-speed stabilizers, only a couple of the items in an extensive list of equipment suitable for a long-range cruiser. At 12 knots, the yacht has a range of 5,000 nm. In keeping with this kind of range, the yacht features important storage capacity, including cold storage rooms on the tank deck. Together with a large diesel fuel and water capacity, the yacht features an advanced bio-waste treatment system by Rochem, an important piece of equipment since legislation governing used waters is sure to tighten up in years to come. Yet, for all the care and thought that went into the yacht's technical areas, the yacht will likely be remembered for its spectacular luxury. ●



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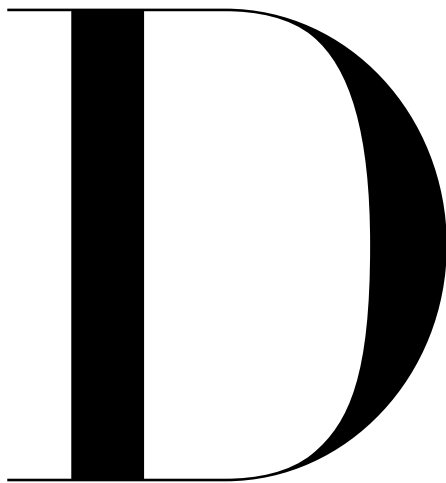
# SOPHISTICATED AND FUN

**Sessa C68**

Only one year after announcing the project, the Italian builder launched its new flagship, a 68' open cruiser that owes its unique features and great maneuverability to the young designer Christian Grande and Italian naval architect Marco Arnaboldi (whose references include the 46-knot AB 140). Its many qualities, verified during a sea trial on the French Riviera, earned the C68 a World Yacht Trophy in Cannes this year. Story **Alain Brousse** Photos **Sessa Marine**







Reflective materials  
captures the light pouring  
in from large windows

**Designer Christian Grande** has an eye for detail and has applied his gift to many of Sessa Marine's new offerings, but perhaps never with such originality as with the new Sessa C68. He says luxury automobiles from the 1930s and 1940s provided the inspiration for a few of the original contours and curves evident on the exterior. The fashionable metallic bronze finish of this first hull is optional, and available at a premium of about 50,000 euros, but it does help this innovative design stand out even more. Still, even in its standard off-white finish, the C68 is sure to distinguish itself with features such as lateral windows unfurling like waves above a large rectangular hull-side window offset by round portholes. While it has a fairly pronounced V shape, the hull opens up above the water line to help create more interior volume. Small wonder that the World Yacht Trophy jury selected the Sessa C68 as winner of the Trophy for Best Design in the open yacht category for yachts 24m and less.

But the original and enticing design is only part of the story. The Sessa C68, whose Arnaboldi-designed hull underwent extensive sea trials at the Krylov Shipbuilding Research Institute in St. Petersburg, Russia, also proves to be a gifted performer. The shipyard equipped the first hull of the series with the maximum power package available, twin V12 MAN engines with a combined 2,720 hp. The shipyard opted for a V-drive transmission to maximize the space, and sturdy ZF665 gearboxes. Vulkan engine mounts help mitigate noise and vibration. A good set-up, well executed.

The single helm station is located on the yacht's starboard side on the main deck. The two side-by-side pilot seats, upholstered in leather, are electrically adjustable. We found it most comfortable to steer the vessel while standing up and leaning against the seat. From this position, the view is ideal and the compact and intuitive dashboard is easy to read.

The shipyard says it chose MAN engines because of their power, torque and reliability. They live up to their reputation. Under power, the C68 quickly responds, reaching its 25-knot crui-



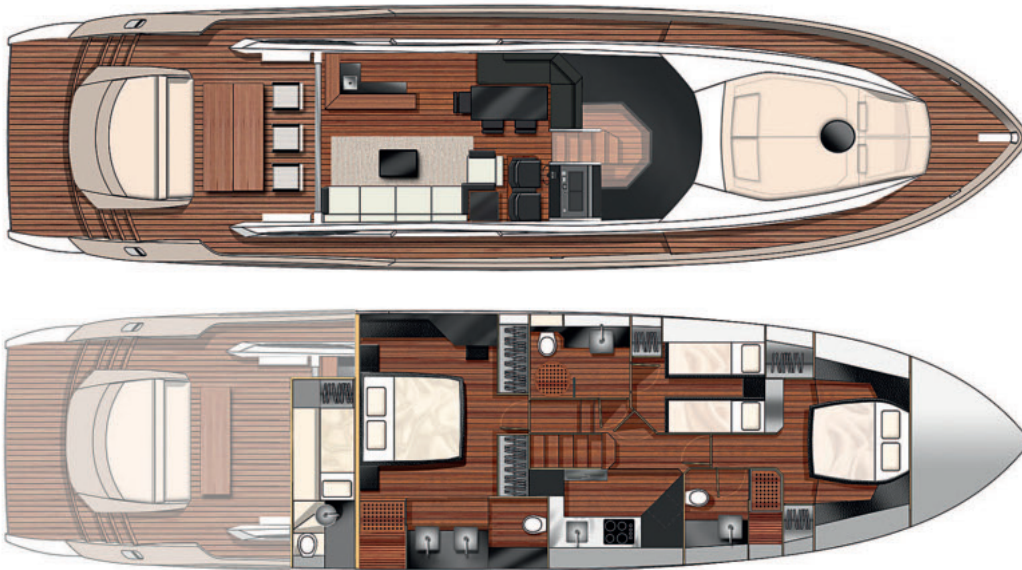
# Sessa C68

LOA: 69' (21.05M)  
BEAM: 16'6" (5.07M)  
DISPLACEMENT  
(FULL LOAD): 34.2 TONS  
DRAFT: 3'2" (1M)  
FUEL CAPACITY:  
819 GAL. (3,100L)  
WATER CAPACITY:  
264 GAL. (1,000L)

HULL MATERIAL: GRP  
MAXIMUM SPEED: 38 KNOTS  
CRUISING SPEED: 25 KNOTS  
RANGE: ABOUT 275 NM  
ENGINES (THIS HULL):  
2 x 1,360 HP MAN V12  
ALTERNATE ENGINES:  
2 x 1,100 HP MAN V10  
TRANSMISSION: V DRIVE

NAVAL ARCHITECT:  
MARCO ARNABOLDI  
EXTERIOR STYLING:  
CHRISTIAN GRANDE  
INTERIOR DESIGN:  
CHRISTIAN GRANDE

BUILDER: SESSA MARINE (ITALY)



In addition to the customary sun pad on the foredeck, the shipyard added two built-in lounge chaises, irresistible at all speeds











sing speed in no time. Past 1,700 rpm, the C68 gradually increases its speed, reaching the 38-knot top speed with the engines at 2,400 rpm. The yacht turns on a tight radius, surprising for a yacht this size equipped with conventional power and transmission. The C68 has no trouble handling a three-foot sea, and proves both stable and capable of slicing smoothly through the oncoming waves, leaving little doubt that it would perform with comparable aplomb in a rougher marine environment.

For many the fun really begins once the yacht is anchored somewhere off the coast or in a quiet harbor. The C68 is ideally suited for a day of pleasant relaxation. The yacht's large swim platform is equipped with a handy swim ladder and shower, and the beautifully designed and electrically operated garage door opens to reveal a tender. We climb the stairs to the main deck and walk forward along side decks that, thanks to sturdy handrails, are wide and secure. The foredeck is fitted with a couple of built-in and upholstered recliners that face forward, complementing the more conventional sunpad, protected if need be by a foldable bimini. It's an ideal spot to enjoy a quiet ride on a beautiful day.

From the aft deck, three large tinted sliding doors open for entry to the salon, where sunroof and large lateral windows keep the interior environment full of natural light. These windows

Great portholes and see-through glass help bring the sea indoors and lightens a modern décor in the lower-deck accommodations





## THE SESSA C68 UNDERWENT EXTENSIVE SEA TRIALS AT THE KRYLOV SHIPBUILDING RESEARCH INSTITUTE IN ST. PETERSBURG, RUSSIA, AND PROVES TO BE A GIFTED PERFORMER

The compact and intuitive dashboard is easy to read but the best position to steer may be standing up and leaning against the seats



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actually extend to the floor, to allow uninterrupted views for passengers seated on the L-shaped sofa that faces the portside window. The television screen is discreetly integrated into a mirror at the side of the bar. The dining area, equipped with a glass table and low-profile glass shelves, accommodates six. Another great design idea is evident in the modular aluminum galley, by Italian kitchen specialist Dada, located on the lower deck. Replacing one of the walls, a very attractive see-through wine cooler separates the galley from the rest of the lower-deck accommodations. Lacquered black doors and a corian countertop form a cohesive modern ensemble.

The black color scheme and innovative design carry through into the three staterooms. Located amidships, the master suite features a see-through shower, which when not in use offers a great source of light, but thanks to its privacy glass respects everyone's modesty. The modern décor here and in the VIP cabin marries the black lacquer with a light oak veneer. The third stateroom with twin beds is ideal for children. Each of the cabins has its own private bathroom, which is an advantage for charter use, as is the captain's cabin located aft of the master.

With this new flagship, which made its world debut at the Cannes International Boat Show, Sessa Marine proves it not only has the desire but the ability to build larger yachts. It was an important step for Sessa's entrée into what Sessa Marine's vice president, Massimo Radice calls "the most important and strategic segment of the market." In preparation for the launch, the Radice family improved and expanded the shipyard's infrastructure, and worked long and hard to create an innovative boat that meshes industrial components and artisan's work with care and great attention to detail. The C68 is full of great ideas, well carried-out and we have no doubt it will attract a following. ●





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197' Lürssen Arkley

# FAMILIAR YET ORIGINAL

Plenty of yachts encourage guests to let their gaze wander. The 197' Lürssen *Arkley*, presented at the Monaco Yacht Show and featuring an interior by Mark Berryman, also encourages them to reach out and touch things. Story **Diane M. Byrne** Photos **Klaus Jordan**





Note the large television forward in the salon; a drop-down projector and screen can create a cinematic experience

F

First there was the prominent “9906” painted on the bow of *Skat*. Then there was the French country interior of *Northern Star*. Now there’s the *Arkley* wave. Even though each of these Lürssens is distinctively different, there’s a common thread among them. The three elements just mentioned echo the larger concepts behind the yachts that they adorn. The numerals on *Skat*, for example, are militaristic in nature, just like the styling the owner wanted. *Northern Star*’s home-like décor makes long-range cruises, particularly to northern climes, all the more restful and comfortable. As for *Arkley*, the wave, a well-named undulating pattern fashioned of woods and lacquers, it is a theme that complements other elements encouraging guests to look and linger. Indeed, there’s an interesting mix of tones and textures onboard this 197-footer, many of which seemingly inviting guests to run their fingers along surfaces.

*Arkley* began as a “spec build,” one of a few yachts commissioned by an owner who intended to resell them; it features styling, layout and engineering similar to *Linda Lou* (another 197 Lürssen delivered in 2006). Mark Berryman, the owner of Mark Berryman Design, who worked with Terence Disdale and Steve Howard of H2 Yacht Design before setting out on his own, was approached to produce a minimally detailed, contemporary interior for the 197 yacht. When the current owner stepped in, Berryman says, he liked the modern bent, finding it appealing to family and charter guests alike, but the owner also wanted to inject some more drama into the décor—“points of interest throughout the yacht,” as Berryman puts it. The result? “Tactile objects, fabrics, and materials draw the guests into interacting with their surroundings and take the experience of staying onboard to a new level, rather than just



staying in a nice environment,” he explains. Guests get their first invitation to interact in *Arkley*’s formal entry, located to starboard on the main deck. A wall of carved oak with a raised basket-weave pattern tempts the touch, as do horizontal swaths of leather and oak paneling lining the stairs leading above decks and below. Even the handrails along the stairs are covered with woven leather. The *Arkley* wave, fashioned of oak, makes its first appearance here, adorning the overhead, out of reach. Berryman says it was created “by routing the surface of the wood with what looks like a random pattern but is in fact a cleverly worked-out repeat.” That repeat makes a return engagement on the walls of the dining room, carved in oak. As tempting to the touch as it is, it may not hold the attention of musicians, who will no doubt be drawn to the salon, where a grand piano sits. It’s an “old meets new” design: Bösendorfer, one of the world’s longest-established piano manufacturers, made the classic-looking instrument in collaboration with Porsche Design, featuring an iPod plug-in. If that doesn’t provide enough entertainment and interactivity, why not venture to the bridge-deck lounge? The large, open plan is divided into dedicated areas of activities, inviting guests to flow from one to the other and converse with each other. There’s a bar forward to port, a seating area opposite, a television/lounging area amidships, and two games tables aft. Large Indonesian teak root balls akin to modern art sculptures accompany the seating area, but Berryman says he and the owner actually “encourage guests to touch and feel them.” As much of an attention-getter as they are, the television/lounging area will garner double takes: It features two televisions, facing each other across the center of the room. The owner didn’t want a traditional pop-up TV in the lounging area. “These mechanisms are great, but they do tend to dominate an interior, being quite high with all of the mechanics concealed inside,” Berryman says. Second, since a good deal of entertaining will go on up here, the owner wanted to offer his guests program choices. And finally—and equally important to the owner, as a parent—it prevents children from fighting over their favorite video game, *Super Mario Galaxy* versus *The Legend of Zelda*.

If grown-up play is on order, *Arkley*’s sundeck and assortment of watertoys stand ready. Given how much attention the yacht’s interior garnered, it makes sense that the sundeck is no ordinary lounging space. Sure, it includes the customary Jacuzzi fully forward, and a TV within a cozy enclosed gathering space. *Arkley*’s stately cruising speed of 12 knots (15.5 knots is top speed) is sure to let guests appreciate the views. But if you look carefully at the overhead in here, you’ll see an electrical outlet, intended for a take-along karaoke system. The lyrics naturally can be displayed on the TV. Another compelling reason to stay on the sundeck:



Seating areas flank each side of the foredeck

Guests can dine to their favorite music from the player piano; *Arkley*’s grand entry features plentiful decorative features, including the wave

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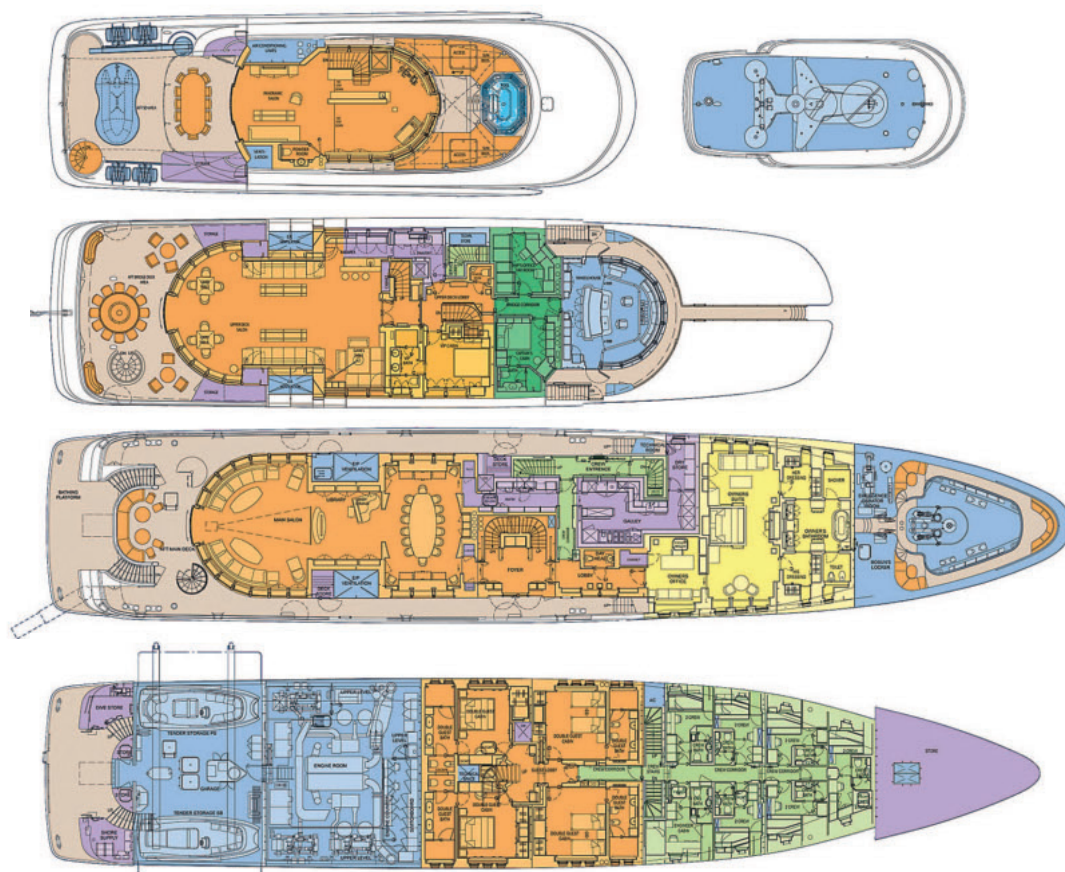


# 197' Lürssen Arkley

LOA: 196'10" (60M)  
BEAM: 37'6" (11.43M)  
DRAFT: 11'6" (3.5M)  
DISPLACEMENT: 1,071 TONS  
HULL CONSTRUCTION: STEEL  
SUPERSTRUCTURE: ALUMINUM  
ENGINES: 2 x 1,979-HP  
CATERPILLAR 3512B  
DIESEL INBOARDS

CRUISING SPEED: ABOUT 14 KNOTS  
MAXIMUM SPEED: 15.5 KNOTS  
RANGE@12 KNOTS: 7,000 NM  
FUEL CAPACITY:  
42,280 GAL. (160,000 L)  
WATER CAPACITY:  
7,925 GAL. (30,000 L)  
STABILIZER: QUANTUM QC 1800,  
TWO-FIN "ZERO-SPEED"

NAVAL ARCHITECTURE: LÜRSSEN  
INTERIOR DESIGNER:  
MARK BERRYMAN DESIGN  
EXTERIOR STYLIST: ESPEN OEINO  
BUILDER: LÜRSSEN, GERMANY  
YEAR: 2009



Bamboo, leather, and  
zebrano adorn the master  
study; large windows help  
brighten the already light  
guest staterooms







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## GIVEN HOW MUCH THE ATTENTION THE YACHT'S INTERIOR GARNERED, IT MAKES SENSE THAT THE SUNDECK IS NO ORDINARY SPACE

The bridge-deck lounge (top) should see frequent use; teak root balls add a sculptural element; alfresco dining is pleasant day or night

A band can be set up atop the sunbed (when the cushions are removed, of course). As for the watertoys, a small sailboat is stowed up here, but *Arkley* also totes SeaBobs, PWCs, custom Vikal tenders, and dive gear, all kept in the tender garage.

If you think staterooms are only for sleeping, then you'll miss out on the tactile and visual elements the owner reserved for the master suite and other staterooms. Embossed leather on the guest staterooms' walls looks and feels like alligator skin. Bamboo lies underfoot in the hallway leading to the owner's study and suite, while woven leather adorns the study's walls. The basket-weave wall detail of the formal entry reappears here, as the backdrop to the bathtub. Even the master stateroom's sink basins were treated as visual features. The owner wanted something unique. So the sinks were custom-designed and crafted from solid blocks of marble, forming a "well" to hold the water. To create the illusion that the water was suspended in place, a virtually invisible clear glass panel was set into the front. The *Arkley* wave is back too, appearing on the master suite's overhead. It also adorns the ceiling of the four lower-deck guest staterooms and the upper deck VIP, which also received the woven wall treatment found in the master bath and foyer.

There is so much to see, it's easy to overlook other important elements of the yacht, such as



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the machinery and technical spaces. There is an art to that too. Lürssen says it uses the same standards for its yachts as it does for its military vessels. That's why aboard *Arkley*, even seemingly unimportant equipment like the washing machines and dryers received special attention. They're placed so that the backs can easily be reached for maintenance and regular cleaning. The twin 1,979-hp Caterpillar diesel engines, four Caterpillar gensets (one for emergency power) and other systems in the two-level engine room are also all-around accessible. Similar to *Linda Lou* and other launches in recent years, a workbench and engineer's control room are on the top level of the engine room. Everything here, as throughout the rest of *Arkley*, meets the standards set forth by MCA's Large Commercial Yacht Code, or LY2. Two sets of soundproof doors forward of the engine room yield access to plentiful storage. For times when *Arkley* has closely booked charters, or if there is little time to stop for provisioning, the crew will appreciate having a handful of walk-in freezers, cold rooms, and dry storage rooms at their disposal. The area dedicated to all of these rivals the space devoted to guest staterooms aboard some yachts.

The same is true for the crew mess. *Arkley* has accommodations for 14 crewmembers plus the captain, and there's enough elbowroom for everyone to dine at once. In addition, Lürssen says that during sea trials last summer, about 50 engineers from Caterpillar and other machinery manufacturers flowed through here and the adjacent laundry to have meals.

Whether welcoming aboard the owner's party or charter guests, *Arkley* is arguably intent on upping the enjoyment factor. Other custom yachts feature a surprise or two, but the tactile and visual mix aboard *Arkley* certainly stands apart. "We hope it will make them think and interact more with the interior and want to explore the thought processes behind the detailing of the yacht's interior," Berryman says. That's the art of *Arkley*. ●







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# STONED COLD BEAUTY

Christensen 160' *Odessa*





A large, modern yacht with a white upper hull and a dark lower hull is shown from the side, sailing on a body of water. The yacht has several portholes and a sleek design. In the background, a dense city skyline is visible, featuring various skyscrapers and buildings. The sky is a clear, pale blue, suggesting a bright day. The overall scene conveys a sense of luxury and urban sophistication.

From her engine room to her green-hued master bath Christensen's *Odessa* is a stunning tribute to the artisans who realized the owner's vision, combining several successful firsts.

Story **Bill Ando** Photos **Stephen Cridland**



G

The salon's walnut veneer in a satin finish exudes a subtle softness

**Green is a relaxing color**, and the space off the master suite aboard *Odessa* seems more like a meditation room rather the master bath that it is. Except for the mirror and the white enamel tub, a luscious green-hued Esmeralda granite dominates the room. The bath's stonework is notable for its premier showing. Christensen Shipyard created the stonework, in house. It is the first yacht to be completed in Christensen's newly added 10,000-square-foot marble shop—housing a state-of-the-art water-jet cutter. The shipyard brought one of the last outsourced crafts in-house to better control quality and delivery times. *Odessa*, built to ABS A1-AMS and MCA Unlimited Cruising specifications, is the latest launch from the Vancouver, Wash. shipyard in its 160' custom line, and there are more firsts involved than the stonework. It's also the European owner's first yacht, and the captain's first Christensen. The interior design, led by Christensen's designers and the owner's representative, has furnishings by Armani Casa and is the first European-styled interior realized aboard a Christensen yacht. The interior differs so much from anything that Christensen previously produced that the in-house design team learned a new design language in the process of designing *Odessa*. "Once the craftsmen began the drawing reviews from Christensen's in-house architects, it became obvious that understanding linear elements—items that are not typically a question with traditional interiors—would be a big part of getting the interior right," says Project Manager Jean-Pierre Phillips.

He explains, "The grain of the quarter-sawn walnut wall panels is oriented horizontally. In many rooms there is a detail line, either vertical or horizontal, that connects with side shelf tops or overhead panel breaks. These are examples of the language. A satin finish allows the





walnut grain to remain visible, giving the wood a subtle softness. The interior does not rely on raised panels and rounded corners. It's fresh with a hint of an Asian feel, contemporary with a touch of minimalist ambiance.

Upon entering the main deck salon through the aft-deck sliders, one's eye goes immediately to the room divider, a 250-gallon saltwater fish tank that seems to float within its walnut cabinet and provides a dramatic transition from the salon to the dining area. The stairway and its elegant Patina Finished Brass and walnut balustrade spans three decks—while the elevator services four decks. Forward of the foyer is the owner's suite, entered through double pocket doors and a study with gray upholstered chairs that contrast with the walnut joinery. The rest of the accommodations, five guest staterooms, are on the lower deck. Four are off the foyer while the VIP (easily passing for a master suite on most yachts) is full-beam amidships at the aft end of the hallway. Three of the baths feature white onyx countertops, showers and soles, while the two forward ensuites feature eramosa, a beautiful Canadian marble. A watertight door, at the forward end of the hallway, provides crew housekeeping access from their quarters, four ensuite cabins with lounge and galley. Captain Robert Lowden, who



A 250-gallon fish tank creates a unique divider between main salon and formal dining room

## THE IN-HOUSE DESIGN TEAM LEARN A NEW DESIGN LANGUAGE IN THE PROCESS OF CREATING THE INTERIOR





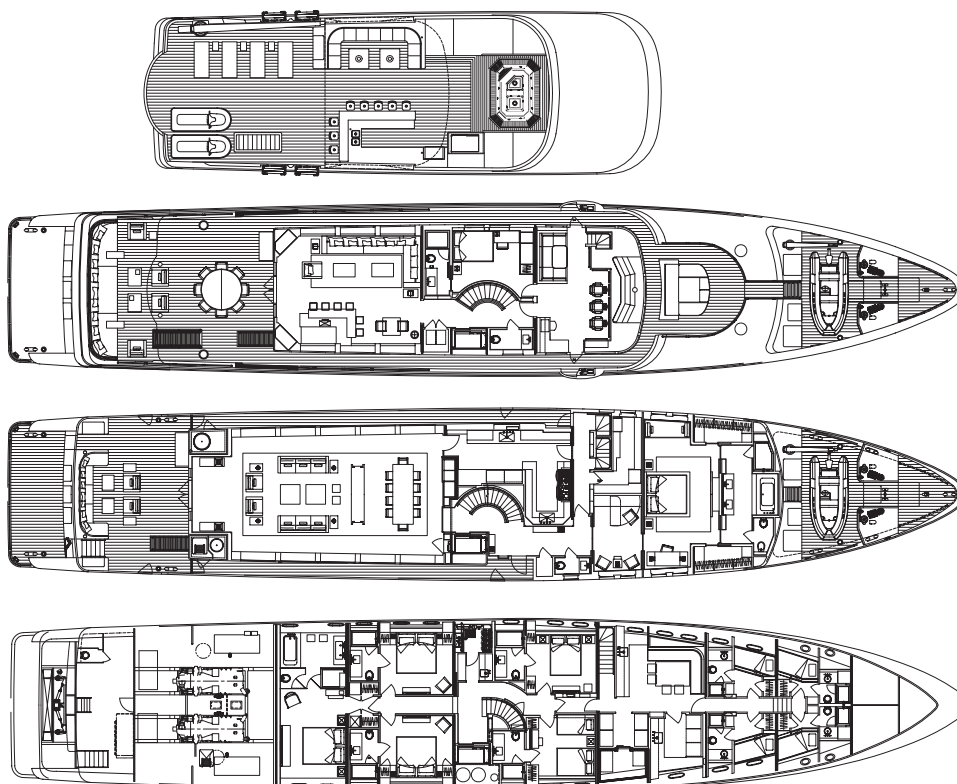
# Christensen 160' *Odessa*

LOA: 160'  
LWL: 139' 6"  
BEAM: 29' 6"  
DRAFT: 7' 10"

CONSTRUCTION: COMPOSITE  
DISPLACEMENT  
(FULL LOAD): 417.5 TONS  
ENGINES: 2 x 1,800 HP  
MTU 12v4000

GENERATORS:  
(1) 125KW KHOLER (1800 RPM),  
(1) 99KW KHOLER (1800 RPM)  
& (1) 65KW KHOLER (1800 RPM)  
MAX. SPEED: 18 KNOTS  
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The engine room  
is a show piece

served as the owner's rep during the build, says he convinced the owner that the crew quarters should be of the same fit and finish and have the same access to entertainment as the guests. After all, the yacht is their home, and a happy crew is a good crew.

The interior décor's theme continues on the bridge deck. The skylounge features a six-stool bar in backlit onyx. With the offsetting walnut veneer and the lights turned down low, it is stunning. A large L-shaped sofa beckons guests to enjoy HD-projection programming via the yacht's Kaleidescape system. From the skylounge's surround sound to its 100-inch foldable screen, to the now-mandatory iPod docks in the staterooms—where all of the LCD screens are hidden behind one way-mirrors—to the waterproof Crestron remote control that allows guests to control the programs on the sundeck's Hitachi 46-inch LCD display from the hot tub, *Odessa's* entertainment system is rigged to deliver on its promise to entertain.

The flybridge, with no bridge-mimicking controls, effectively is a spa deck. Built out to its maximum width it takes advantage of the yacht's 29.6' beam. Forward on the centerline, flanked by sun pads is a 12-person hot tub. Going aft there is a seven-stool glass-topped bar across from a generous U-shaped settee. Aft of those conveniences the teak deck continues. At anchor, with the two Sea Doo XPs, Vanguard Laser Sailboat and 23' Chris Craft Catalina



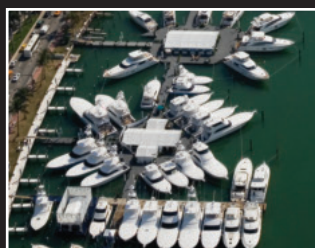
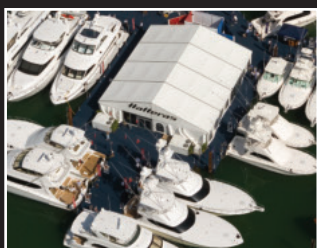


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## ODESSA'S ENTERTAINMENT SYSTEM IS RIGGED TO DELIVER ON ITS PROMISE TO ENTERTAIN



tender, launched by the 5,000-pound capacity Steelhead Marine davit, the chaises come out and the sun bathing begins.

Even the engine room is built with appeal. *Odessa's* engine room is in a class with, and no doubt inspired by, *Casino Royale* (launched mid 2008). It resembles more the under hood of a show car rather than a yacht's engine room. Although the working components of the engine room are exactly the same as the rest of yard's Custom 160 Series, the white paint and all of the chrome and stainless-steel details add a luster reminiscent of a beauty queen's smile. The chromed deck plates, highly polished stainless-steel-clad exhaust and *Odessa* signs engraved on various plates in the engine room—installed at the owner's request—combine with Christensen's normal quality detailing to provide a high degree of custom finish.

*Odessa* is the first yacht of color that Christensen has launched; prior to this all of the boats were white on white. *Odessa* is finished in Awlgrip: the hull being of super jet black and the metallic silver superstructure is sandalwood silver per the label.

Yet the yacht is not all about looks. The wheelhouse features three captain's chairs, one for the helmsman two for observers, mounted behind the console in good viewing position. George Johnson of Fort Lauderdale-based Johnson Electronics installed the bridge console's five VEI 20-inch monitors and one at the nav/com station. Johnson also called for VEI's SSIR matrix, which allows switching any information to any of the monitors. Sea Tel's 4006 VSAT antenna facilitates broadband communication—it's the piece of equipment that permits *Odessa's* owner



The lounge features a backlit glass-topped onyx bar and a huge foldable screen for movie viewing





Guests can feel at home on the well-appointed decks; the bridge is beautifully finished and well equipped



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and guests to stay in touch with the office via video conferencing. A KVH FB 500 26-inch Trac-Phone satellite phone antenna handles voice communication. Ensuring that programming is always available are a pair of 60-inch 6004 Sea Tel at-sea-TV antennas. The images, from a pair of Furuno 96-mile S- and X-band radars, are displayed on the captain's choice of monitors. With an eye toward safety and security *Odessa* also has a mast-mounted, Zeus, night-vision camera system from Ocean View Technologies and 14 CCTV cameras that can be viewed on any screen aboard the yacht. The Zeus multi-sensor camera features thermal, low-light and color zoom cameras all contained in one waterproof unit, and includes fiber-optic image stabilization and lock-on target tracking. Stewart Barnett, owner of Interior Audio in Vancouver, Wash., says that of the 14 CCTV units some are fixed Sony cameras and some are pan-tilt-zoom-units. Cameras were installed overlooking the dining room table so the wait staff knows when to serve the next course. A camera built into the anchor pockets allows the crew to watch the chains while at anchor. Additionally, there are cameras on the mast, aft deck port and starboard, the engine room, as well as two cameras on the flybridge and cameras port and starboard side of the boat.

The attention to the entertainment details extends outboard. Subtle but breathtaking blue underwater lights rim the hull beneath the waterline, extending *Odessa's* relaxing environment to the water the yacht calls home. ●



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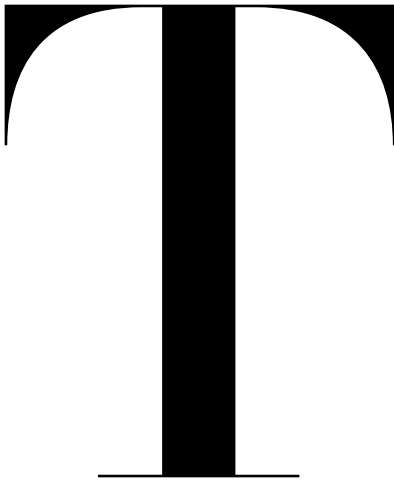
133' Tamsen Yachts *ta Tii*

# INVITING THE OUTDOORS IN

Established in 2005, Tamsen Yachts is a German company building semi-custom, series yachts in Antalya, Turkey. The first, a 131-footer (40 meter), debuted in 2008, followed by her sister ship, the 133' *ta Tii*, which premiered in September at the Monaco Yacht Show.

Story **Danielle Viguerie** Photos **Tamsen Yachts**





Fully retractable aft doors allow fresh air and sunlight to flood the salon, which features a bar and two sitting areas

**The fledgling builder is growing up** in a harsh market and has learned that it must produce top quality in the leanest way possible. Quality is nothing new to Heiner Tamsen, a Boeing 737 pilot, a yachtsman and a luxury automobile aficionado. And he quickly saw the benefits of building series yachts outside of Europe. "Of course labor costs are one big advantage building in Turkey. But a major reason we decided on this shipyard in Antalya was also their long-time experience in composite construction," said Julia Tamsen, Tamsen Yachts' interior designer and marketing manager and Heiner's wife. Located in the Antalya Free Zone, the 320,000 sq.-foot production facilities are equipped to build in advanced composite construction. Digital cranes, precision machines, the latest software and an on-site carpentry shop ensure that the shipyard can keep a handle on quality.

Recently, the Tamsens acquired the former SMG Werft in Rostock, Germany. Renamed Tamsen Maritim, the shipyard is currently booked with refits and repairs and produces parts for wind energy. Future plans for the Rostock facility are to be a one-stop resource for the design, construction and refit of superyachts up to 230' in length. But the composite series will remain in Antalya, where *Namaste* and *ta Tii* were built. Hulls three (a flybridge version) and four are under construction; they are due to launch in 2010 and 2011 respectively.





## TAMSEN YACHTS CONSULTED CHARTER EXPERTS AND CAPTAINS TO MAXIMIZE USABILITY AND CONVENIENCE IN ALL AREAS

We spotted *ta Tii* this fall as she glistened under the sun in Monaco's Port Hercules and the elegant Julia Tamsen invited us onboard. The idea was to build "a perfect place to chill out and entertain friends," Julia said. And with that Tamsen Yachts set out to build the now 41m series on spec. This guiding principle dictated interesting design choices, already evident on *Namaste*, a noticed newcomer at the Monaco Yacht Show in 2008, including the absence of a formal main deck dining room. One noticeable change on hull two is that the swim platform is larger by an extra 3'3", which creates more of a connection with the sea; that change is here to stay. The main deck bar, located at the portside entrance of the salon, is the perfect first stop for guests as they step inside to escape the heat. For more clement days, the aft salon doors fully disappear into the bulkhead and outside bar stools pull right up to the indoor bar, creating a seamless transition between exterior and interior spaces. The al fresco dining table and huge aft sunpad thus become part of the main salon, allowing guests to flow freely between these spaces. In order to emphasize the connection with the outdoors, a section of the bulwark opens to maximize sea views from the salon's large windows on both port- and starboard sides. Additionally, a skylight allows sunrays to pour in from the sky lounge, and guests on the top deck can peek into the salon and see what is afoot. The décor is contem-



A dining table is on the aft main deck for fair-weather days; the main-deck salon (below) does not include a dining room, located instead in the skylounge







*I TRY TO ACHIEVE A KIND OF TIMELESS  
LOOK, NOTHING THAT AGES IMMEDIATELY.*

*Julia Tamsen*







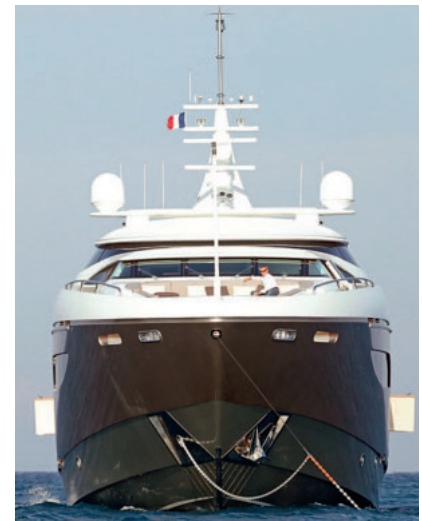
porary. A high-gloss zebrano veneer used liberally throughout, including on the seat cover in the day head, mixes with about 700 sq. feet of mostly hand-stitched leather. The galley, equipped with Miele appliances, is all stainless steel, wengé and pragmatism; the chef and chief stewardess offered their advice for a layout that allows both to work independently.

The guest lobby, just as it did on *Namaste*, features a large art piece, here a rare, monumental plant of carved Balinese teak at the entrance of the master suite, one of the yacht's highlights. Spacious and thoughtfully designed, the master apartment is beautifully fitted out with high-gloss zebrano, Macassa ebony and white leather. There is an office, a lounge area with plasma screen TV, a private bar, a king-size bed and three walk-in wardrobes (which allows the yacht owners to keep personal belongings locked during a charter). The easy-to-use Lantic system integrates all entertainment options, available throughout the yacht, into one handheld control. The retractable TV, framed in white leather, illustrates the high-quality craftsmanship found in Antalya.

Just as the salon does, the sky lounge unites interior and exterior, visually first with a strip of teak flooring flowing from interior all the outside, and in actuality thanks to doors that fully retract in their open position. The indoor and outdoor furniture is mostly stand alone, allowing owners and guests to have it rearranged according to their needs. The elegant main dining table is found inside to port, across from the lounge. The exterior deck, nicknamed "The Beach Club", welcomes the sun and features another bar. The yacht's custom 19'6" tender fits in the garage rather than on deck, when it is not skimming the waters at speeds up to 40 knots. "We have had yachts for 15 years, and it is always so much trouble to get the tenders down," Julia said. Not to mention the tidiness of a deck sans tender. The bridge is also very tidy with an integrated system from Praxis; it is obvious that the captain and chief engineer were both very involved in the design. Twin MTU 16V2000M93CR engines, with 2,400 hp each, get *ta Tii* to 20 knots with the help of France Helices' five-blade propellers, but she cruises comfortably and efficiently at 12 to 14 knots. She is also equipped with Wesmar fin stabilizers for added comfort.

Fully classified and MCA compliant, *ta Tii* was built with safety in mind. Tamsen Yachts also consulted charter experts and captains to maximize usability and convenience in all areas. There are four crew cabins and four lower-deck guest staterooms that benefit from the yacht's beam, which at 28'2.4" (or 8.6 m) is on the high size for a yacht of this length. All four guest cabins are of equal size and are similarly appointed with zebrano, which aptly conceals air conditioning vents above the beds, and lighter birch that helps brighten the rooms as the portholes are not huge. The staterooms share a central lobby bar stocked with refreshments.

The master suite is located on the main deck (previous page); from the large skylight to the fully retractable doors, the skylounge can feel like a large outdoor deck





# 133' Tamsen Yachts *ta Tii*

LOA 132'11" (40.5M)  
BEAM 28'3" (8.6M)  
SPEED 20 KNOTS  
CONSTRUCTION: COMPOSITE  
ENGINES 2 x 2,400 HP  
MTU 16V2000M93CR  
MAXIMUM/CRUISING SPEEDS  
20 KNOTS / 12 KNOTS  
DRAFT 5'4" (1.65M)

DISPLACEMENT (LIGHT) 155 TONS  
DISPLACEMENT (HEAVY) 175 TONS  
TONNAGE 360 GT  
GENERATORS 2 x 90 Kw  
KILOPAK GENSET  
STABILIZERS  
WESMAR FIN  
STABILIZERS (TRACK ZERO  
SPEED OPTIONAL)

PROPULSION FRANCE HELICES  
- 5 BLADED PROPELLERS  
NAVAL ARCHITECTURE  
DR. ORHAN CELLIKOL  
EXTERIOR DESIGN TSMM/TAMSEN  
INTERIOR DESIGN  
JULIA TAMSEN/ TAMSEN YACHTS

Comfortable and chic, *ta Tii* was also built with safety in mind and is fully classified and MCA compliant

Julia Tamsen, who worked in the textile industry for 15 years, is largely responsible for the yacht's elegant interior. "I try to achieve a kind of timeless look, nothing that ages immediately," she said. "All the materials we work with we import into Turkey. The carpets are hand-made in Germany, the leather is from Italy. We really use cheaper labor costs and let (craftsmen) work with the best materials." The carpentry department is very good. "There are only few pieces that we buy," she said.

Other onboard amenities include a Jacuzzi that is discreetly located on the forward deck with yet another outdoor area for friends to congregate. Yet, if the energy level calls for more than a Jacuzzi and sun pads, the garage is a trove of toys. A 10'7" Williams crew turbojet tender, a 3D Seadoo Jet Ski and two complete Scubapro dive sets are all standard and are located beside the custom tender, which can be launched in 10 minutes with a simple winch system. Although two more 41m are underway, the shipyard is now planning its next series, likely to be in the 164' (50m) range. Principals are meeting with naval architects now and design will begin soon. ●



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# THE SUM OF ALL PARTS

151' Delta *Katya*

Delta's new 151' full-displacement motoryacht *Katya* presents a study in contrasts: light-dark, curved-angular, traditional-contemporary, each element balancing its counterpart to form an agreeably dramatic whole.

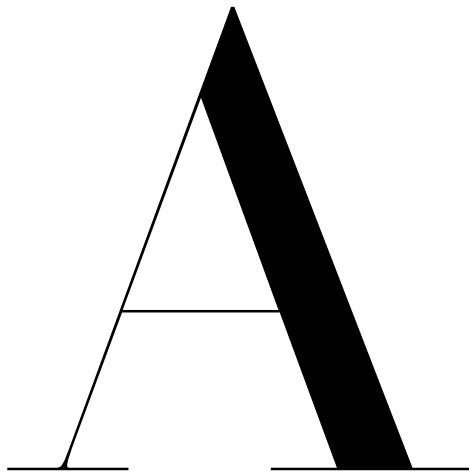
Story **Jerry Stansfield** Photos **Kristina Strobel**











Contemporary furniture  
in the main-deck salon  
offers pleasing contrast  
to surrounding woodwork

**Among the owners' primary objectives** for their new yacht was to create a comfortable and seaworthy vessel offering a timeless, classic style, a yacht as well-suited for charter as for private use, and capable of long-range voyages. For the answer the Delta Design Group adapted a proven hull platform, a displacement configuration already integrated into four previous projects, and noteworthy for an interior volume that allows both generous interior spaces and expansive outside decks.

Delta's considerable experience with computer-aided design platforms, particularly with the Rhino surface modeling software, served well in the development of *Katya's* complex and detailed geometry. The design team is structured in a way that teams exterior stylists with CAD designers to develop a three-dimensional digital model that can interface with structural and systems-oriented software for a precise, comprehensive design file. It can be used to create accurate, lifelike renderings, a scale model for discussion and evaluation and ultimately, molds for the fabrication of actual parts.

Sculpted exterior contours keynote *Katya's* contrasting themes, with crisp edges in hull and house surfaces surrounding curvy window openings. These and a gallery of windows on the bridge deck are sufficiently large to brightly illuminate the salon, master suite and skylounge as they frame expansive views for onlookers within, and with their deeply tinted glass offer dramatic counterpoint to the yacht's subtly rich eggshell white exterior finish. The overall





## FAVORING A COMPARABLY CLASSIC DÉCOR, AT ONCE ELEGANT AND INVITING, THE OWNERS ENLISTED THE SERVICES OF DESIGNER JEAN-CLAUDE CANESTRELLI

look is unmistakably contemporary, but with proportions and detail that give the all-composite *Katya* a decidedly timeless appeal.

Favoring a comparably classic décor, at once elegant and inviting, the owners enlisted the services of designer Jean-Claude Canestrelli, who collaborated closely with the Delta Design Group to shape an interior characterized by a rich palette anchored in burgundies and teals, and extensive joinery of khaya, cinamora burl and cabinet faces of bookmatched crotch mahogany. Throughout, *Katya's* interior is a celebration of exquisite stone work. Finely figured and bordered marble soles greet visitors entering by way of the starboard side and aft foyers; owner and guest baths feature a range of onyx hues with contrasting tile detail throughout, and brushed gold and nickel fixtures to soften the visual drama of the gleaming stone. A brushed stainless steel balustrade punctuates the impeccable khaya mahogany tones of the central staircase.

Curved-glass entry doors aft on the main deck lead inside, where the foyer opens dramatically to a brightly illuminated salon furnished with facing sofas and occasional chairs between an expanse of cabinets below view windows on either side. In the main-deck master suite, twin wardrobes, a sofa, desk/vanity and built-in cabinets surround a king-size bed opposite a large bath fitted with double vanity, tub and separate shower, enclosed commode and a concealed washer and dryer for the owners' personal use. Lower-deck guest accommodations include

**Finely detailed khaya joinery encircles the formal dining room**





## COMMON AREAS ABOARD KATYA PERMIT AN IMPRESSIVE RANGE OF ONBOARD ACTIVITIES, FROM FORMAL DINING AND RECEPTIONS TO CASUAL ENTERTAINING

two king-berth suites, one with a queen-size berth, and for the owners' daughter, a double-plus-twin stateroom and bath specially finished in pink onyx. A door connecting crew quarters and the lower deck foyer facilitates room make-up and service requirements; separate stairways allow discreet crew access between lower, main and bridge decks. Crew quarters for eight occupy the forward third of the lower deck, and include four double-bunk cabins each with head/shower, crew mess and utility space with three washers, three dryers, a large freezer and provisioning and storage space. Finished to guest standard, the captain's suite adjoins the pilot house.

Common areas aboard *Katya* permit an impressive range of onboard activities, from formal dining and receptions to casual entertaining or simply an escape to a quiet corner for reading or a catnap. A selection of dining tables, inside or outside on main- and bridge-deck levels, each accommodate 10, and bar service is available in the skylounge and on the sun deck. Other amenities include a jetted tub, day head and barbecue grill, with space left for occasional lounge furniture. Just aft is a boat deck with room for a crew tender, two PWCs, assorted water toys and a Nautical Structures 3,000-lb. crane to handle them all. Guests in the pilot house can observe shipboard operations from a raised settee, built against the aft bulkhead and fitted with a table for drinks and snacks. Here, a vertical windshield admits a panoramic view ahead and balances the sweeping lines of side windows. Side decks curve forward to converge at a centerline walkway that leads to an expansive foredeck

Interplay of light and darker tones produces a serene ambience in the main-deck owners' bedroom

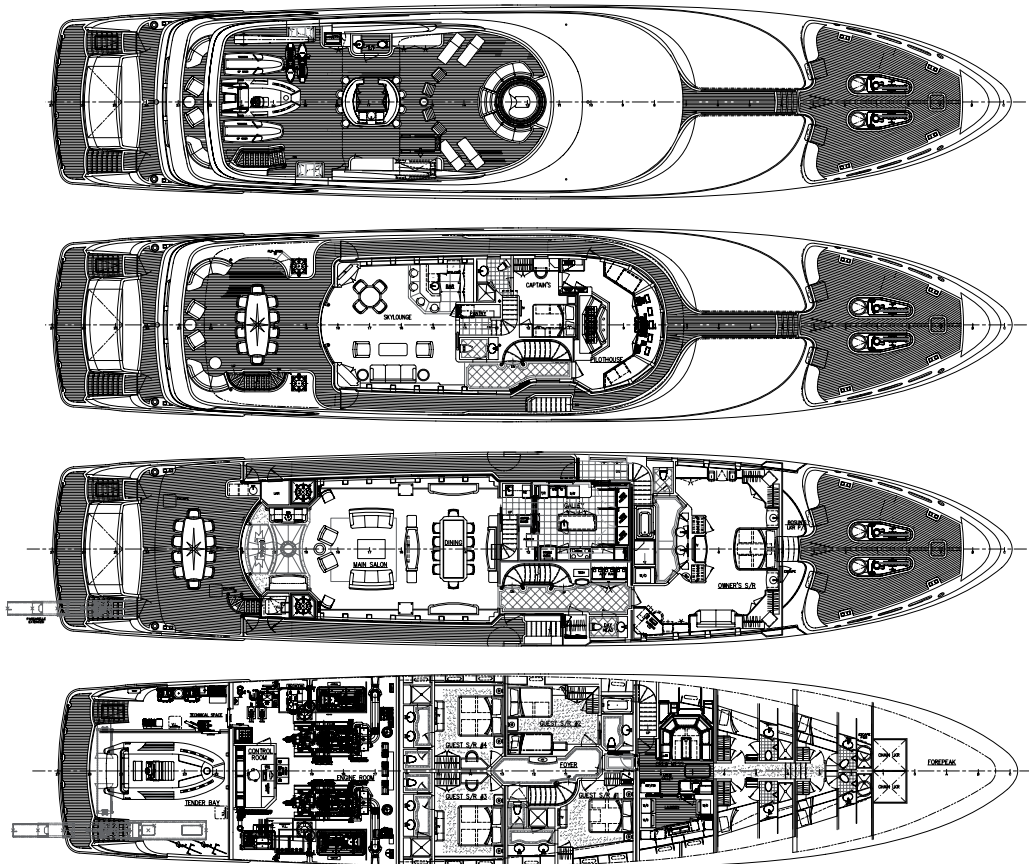


# 151' Delta Katya

LOA: 151'  
BEAM: 30' 8"  
DRAFT (FULL LOAD): 9' 7"  
DISPLACEMENT (HALF LOAD):  
427 LONG TONS  
ENGINES: 2 X CATERPILLAR  
3508B, 1,000 BHP.  
SPEED (MAXIMUM): 15.5 KNOTS  
SPEED (CRUISE): 12.5 KNOTS

FUEL CAPACITY:  
20,780 U.S. GALLONS  
RANGE: 5,000 NM @ 12 KNOTS  
GENERATORS:  
2 X NORTHERN LIGHTS 130 kW  
STABILIZERS: QUANTUM  
QC 1800 ZERO SPEED  
BOW THRUSTER:  
QUANTUM QT 150, 150 H.P.

FRESH WATER CAPACITY:  
3,000 U.S. GALLONS  
CLASSIFICATION: LLOYD'S  
REGISTER +100 A1 SSC  
YACHT MONO G6 MCH MCA  
NAVAL ARCHITECTURE:  
DELTA DESIGN GROUP  
EXTERIOR STYLING:  
DELTA DESIGN GROUP



Left: A red onyx border highlights fields of white onyx in the owners' bath. Right: One of two king-berth guest suites on the lower deck











## A TRIBUTE TO DELTA'S ENGINEERING AND CONSTRUCTION PROWESS, AND TESTIMONY TO THE PRODUCTIVE RELATIONSHIP BETWEEN BUILDER AND CLIENT, *KATYA* WAS HANDED OVER TO HER OWNERS AHEAD OF SCHEDULE

The galley clearly was designed and equipped to serve large gatherings, its central island surrounded by a logical sequence of cooktops, ovens, prep areas, separate pantry and butler's pantry and, along the forward bulkhead, a phalanx of three refrigerator or freezer units. A service stairway leads directly to the skylounge just above, and a weather door opens to the port side deck for service access and shoreside provisioning operations.

Perhaps the yacht's most noteworthy piece of hardware is a launch system capable of deploying a 19' diesel-jet tender, and retrieving it for storage in a transom garage whose 65" vertical clearance would not allow for a conventional overhead gantry mechanism. Instead, Delta engineers devised a roller cradle, not unlike that of a boat trailer, that nests well into the hull bottom, and at the press of a button telescopes outward, then tilts at a 12-degree angle to launch the tender while cantilevered over the teak transom platform. It's a slick system that permits rapid launch and recovery, and its modest height requirement allows for a large, uninterrupted social area on the aft main deck one level up.

*Katya's* mechanical spaces call to mind those of yachts in the 200' range. Twin 1,000-hp Caterpillar mains and a pair of 130 kW Northern Lights generators share the engine room forward of an enclosed control center and engineer's office housing main electrical panels and a control/monitoring station. The displacement hull design allows for large tank capacities, and at 12 knots a cruise range exceeding 5,000 nm. A central hydraulic system powers thruster, stabilizer and launch systems.

A tribute to Delta's engineering and construction prowess, and testimony to the productive relationship between builder and client, *Katya* was handed over to her owners ahead of schedule, allowing extra time to explore northwest waterways before heading south for the Panama Canal and Florida. If it's a rare event to see a new Delta yacht at a major boat show, that's only because most of the yard's clients are out enjoying their boats in one corner of the earth or another. Happily, *Katya's* schedule brought her to South Florida at a time that allowed Delta Marine to debut her at the Fort Lauderdale International Boat Show as a showpiece of the builder's craftsmanship. But don't count on many encore appearances at other shows; adventurous owners and a busy cruise schedule are likely to keep the yacht fully engaged in its intended purpose. ●

Preceding page, top: Cinamore burl and crotch mahogany paneling frame the skylounge. Bottom left: Twin staircases greet visitors boarding at the stern. Bottom right: Breccia Oniciata marble with Rosso Damasco border graces the main-deck foyer

Left: A large vertical pilot house windshield offers a panoramic view ahead. Right: Guests on the sun deck can relax at the full-service bar or on an array of lounge chairs



ON THE WEB:  
WWW.DELTAMARINE.COM



Sutera Harbour





That's because word is spreading that Sutera Harbour offers a surprising 13 stern-to berths for superyachts. Services include three-phase 440-volt 100-amp power, fresh water, and black water pump out. On an island where not so long ago headhunters roamed, the marina also has 91 standard berths for vessels up to 80'. But that's not all. Overlooking the marina, the Magellan at Sutera Harbour Resort is very upmarket, while The Pacific Sutera on the other side also has high star status. Varied Asian and Western cuisine is superb, the spas are first class, a championship 27-hole golf course and club backs these buildings, and the whole coastal complex is a 10-minute drive from Kota Kinabalu Airport, which has services to regional and international cities. The developer, amiable Singapore-based yacht owner Edward Ong, pondering whether he should embark on the massive 388-acre Sutera Harbour reclamation project that would transform the North Borneo Coast, looked for omens. He told us that playing golf in Singapore, he got a hole-in-one, which is an eagle on a par 3. Next day a rare bird of paradise alighted on his balcony in the garden city. That was *fung shui* enough, and the bird of paradise has, from the outset, been Sutera Harbour's logo.

Any owner or captain considering this route will arrive first in Sarawak, with options to ply upriver to capital Kuching, keeping an eye out for floating logs washing downstream, especially after tropical rainstorms. Next stop may be Brunei, where Sultan Hassanal Bolkiah, a graduate of England's top military academy, used to berth his 180' Oceanfast *Bolkiah* outside the royal palace. His brother Prince Jefri, then Brunei's finance minister, took delivery of a 180' Royal Van Lent Feadship, which he called *Tits*, and embarked on a plan to launch the world's largest superyacht at Blohm & Voss in Germany (finished and now cruising in Dubai).

Offshore Labuan Island, a Malaysian duty-free and banking center, is interesting, and further north, roughly 120 nm to the northwest,

lies *Layang Layang* (or Swallow Island), a sportfishing, hammerhead shark-watching and oceanic bird-breeding enclave run by Malaysia. Permits to visit must be obtained. It has a small airstrip and a naval command post. This is the start of the mysterious Spratly Islands of the South China Sea. Possible oil reserves spark ongoing interest from various neighboring countries, including Malaysia, Brunei, Vietnam, Philippines, China and Taiwan. The islands are unreliably charted, and small garrisons of trigger-happy sailors or soldiers from whichever claimant country may crop up unexpectedly. Best give them a wide berth, and hug the coast from Labuan to safer Sabah. Borneo, seen from Sabah, Brunei or Sarawak, needs a little reading to fully appreciate its turbulent history and focal place in the world's understanding of evolution. We would suggest starting with the admittedly heavy-going *The Malay Archipelago*, by Alfred Russel Wallace, a contemporary and correspondent of Charles Darwin. Other favorites include *The Pirate Wind*, *Tales of the Sea-Robbers of Malaysia*, by Owen Rutter, *The White Rajahs of Sarawak* by Robert Payne, and Joseph Conrad's *The Rescue*. Agnes Keith's period piece *The Land Below The Wind* is equally recommended, along with a trip to her former Sandakan home, now a museum.

The marina at Sutera Harbour offers 13 superyacht berths and 91 standard berths for yachts to 80'



NEGOTIATING OUR WAY 40 MILES UP THE SWOLLEN KINABATANGAN RIVER TURNED OUT TO BE ONE OF THE BEST CRUISING EXPERIENCES WE HAVE HAD IN A LONG WHILE



# BEYOND THE COAST **THE MANY FACES OF BORNEO**

Explorer-style vessels with their exceptional range and comfort allow their owners to cruise large and wide. The recent trip of an American-built expedition-style vessel inspired us to revisit a destination with an amazing biodiversity and good shore support, the Malaysian Island of Borneo.



Based on A True Story



Melissa Ewot, Sabah Tourism

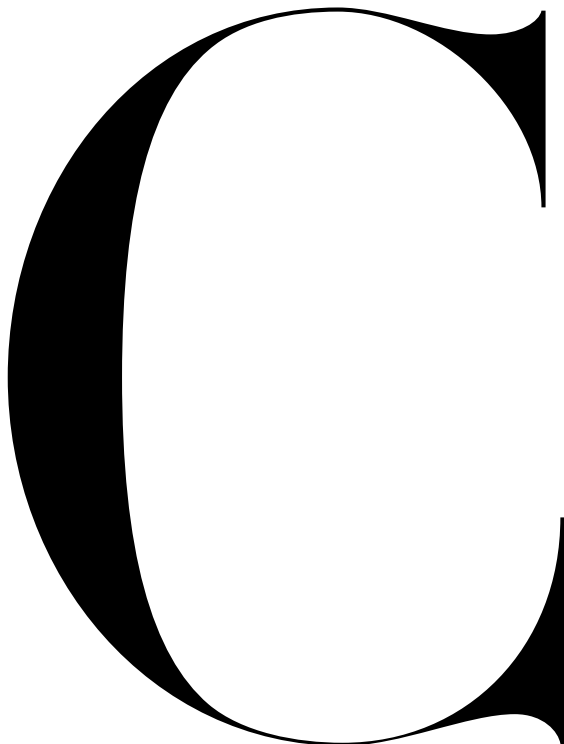
Two faces of Borneo: Sutera Harbour near Sabah's capital; on the wilder side of Borneo, the Kinabatangan River and the Rafflesia forest preserve





©Sutera Harbour

Sutera Harbour includes high-end resorts  
and a 27-hole championship golf course



### Cruising the Borneo Coast Story Bruce Maxwell

A prime passage of “Asia’s exotic seas and straits” starts in Singapore and runs through the 14,000-isles Indonesian archipelago to Australia and the South Seas. More adventurous owners are now exploring the north coast of Borneo, then voyaging down the Makassar Strait to rejoin the route at Bali.

Making this more practical was the opening, in the late 1990s, of a superyacht haven at Sutera Harbour in Kota Kinabalu, the capital of Sabah, which with Sarawak comprises the two East Malaysian states on this intriguing coast. In between them lies the tiny but fabulously oil-rich independent Sultanate of Brunei. The largest part of Borneo Island, further south, is called Kalimantan, a province of Indonesia. Captain Simon Farmer of North Borneo Yachting said recent visitors at Sutera Harbour included the 139’ exploration-style Royal Van Lent Feadship *Andiamo* and the 2006-launched 305’ Bermuda-rigged Lürsen schooner *Eos*. Other visitors included the 180’ Amels *La Masquerade*, the 170’ Perini Navi *Squall*, and the Maldives Four Seasons Resort’s charter 128’ catamaran *Four Seasons Explorer*, whose Captain Glenn Crandall has a home at relatively nearby Sanur Beach in Bali.



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The island is thought to derive its name from the powerful Sultans of Brunei who ruled these waters in centuries past and battled the Sultans of the Sulu Sea, off Sabah's northeast tip, where the southern Philippines now begins. Fierce battles continued through British colonial rule and the Japanese invasion in World War II until independence for Malaysia in 1963 and Brunei in 1984. Not counting the island continent of Australia, Borneo is the world's third largest island, after Greenland and New Guinea.

Sabah literally encapsulates Borneo's remarkable biodiversity of fauna and flora. Here is a towering mountain range capped by Mount Kinabalu, at 13,500 feet the tallest peak between the Himalayas and New Guinea. Below are dense rainforests and wetlands where orangutans and proboscis monkeys play. Rare Asian rhinoceros and pygmy elephants may be spotted. Strange birds such as the rhinoceros hornbill abound. The world's largest single flower, the rafflesia, attains a diameter of over three feet, and the weird jungle pitcher plants have to be seen to be believed. Fringing this wonderland are seemingly endless pristine beaches, and offshore lie coral reefs and many species of colorful tropical fish. Green turtles breed, and the island of Sipidan, around in the Celebes Sea off Sabah's east coast, is a diver's "mecca". Malaysia was the world's first country to establish the concept of marine parks, and the inaugural one, named after the

country's foundation leader, Tunku Abdul Rahman, spans a group of islands just off Kota Kinabalu.

Victoria Hilley is the Borneo agent for regional network Asia-Pacific Superyachts, and she can arrange river cruising, helicopter transfers, and tailored itineraries. She provided support for the *Newcastle Explorer* trip (see next story), and looked after *Eos* when it was in port and *Helios II* during the motoryacht's recent Asia-Pacific voyage. Captain Farmer, whose prior commands have included the Sultan of Johor's royal yacht *Aminah* and the Singapore-based Azimut 116 *Hye Seas II*, also is a great resource. He most recently wrote the section of the *Great Southern Route* superyacht guide that deals with the Borneo coast. One area to watch, when rounding the northeast tip of Sabah, is the southern part of the Sulu Sea, between the Philippines islands of Palawan and in-line Baslan, Jolo and Tawi Tawi. This has been a smuggling route and a setting for piracy and insurrections for centuries, so private yachts are generally advised not to linger here and instead motor quickly through to the Celebes Sea, Makassar Strait and Bali to perhaps refuel, although pre-check latest Indonesian regulations for superyachts, as they do change from time to time. Other than that, Borneo is plain sailing, and a truly exotic and rewarding place to visit.

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AND VICTORIA HILLEY [VICTORIA@ASIA-PACIFIC-SUPERYACHTS.COM](mailto:VICTORIA@ASIA-PACIFIC-SUPERYACHTS.COM)

©Captain Farmer



*Andiamo* and *Eos* were recent visitors to Borneo; The 1958 Sultan Omar Ali Saifuddin Mosque, below, is one of the most visible icons of the tiny and fabulously rich sultanate of Brunei, worth a visit while cruising the coast



©Tony Karacsonyi





## SCRIPTED VACATIONS, REAL ADVENTURE

Story Cecile Gauert

Niel Fox is not an easy man to reach. This born adventurer is most often far from home, combing the world for spectacular scenery and unusual places to visit on behalf of a roster of well-heeled clients seeking an exceptional and private adventure, like the Newcastle Explorer in Borneo. Fox, an experienced sailor, knows a bit about adventure. In 2001, he traveled from England to Antarctica; he accomplished the 11,000-mile journey without using any motorized transportation. A chance encounter with a well-known yacht owner, then cruising the area on his private yacht, opened the doors for Fox to explore a niche business. In 2002 he founded a company that creates custom adventures for wealthy clients, including owners of expedition vessels who are seeking something other than comfortable luxury in exotic locales or dockside champagne cocktails. He called his company “Based on a True Story” or BOATS. Fox, a CEO who spends little time at his desk, put his own wanderlust at the service of his clients. “I wanted to offer very wealthy people an experience that would bring them close to the essence of what I experienced,” he said. To create these adventures, he relies on helicopters, private jets and seaplanes, which extend the range and compress the time of the itineraries to fit in with busy modern lives. We caught up with Fox briefly after he had returned from an adventure from Morocco to Spain aboard a Perini Navi sailing yacht. Fox and his staff built a custom itinerary following a story line they created to fit their clients’ brief to entertain a large family with active children. Although that particular trip took place around the familiar Mediterranean, Fox and his team also operate in far more remote regions, including Burma. “We were the first tourists since 1947 to stay in an unregistered hotel with pioneering exploration of the Mergui Archipelago with

a superyacht,” he said. To meet the clients’ requests for an adventure in Borneo, Fox and his staff focused on the exotic and wilder side of the East Malaysian state of Sabah. While the island boasts high-end marinas and luxury resorts, Fox emphasized the country’s amazing biodiversity both on land and below the water. With his help, the motoryacht Newcastle Explorer and its adventurous passengers saw a lesser-known side of an area rich in national parks. The yacht’s passage up the Kinabatangan River (a first for a yacht) required special permits and some physical labor, including cutting back a few trees. The effort paid off, and the 102’ steel and aluminum yacht was able to cruise for several more miles on Malaysia’s second longest river. The dense tropical foliage on the river’s banks harbors many primates, and is home to the so-called Pygmy Elephants, only recently recognized as unique sub-species of Asian elephants. These placid pachyderms are not just a story line in the Based on a True Story portfolio. Although serious weather during the trip, which took place several months ago, required several itinerary changes, yacht Captain Edward Shiels, who has cruised extensively in Southeast Asia, recalls the trip fondly. “Negotiating our way 40 miles up the swollen Kinabatangan River and into the jungle of the east coast of northern Borneo turned out to be one of the best cruising experiences we have had in a long while. Judging from the smiles and banter between the owner and his family, they were of the same opinion as the crew and myself. After jumping off the helicopter, which had flown them in from another wild location and unique Borneo experience, they boarded the vessel for a four-day river adventure that offered the opportunity to observe and photograph the remotest villages, wildlife and ever changing jungle scenery from a five-star floating



©Tony Karacsonyi



©Tony Karacsonyi

**A school of fusilier and a green turtle swim near Sipadan Island, a prime diving site right off the Borneo Coast; pygmy elephants and primates inhabit the Kinabatangan River banks**

hotel. This was definitely the highlight of their two-week Borneo experience.” The company’s relationship with yacht captains is an important one. Captains tend to embrace adventure, having basically set out for the life of a sea nomad, and these days, many create itineraries for owners and guests. Fox seeks to add to that, rather than take away. He works on the itineraries in close consultations with captains, and together they look at important considerations such as provisioning. BOATS’ services include extensive reconnaissance, heavy logistics, political savvy and a healthy dose of creativity. The world is not a perfect place, and a big part of the company’s job is to create an exceptional experience amid sometimes less than idyllic realities. Fox noted, with some regret, that Borneo’s indigenous population and traditions are fading fast, as they are in many other parts of the world. Searching for another source of revenue, Sabah has launched into the production of palm oil for biodiesel fuel. Unfortunately this land-intensive crop competes for space with the island’s tropical forests. Borneo, like the rest of the world, is changing. Still, Fox worked into the itinerary much of the island’s cultural past, and the Newcastle Explorer group attended a traditional wedding celebration. And although they visited several islands that

are among Sabah’s most popular tourist spots, they never knew it. A visit to a popular park in Sandakan, home to the world’s largest orangutan rehabilitation center, for example, became an exceptional behind-the-scenes tour with a conservationist. “We did not see tour buses at all,” Fox said “I arranged a first-ever visit to enter through the back door, so the clients felt like they had discovered the orangutans themselves”. And, of course, there is the ever-present question of safety. Other than using common sense, one of the best steps to take is to preserve anonymity. Fox is tight-lipped about the identity of his clients and upcoming trips. He and his staff deal with various authorities, expediting formalities and, if necessary, arranging security details, but he said that, because they tend to attract attention, in many cases his company prefers to hire low-key local people. Challenging times and geopolitics call for awareness and flexibility. Fortunately, the world is full of stunning places. The company arranged for a cast iron bed set up on to the brink of Victoria Falls, because the sunset and sunrise are so spectacular. They have also built igloos and tree houses. Only imagination and budgets set limits; BOATS has created holidays from \$115,000 to more than \$3 million. ●

FOR MORE INFORMATION, VISIT [BASEDONATRUESTORY.CO.UK](http://BASEDONATRUESTORY.CO.UK)



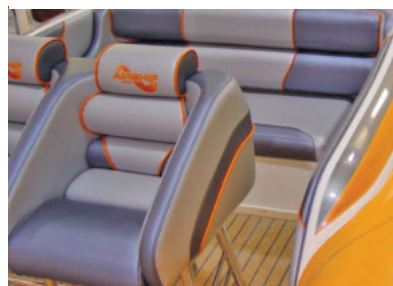


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# 2010 MIAMI BOAT SHOWS

## TESTING THE WATERS

Miami and Miami Beach once again get ready to host two of the leading shows in the U.S. that run concurrently February 11-15, 2010: The Miami International Boat Show & Strictly Sail, which has been returning to South Florida each winter since 1950, and the Yacht and Brokerage Boat Show, a sprawling in-water showcase stretching along Collins Avenue from 41<sup>st</sup> to 51<sup>st</sup> streets. *Story Yachts International staff*

The two shows have been coexisting for years now and traditionally have drawn a significant amount of visitors from outside the area. The 2009 Miami International Boat Show & Strictly Sail, which is produced by the National Marine Manufacturers Association, featured more than 2,000 different exhibitors spread over three locations. This year, the Miami Beach Convention Center returns with smaller craft and marine accessories, while larger boats will be on display at the Sea Isle Marina in Miami. The marina at Bayside is not included this year.

**The Yacht & Brokerage Show's** in-water showcase covers more than 1.2 million square feet of space along 10 blocks of Collins Avenue and has been the winter rendezvous for megayachts from international builders and brokers since 1988. This year, yachts 30' to more than 160' are expected to line the Indian Creek waterway. The 2010 shows return under better general economic auspices than 2009, a year that saw reduced visitor attendance. A few, although seemingly fewer, of the

exhibitors, have selected the winter show to premier new models in the U.S. It's the case for performance-style builders, such as Cigarette, which is waiting for the show to unveil a new model developed with Mercedes, to Marlow Yachts, showing its first new model since the 2008 Miami launch of the Marlow 86 Explorer. Australian builder Maritimo, which is represented in the U.S. with a Seattle office, makes a debut appearance at the Yacht & Brokerage Show on Collins Avenue. Another Australian builder, Riviera, is making a strong showing as CEO John Anderson reports new boat sales are on the rise. "It is pleasing to see strengthening demand for Riviera in both the United States and European markets,

giving us a clear indication that 2010 will be a stronger year for new boat sales," Anderson said. "The Miami International Boat Show has always been one of our largest and most successful boat shows and we look forward to showcasing our impressive new range." Sunseeker also expects to have a large display at the Yacht & Brokerage Show. In this preview we also included a few yachts that are not new launches but are new hulls that are worthy of a grande. Incredible diversity is a sure bet, with mono and multi hulls and sail or power boats.





LOA: 131' (40M) - BEAM: 25' 10" (7.9M) - DRAFT (FULL LOAD): 10' (3.05M)  
 ENGINES: 2 x 3,182 MHP MTU 12V 4000 M93s - MAXIMUM SPEED: ABOUT 28 KNOTS  
 CRUISING SPEED: ABOUT 26 KNOTS - FUEL CAPACITY: 7,925 GAL. (30,000 L)  
 WATER CAPACITY: 1,585 GAL. (6,000 L)



LOCATION: YACHT & BROKERAGE SHOW, COLLINS AVENUE

## SANLORENZO ALLOY 40 ONYX

*Onyx* is not a new yacht, but as the first Sanlorenzo Alloy 40 expected to show on this side of the world since the Alloy series remarked debut in Genoa, Italy in 2007, it is certainly worth mentioning. Sleek and contemporary, the Alloy 40 features award-winning design by Francesco Paszkowski. The yacht, which is not for sale, is in Miami to showcase the Italian builder's range and the diversity of its production. Sanlorenzo will also exhibit a new hull in its 108' series in composite and the stylish cruiser SD92, with interiors by American interior decorator Marty Lowe. The Alloy 40 is quite a different concept. Terraces are becoming more common now, but this 126-footer was a bit of a pioneer in this area. The master stateroom, one of five staterooms, has a private balcony ideal for a tranquil breakfast or nightcap; three other balconies adorn her bulwarks. Other innovations include stylish gullwing doors near the helm station. These stylish doors, reminiscent of those found in the Mercedes 300 SL of the 1950s, provide convenient access without taking space away from the side walkways. Sleek Italian design emphasizes clean lines and luxurious materials inside an out. The Alloy 40 is equipped with powerful engines and cruises at a fast 26 knots.

LOCATION: YACHT & BROKERAGE SHOW, COLLINS AVENUE.



LOA: 130' - BEAM: 26' - DRAFT (HALF LOAD): 6' 5"  
 DISPLACEMENT (HALF LOAD): 395,000 LBS. - FUEL CAPACITY: 9,965 GAL.  
 FRESHWATER CAPACITY: 1,726 GAL. - ENGINES: 2 x 2,735 HP MTU 12V4000

## WESTPORT 40M

Westport launched the first 40M in 2009, and hull three is expected to be at the Yacht & Brokerage Show. The new series is a direct descendant of the Pacific Northwest-based shipyard's 130' series, launched in 2001 but includes many of the great features of the 164 series. Yet proportions are substantially the same as they were on the original 130 series, as is the graceful sheer line that curves upward to a raked bow. Upon boarding the 40M, however changes become apparent. One of the outstanding features is the well-appointed foredeck area. Five staterooms make her an excellent candidate for charter. But perhaps the yacht's most compelling attribute has been its William Garden-designed hull, which Westport was wise enough to leave alone. Inasmuch as the 40M weighs in only fractionally heavier than the 130, with its twin 2735-hp MTU 12V4000 main engines it still cruises at around 20 knots, tops out in the high 20s, and at 12 knots delivers a maximum range of about 3,000nm.

## YACHTS



LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE



## PALMER JOHNSON 123

The Yacht & Brokerage show is the only U.S. show to see newer models from the Wisconsin-based builder. This is a return performance for *Ocean Drive*, the third 123' fiberglass model in Palmer Johnson's Raised Pilot House Series. Italian designers Nuvolari & Lenard have incorporated their trademark expertise in the blend of materials and textures: sugary white marble tops, black walnut veneers and sycamore wood, gold and bronze upholstery and hints of bordeaux. Blending modern and traditional design elements, *Ocean Drive* exudes a certain elegance that can be easily adapted according to the owner's personal style. Beyond the pilothouse's smoked windscreen, the flybridge features a hot tub with teak steps, built-in bathing area, bar and barbeque area. Like all of the PJ vessels, *Ocean Drive* is built to class and is MCA certified. The yacht cruises at 21 knots and features a top speed of 24 knots thanks to twin 2,400 hp MTU 16V 2000 Common Rail engines. Technological sophistication applies to the transom, which hydraulically folds down creating a step into the sea.

LOA: 123' (37.5M) - BEAM: 24' 6" (7.3M) - DRAFT: 6' 6" (2.09M) - FUEL CAPACITY: 6,850 GAL. - FRESH WATER: 880 GAL. - ENGINES: MTU 16V 2000



## HARGRAVE 101

This recent 101' classic Hargrave is a raised pilothouse, offering guests both indoor and outdoor comfort. The flybridge has a retractable roof for fair weather yet can also provide shade when necessary. The aft section on the fly enjoys full sun and there is also a hot tub, sunpad, full working bar and seating for 15. Inside, comfort is found in four cabins, sleeping a total of 10. There are two master suites, one on the main deck while the other shares space on the lower deck with two identical guest cabins, equipped with a Pullman bed. The commercial galley is designed to give crewmembers working space, with dedicated areas for the cook, a prep area, coffee station and cleaning station. The yacht sleeps six crewmembers.



LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE, SLIP #38

LOA: 101' - BEAM: 21' - DRAFT: 5'10" - ENGINES: CAT C-32 1675





LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE

## FERRETTI 881 RPH

An alternative version of the fleet's flagship Ferretti 881, the RPH was developed through the usual association of Studio Zuccon International Project and AYT - Advanced Yacht Technology, the Ferretti Group design and research center. The yacht features a new upper deck pilothouse, designed to allow the captain to access the helm station without walking through the guests zones, making the Ferretti 881 RPH ideally suited for high-level charter services. All the controls in the interior helm are in a head-on position, very clear to see and easy to handle. To the right, an L-shaped sofa and table allow guests to share navigation with the captain. The very large flying bridge houses a further helm station and a wide L-shaped sofa with an extendable table. The sundeck shades an optional Jacuzzi bathtub. The Ferretti 881 RPH is speedy with two 2218 mhp MTU engines pushing the yacht to a 30-knot top speed and a 26-knot cruising speed.

LOA: 88'8" - BEAM: 22'1" - DISPLACEMENT (AT FULL LOAD): 204,964 LBS - DRAFT (AT FULL LOAD): 7'2"  
 FUEL TANK CAPACITY: 2,378 U.S. GALS - WATER TANK CAPACITY: 349 U.S. GALS - ENGINES: 2 X 2218 MHP MTU



PREDATOR 84

LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE



PREDATOR 64

### PREDATOR 84

LOA: 86'11" (26.48m)  
 BEAM (MAX.): 20'10" (6.34m)  
 FUEL CAPACITY: 1,981 GAL.  
 FRESH WATER CAPACITY: 317 GAL.  
 ENGINE OPTIONS:  
 UP TO 5,300 HP TOTAL  
 RANGE: UP TO 300 NM

### PREDATOR 64

LOA: 65'11" (20.10m)  
 BEAM (MAX.): 16'3" (4.95m)  
 DRAFT (MAX.): 4'10" (1.48m)  
 FUEL CAPACITY: 793 GAL.  
 ENGINE OPTIONS:  
 UP TO 2200 HP (TOTAL)

## PREDATOR 84 SPORT

If a few builders are turning their back on speed, it is not the case at Sunseeker. The British builder seems to beat to its own drum and has bucked the trend by reporting robust sales in the recent months despite a poor economic context. The Poole-based builder has worked hard to expand its Predator line of performance yachts, and among the new models to appear at the Southampton Show last fall was the new Predator 84 Sport. With optional Arneson surface drives, the yacht thrilled the Sunseeker team with a sea trial speed of 47 knots, according to Sunseeker Florida's Paul Burgess, although officially maximum speed in this version is listed at a more conservative 42 knots. The yacht also is built with conventional propulsion and features a 37-knot top speed in that version. It is one of 10 yachts expected to be part of the Sunseeker display, which should also include the new Predator 64, available in a variety of finishes and with a great swim platform and top speed of 35 knots. A single crew room is optional.



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LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE

## PREDATOR 60

Consistent with its long-standing relationship with the James Bond franchise, Sunseeker has built a new model that looks like it would be the perfect transportation for the iconic spy. With a top speed of 37 knots (depending on engine options), this model debuted in Southampton last fall and will be available in open or hardtop versions, and in conventional or Arneson drives. Below deck are three cabins and a fully equipped open galley. An aft garage is able to house a tender. "This is an entirely new concept. The design and styling of both the exterior and interior has been carefully thought out to meet the ever increasing demands of our clients. So too has the level of options available, be it a preference for a hard or soft top, interior finish, propulsion or drive system - the new Predator 60 provides endless choice," said Sunseeker CEO Robert Braithwaite.

LOA (WITH FIXED PLATFORM): 63' 7" (19.37M) - LOA (WITH LIFTING PLATFORM): 65' 4" (19.92M) - BEAM (MAX.): 16' 3" (4.95M)

DRAFT (FULL LOAD): 4'11" (1.49M) - FUEL CAPACITY: 793 GAL. - FRESH WATER CAPACITY: 185 GAL.

PROPULSION OPTIONS: TWIN SHAFT FIXED PITCH PROPELLERS OR TWIN ARNESON SURFACE DRIVES - ENGINE OPTIONS: UP TO 2534 HP (TOTAL)



LOCATION: SEA ISLE MARINA, BOOTHS 168, 169 AND 170

## MARLOW VOYAGER 76LR

Florida-based Marlow Yachts hinted at great advances in explorer-style yachts with the Marlow Voyager 76LR, announced in Fort Lauderdale last fall. A presentation at FLIBS revealed the new Marlow Voyager differs quite a bit from traditional shapes and hull forms usually preferred by trawler builders, with a lower center of gravity, lighter weight and greater speed. Marlow's new 76LR is able to cross the world's oceans about 30 percent quicker than traditional "round-bottom" boats and offers about 30 percent greater interior volume, David Marlow said. The engine room boasts nearly seven feet of headroom, yet the yacht's height is about 15 to 25 percent lower than conventional cruisers. The 76LR, the first new model Marlow Yachts has introduced since its 86 Explorer is a very different vessel, with a redesigned hull and smaller power. The goal for the fourth generation of Marlow's wave piercers is efficiency rather than speed. With very small power, it will have a top speed of about 20 knots and burn less than 50 percent of a typical trawler of similar size with an extraordinary range of 5,300 nm at nine knots. "It will cross the entire Pacific," Marlow says. Fuel consumption is expected to be about 7 gph at 10 knots. "I wanted to use very small power, to demonstrate it can be done." The boat also features the second generation of solar panels by SunTech (eight well-concealed panels of 200 watts each), which is enough to run all the appliances inside the boat (except for the air conditioning). Marlow Yachts will also introduce in Miami a 37' prowler named Havana. The appealing center console model is likely to be there, but Marlow is keeping details under wraps until the Miami Show.

LOA: 82'7" - BEAM: 20'9" - DRAFT: 5' - DISPLACEMENT: 115,000LB - FUEL CAPACITY: 4,500 US GAL



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LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE



LOA: 76' 2" - BEAM: 20' 3" - DRAFT: 5' 6"

DISPLACEMENT: 136,200 LBS. - FUEL CAPACITY (STANDARD): 2,547 GAL.

FUEL CAPACITY (OPTIONAL): 3,174 GAL. - WATER CAPACITY: 425 GAL.

ENGINES: 2 X MTU SERIES 2000 V16s WITH EITHER 2,400 OR 2,600 MHP

## VIKING 76 ENCLOSED BRIDGE CONVERTIBLE

Viking Yachts introduced its Viking 76 in Fort Lauderdale. Now comes the enclosed bridge version. The Viking 76 features an aggressively raked stern and a sheer line accentuated by a black metallic wraparound mask. The hull, which features a convex-deadrise shape, was extensively tank-tested.

Mechanically, the newest Viking shares many features of the flagship Viking 82 Convertible, including a chilled water air conditioning system for independent controls in the cabins. The 76 Convertible will cruise in the mid 30-knot range and has a top speed of close to 40 knots. The standard engines are twin CAT C32A with 1,825 mhp each. However, all of the boats built so far have been powered with MTU Series 2000 V16s with either 2,400 or 2,600 mhp. Accommodations include the choice of two diverse plans. The 206 sq.-foot professional cockpit features an observation mezzanine.



LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE, SLIP 414

## SUNREEF POWER 70 SEABASS

*Seabass* missed her rendezvous in Fort Lauderdale, but the Polish builder confirms the power cat will be in Miami, while her sistership made a stop at the Antigua Yacht Charter meeting in early December. The first Sunreef Power 70, *Jambo*, was developed by the Polish shipyard in close consultation with its owner, French sailing champion Laurent Bourgnon, who specifically ordered his motorized expedition catamaran to take his family on a circumnavigation. In order to maximize the range he deliberately has kept his yacht as light and unencumbered as possible. This new model features an elaborate interior décor with a modern feel that marries birch and wenge woods and silver Alcantara seats. Two VIP cabins are located forward, and two guest cabins are located inside the twin hulls. The immense flybridge is equipped for fun in the sun, with a huge Jacuzzi and a hydraulically operated diving board. *Seabass* can cross the Atlantic at 12 knots.

LOA: 70'4" - BEAM: 30'6" - DRAFT: 5' - FULL LOAD DISPLACEMENT: 65 TONS - ENGINES: 2 X 873 HP CATERPILLARS

MAXIMUM SPEED: 26 KNOTS - FUEL CAPACITY: 2 X 2,113 GAL. - FRESH WATER CAPACITY: 103 GAL.



LOCATION: YACHT & BROKERAGE SHOW, COLLINS AVENUE



## VICEM 57 SPORTFISH

The Turkish shipyard is bringing its first sportfish to the U.S., where it will compete with established homegrown brands like Hatteras, Bertram and Viking. What makes this model unusual is Vicem Yachts' chosen hull material. Vicem Yachts first appeared in the U.S. with its stylish classic cruisers and flybridge models, built in mahogany using cold-molded construction. This 57-footer is not only the first Vicem sportfish to be shown in the U.S., it is also their newest model in the sportfish series, which ranges from 53' to 66'. It subscribes to Vicem's tradition of timeless design and construction methods but is unmistakably built and ready for tournament-style deep-sea fishing. The interior living areas feature leather furnishings, marine-grade hardware and fixtures and sumptuous use of solid Kyaha mahogany wood for walls and cabinetry and Ducia mahogany or teak for flooring. She is outfitted with twin 1,800 hp MAN engines, tuna tower, stainless steel shafts, rudders, rod holders and rocket launchers; the aft cockpit has a fighting chair with footrest, live bait station and prep table, and more.

LOA: 56' 8" - BEAM: 16' 2" - DRAFT: 31' 5" - WEIGHT: 60,000 LBS

FUEL CAPACITY: 958 GAL. - WATER CAPACITY: 265 GAL.

ENGINE: 2 x 1100 HP @ 2300RPM TWIN MAN (DIESEL)

MAX SPEED: 36 KNOTS - CRUISING SPEED: 31 KNOTS

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LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE

## MARITIMO 56

A raked bow and longer flybridge have created a sleek new look for the Maritimo 56, which is the first flying bridge design from the company without the trademark wings incorporated into the bridge. She is geared less toward big game fishing than her predecessors and is rather intended to impress in appearance, command, vision and accommodation. But, the Maritimo 56 retains many of the features that have won the company its reputation for innovation and build quality. Open the three-way sliding doors from the cockpit and the well-appointed galley is positioned for easy entertaining both inside and out back. The salon is spacious and light thanks to sliding picture windows, but creature comforts are also present in a flat screen TV/ DVD and surround sound system to be enjoyed in climate-controlled comfort. Below deck, the sleeping quarters are configured in a three-cabin, two-bathroom layout that features an enormous owner's stateroom with private ensuite. Designed with an advanced variable deadrise hull, engines mounted forward and long-range fuel tanks positioned amid ships, the 56 has superb balance and poise, and a more efficient propeller shaft angle of just nine degrees. You can expect a minimum of 400NM range at planing cruise speed of 25knots.

LOA: 60' 8" - BEAM: 17' 1" - DRAFT: 4' 5" - FUEL CAPACITY: 1,017 GAL. - WATER CAPACITY: 211 GAL. - HOLDING TANK: 80 GAL.  
WEIGHT: 31 TONS - CRUISING SPEED: 25 KNOTS - STANDARD ENGINES: 2 x 715 MHP CATERPILLAR C12s

LOCATION: YACHT &amp; BROKERAGE SHOW, COLLINS AVENUE.



## SESSA MARINE C43

The C43, from the innovative family-owned Italian Sessa Marine that built the Sessa C68 featured in this issue, follows the C46 in its balance between careful design and high technology. Designer Christian Grande has provided this new model with contours that are not strictly for looks, but also stability and strength. The cleverly designed lower deck features a large master and a VIP, both with their own bathroom, and a salon. On deck, a retractable hardtop provides flexibility for relaxing in sun or shade. The C43 can be customized and is available with twin Volvo IPS 500s.

LOA: 43'3" - BEAM: 13'1"  
DISPLACEMENT: 22,400 LBS. - FUEL CAPACITY: 264 GAL.  
ENGINES: CHOICE OF 2 x VOLVO IPS 500 OR 2 x 370 VOLVO D6



LOCATION: MIAMI BEACH CONVENTION CENTER



## RIVIERA 4400 SPORT YACHT

Australian shipyard introduces the Riviera 4400 Sport Yacht to the U.S. market at the Miami International Boat Show. Its lightweight-yet-robust hull construction, Volvo Penta Inboard Performance System (IPS) 500 diesel engines (370 hp each) and joystick docking system, make this boat simple to control and maneuver. The 4400's design emphasizes the flow between indoor and outdoor spaces and interior light and sense of space. The hull was constructed using infusion-molding technology rather than the traditional open molded fiberglass and resin. Also in Miami, is the Riviera 45 Open Flybridge, a three-cabin, two-bathroom boat, which innovates with a fully molded external staircase featuring teak treads in place of a ladder, providing easier access to the flybridge. A new, dedicated machinery room for ancillary systems improves access within the engine room. An angler-friendly cockpit includes a non-skid dot pattern on the floor, innovative recessed toe-kicks, and optional live bait well. Standard engines are two Caterpillar C9s rated at 575hp/423kW each. Riviera representatives will also be on hand to discuss soon-to-be introduced models to the U.S., including the innovative 5800 Sport Yacht introduced earlier this year.

**RIVIERA 4400 :** LOA: 49'7" - BEAM: 15' - MAX DRAFT: 3'11" - DRY WEIGHT: 27,600LBS

**RIVIERA 45 :** LOA: 51'3" - BEAM: 15'9" - MAXIMUM DRAFT: 3'11" - DRY WEIGHT: 39,400LB

### YACHT & BROKERAGE SHOW SCHEDULE

Thursday, Feb. 11: 10am - 7pm

Friday, Feb. 12: 10am - 7pm

Saturday, Feb. 13: 10am - 7pm

Sunday, Feb. 14: 10am - 7pm

Monday, Feb. 15: 10am - 6pm

Admission to the Yacht & Brokerage show is free. Free shuttle bus service is available from the Miami Beach Convention Center and Collins Avenue and from Collins Avenue to and from Sea Isle Marina.

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# THE ENGINE ROOM UP CLOSE AND PERSONAL **HEESEN 144'** ***MY PETRA***

For owners curious to know more about how their yachts were built, we spent a couple of hours onboard the seductive new 144' Heesen yacht, *My Petra*, and took a guided tour of its immaculate engine room. Yacht engineer Mark Green explained in simple terms the use of each system housed therein.

Story **Cecile Gauert and Franck van Espen** Photos **Matthieu Carlin**

**Heesen Yachts in Holland** designs its engine rooms in 2D. Engineers first start with fitting the drivelines (engines, gear-boxes, shafts), then main components like exhausts, generators, cooling water discharge pipes, components with lines going forward to the accommodations, and finally the rest of the equipment. Critical factors guiding engine room design include proper air supply and accessibility for maintenance. Over the years additional new elements such as stabilizers have been introduced, along with specific systems designed to meet more stringent marine environmental regulations.





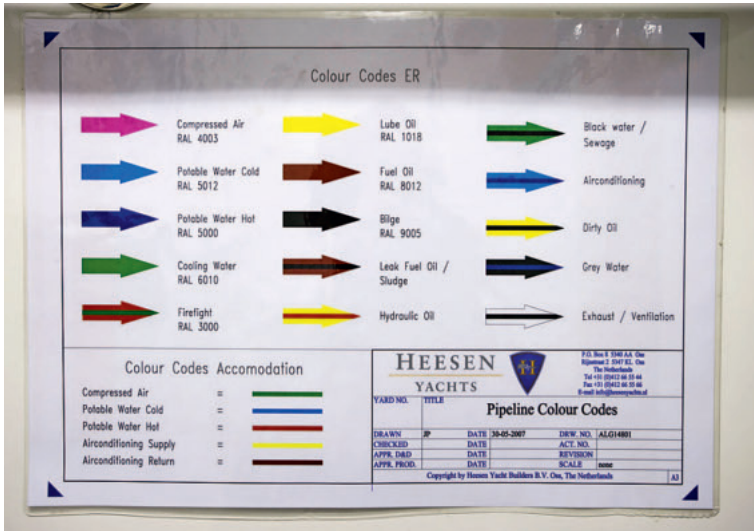
Engine control room

This is the domain of the chief engineer, a climate-controlled and insulated room that serves as his office. A centrally located monitoring system allows the engineer access to important information about fuel tanks, water and sludge. He can perform simple operations remotely, such as turning lights, switchboards and generators on and off. Alarms, including security and fire, appear on one of three similar screens onboard the yacht. The monitoring system onboard *My Petra* is proprietary, with touch-screens by Hatteland. On *My Petra*, which features Heesen's standard design on this size vessel, the engine control room also contains a fuel control station, which allows the engineer to oversee the yacht's fuel intake, collect samples and distribute the fuel evenly to various tanks, according to needs, an operation he prefers to do manually. The control room also has a complete set of manuals, a hard-copy resource including manufacturers' recommendations for maintenance of all systems, that also is available on the onboard computer system. Next to the engineer's personal computer are communications devices, which include VHF radio, cell phone and ship's phone for quick communication with the bridge and other crewmembers.



Hydraulic pump for Naiad stabilizers

Most yachts today, if not all new yachts, feature some kind of stabilizing system to improve comfort at anchor and low speeds. It is one of the most significant changes in recent years in standard engine rooms. *My Petra* has fin stabilizers by Naiad. Right outside the engine room is a large hydraulic unit that ensures their proper deployment at anchor or underway. The pump supplies just the right amount of filtered oil to maintain correct pressure, and the fins automatically adjust to the sea conditions and speed. The system can also supply oil for other hydraulically operated systems, such as the passerelle and bow and stern thrusters.



Color-coded chart

As a fully operational home—and a moving one at that—a yacht has a complex system of pipes and plumbing. Aboard *My Petra*, a color-coded chart allows identifying each line according to its contents and role, whether part of the bilge, house water supply or all-important firefighting system. Pink signals compressed air. Blue identifies fresh water (dark blue for hot water). Green identifies seawater pipes used for cooling. Red is for the fire extinguishing system. Yellow identifies clean oil for lubrication systems. Brown identifies fuel pipes. Black identifies unusable bilge contents. Yellow and red arrows designate oil pipes for hydraulic systems. Black and blue arrows identify air conditioning ducts.





### Bilge and firefighting system

This is the bilge and firefighting system manifold. The engineer easily identifies the pipes thanks to a color-coded chart, and can open and close the valves manually or by using the touch screen of the monitoring system in the control room (or at either of two other locations on board, the bridge and crew quarters). Speed often is key, so switches also are located all around the yacht for ready access; the system is usually left in firefighting mode so it can be quickly switched on if needed. *My Petra* is also equipped with a quick-acting engine room foam firefighting system by Novec (not located here).



### Oil/water separator

With an increasing concern for marine life and the health of the oceans, governing bodies, including the International Maritime Organization (IMO), have mandated control of what does and does

not get discharged into the ocean. Among IMO requirements for yachts is a water and oil separator, a device, in this case manufactured by RWO, whose role is to remove oil from discharge water (in fact down to 15 parts per million or less, which is acceptable in all but the most sensitive areas) without the use of harmful chemicals, so that what does enter the ocean has a minimal impact on the marine environment. Future legislation is expected to become even more stringent. While something close to clean water exits the yacht, the dirty oil residue is captured and stored in a sludge tank and kept onboard until a shore-side pump-out service is available.



### Waste water treatment

Future legislation is expected to impose more stringent rules in this area as well. Already in place are mandatory treatment systems for all the yacht's wastewater: grey water (from showers and the galley) and black waters (toilets). Heesen uses a waste water collecting system from EVAC or equivalent and a waste water treatment by Hamman or similar. In these systems, chlorine is used to disinfect the waste water collected from throughout the yacht. Treated water, meeting standards established by such organizations as IMO and the U.S. Coast Guard, may be discharged in certain areas. Alternatively, holding tanks are also available. Legislation mandates that the crew keep detailed records and make them available for possible inspection.





## Cooling and exhaust

One of the major issues with powerful engines (on this yacht twin MTU 16V 4000 M90 diesel engines at 3,650 hp each) is heat generation. To prevent overheating, each engine has a sea water cooling system. Pictured here is a cooling water manifold and the exhaust thermal insulation. Each of the two engines has its own pump to draw in cool sea water, which is circulated quickly to cool the engine water jacket before being returned to the ocean. This is a closed system, which means that only sea water gets in and out. Another way to control engine temperature is thermal insulation—here double “skins” of cooling. The exhaust still is cooled before being directed out the yacht, just above the water line. It can be directed to the side or astern, according to yacht’s design.



## Compressed air and ventilation

The pink arrows on the color chart designate the yacht’s compressed air distribution system. Compressed air may be used to refill air chambers on an inflatable tender, to sound the ship’s horn or to clean parts during maintenance. Heesen Yachts pays close attention to ventilation, and the engine room has a very efficient fan-cooling and air-exchange system. During our visit, with the yacht using one of its generators and with one fan running only at 30 percent of capacity was enough to keep the engine room comfortable.



## Air conditioning and generators

*My Petra* is equipped with two Kilopak generators of 99 kW each. Usually one is sufficient to supply all the necessary energy for normal vessel operation. There are two due to class requirements and because these hard-working pieces of equipment normally run nearly 24 hours a day, so a backup is a good idea. In order to keep them even in terms of hours, the engineer uses one or the other alternately. The generators are enclosed in special acoustic casings to keep the noise level down. *My Petra*’s air conditioning unit, by Heinen & Hopman, has two separate compressors and basically operates as a big refrigerator. One compressor is usually enough to supply the required chilled air that circulates through the yacht.





## Engines

*My Petra* is equipped with a powerful drive system comprising two 3,650 hp MTU 16V 4000 M90 mains, each equipped with “Common Rail” fuel injection. This electronic control system ensures precise fuel delivery through injectors that deliver the right amount of diesel in a fine mist, which, compared to conventional systems, allows cleaner combustion and reduced consumption. *My Petra*’s engine room is also equipped with MTU’s new Blue Vision remote control system. A flat high-resolution screen displays all relevant information regarding the propulsion system.



## Centrifuge fuel filter

One of the main elements of the fuel transfer station is a centrifuge. Many mechanical problems can be attributed to impurities inside the fuel. When fuel sits for long period in the

same tanks (there are six tanks on *My Petra*), organisms can grow and other impurities can form. Before the fuel is transferred from one tank to the day tank, it goes through a centrifuge, which helps filter out and eliminate these impurities, along with water from condensation to keep the fuel clean and the engines running well.



## Fresh water and refrigeration

One system handles the cooling for the freezers and fridges located in the galley. In order to save space, all the cooling is done in the engine room. Another critical onboard function is producing enough fresh water daily to meet the needs of the guests. There is a dedicated system to make fresh water. *My Petra*’s small water factory, so to speak, is by HEM. The system uses reverse osmosis to convert seawater into fresh water, to the tune of about 12 liters (or about three gallons) per minute on average; results vary with the amount of salinity and the water temperature. High-pressure pumps force the water through a spiral membrane removing salt and other mineral deposits, which are discharged overboard, and producing fresh water on the other end. A water softener adjusts water hardness and the output rate is also adjusted according to the number of passengers onboard.

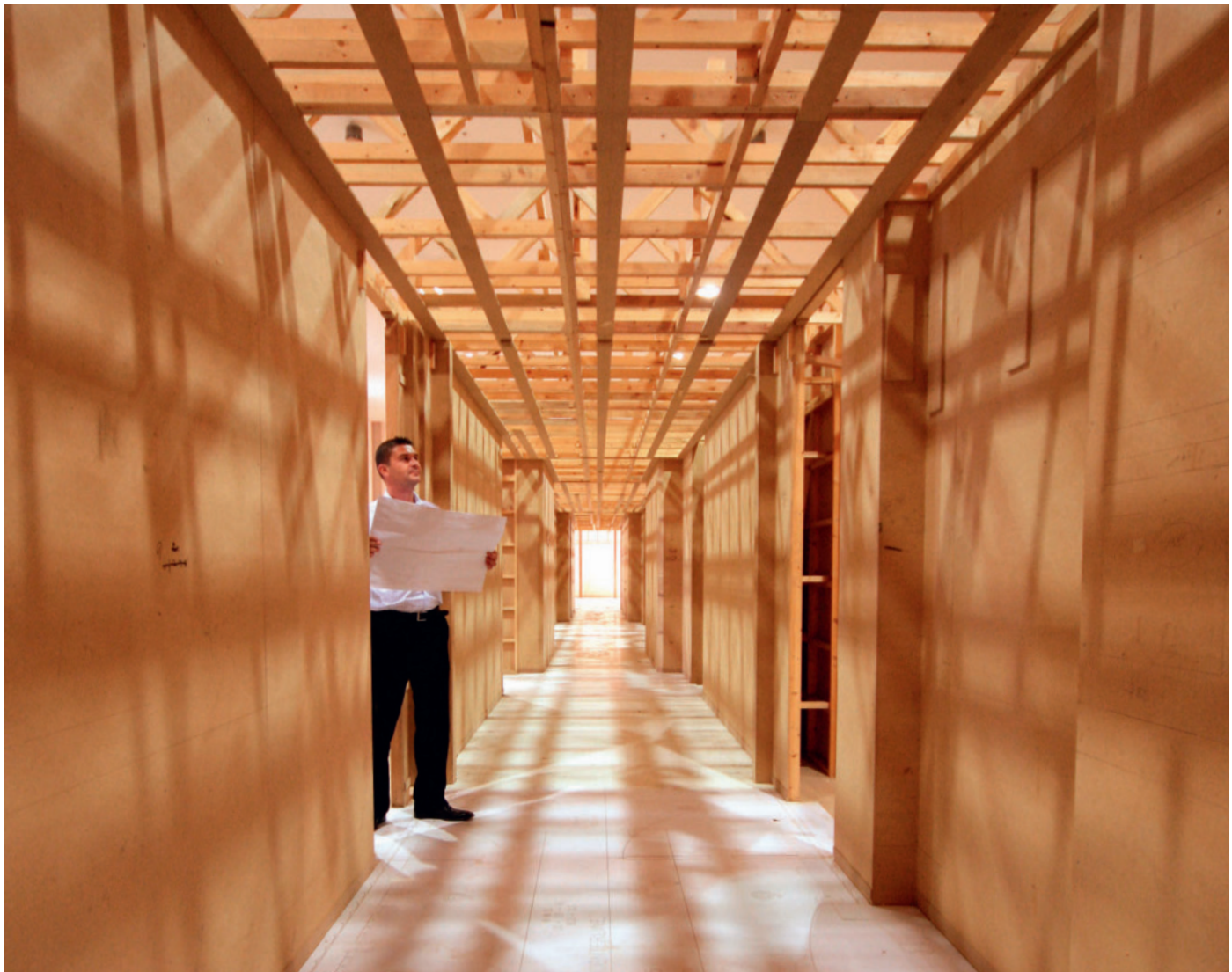


## Conclusion

Heesen Yachts engineers expect that future changes, in grey and black water treatment systems and a better integration of electronic systems, will result from heightened environmental regulations aimed at preserving the world’s ocean. Then, of course there is the question of power itself, and the adoption of alternate energy sources. Whatever the future may bring, the engine room, seen or not, is sure to remain an essential component in the quest for the perfect yachting experience. ●

*Yachts International* thanks Mark Green, Chief Engineer, onboard the new Heesen *My Petra* and Piet van der Linden, manager of the engineering departement at Heesen.



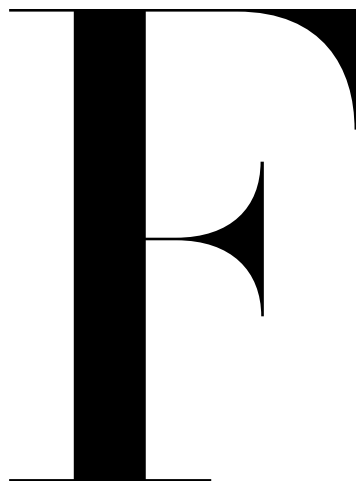


# INSIDER BUSINESS

Greenline Yacht Interiors

Many times outfitters remain in the shadows, while their interiors are publicly splashed onto our centerfolds. You've seen their work but you may not know the creative force behind Dubai-based Greenline Yacht Interiors, now one of the leading suppliers of superyacht interiors. Recently, we visited their modern headquarters. Story Hussain





**For many companies starting out**, growth is slow going with contracts gained just to keep business moving while working towards that first great deal. Samir Badro, founder of Greenline Interiors, had a different experience. He was a young architecture and interior design graduate when a four-day assignment brought him to Dubai in 1975 for what was to be a temporary stay. Fate had other plans for the Lebanese-born Badro. A drawn-out civil war broke out in his home country and forced him to reconsider his travel plans. He stayed in Dubai. Within a year he received a commission for the then Ruler of Dubai, HH Sheikh Maktoum bin Rashid Al Maktoum's Zabeel Palace, which led to the creation of Greenline Interiors. "Success does not come by chance; you make it happen," Badro says. And make it happen, he did. He developed a network of valuable connections among prominent residents and leaders of the U.A.E., which led Greenline to a series of commissions working on the design and fit out of palaces, royal offices and businesses that kept the company very busy during its first decade. Badro saw an opportunity to expand further. The company's clients, after all, were successful busi-

ness people with commercial empires. Badro aimed to get Greenline involved in large-scale commercial and hospitality projects. And in 1993, the company obtained a contract to do the fit-out of two high-end hotels in Tokyo and Edinburgh, Scotland.

Two years later, Greenline Interiors obtained its first commission in the luxury marine market, working on a production yacht for U.S.-based Lazzara Yachts. Other work in this area soon followed. By 1997, Greenline Yacht Interiors was given its own identity and worked on numerous commissions for increasingly larger yacht projects. Within 15 years, Greenline Yacht Interiors worked with a veritable "who's who" of designers in the yachting industry, including Donald Starkey, Terence Disdale, François Zuretti and Philippe Stark.

Greenline Yacht Interiors has a parent company with offices in London, a very active design center that helps funnel new business. Samir Badro's daughter, Lea, is the company's business development director. "Being based in Dubai is a fantastic hub for the industry and our interior contracting and fit-out projects," she says, adding that the company's London office in the design center at Chelsea Harbour, a hotbed of activity for superyacht designers, in addition to Greenline's factory in Hamburg, close to several major yacht builders, give the company a true global reach.

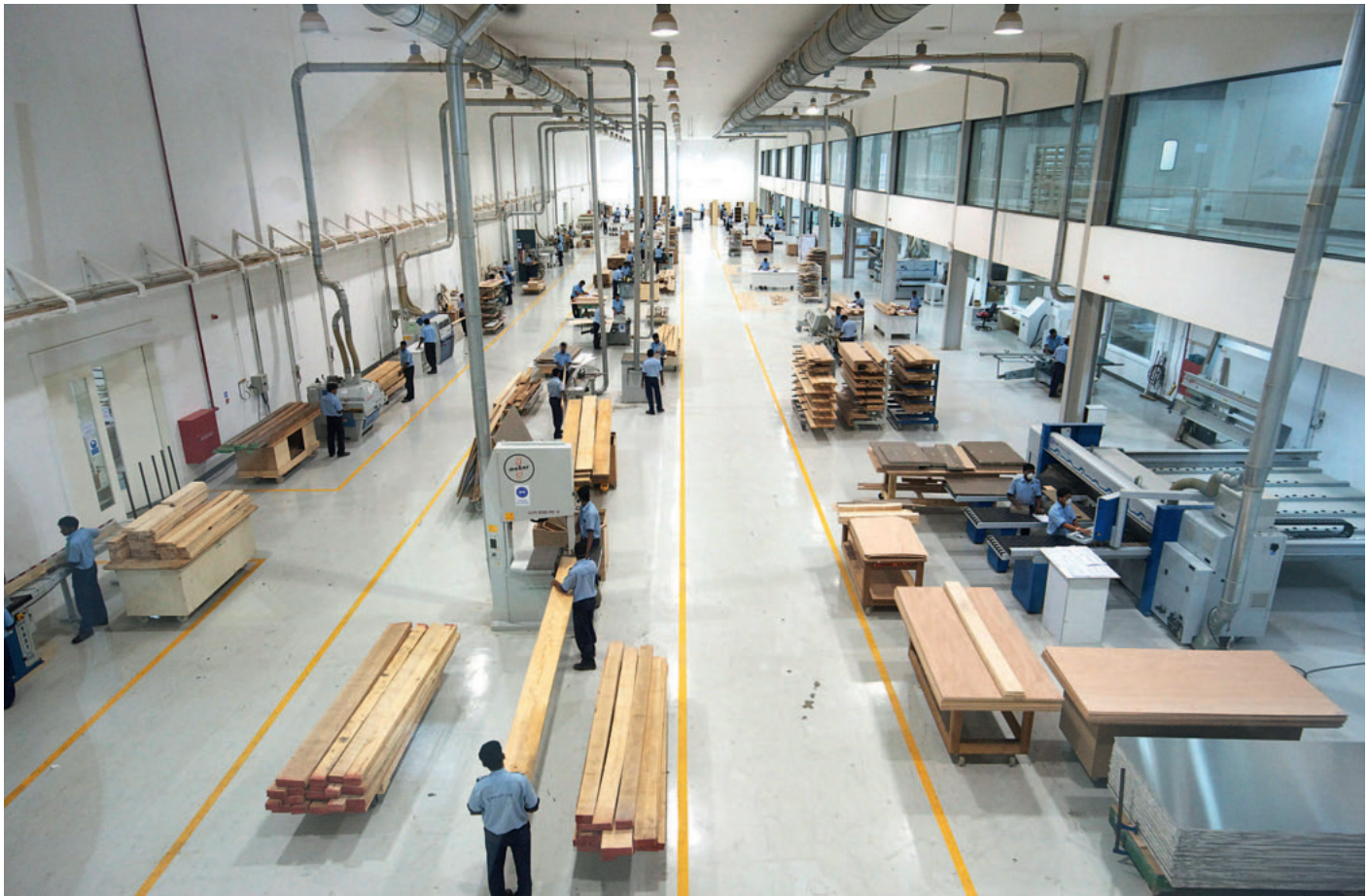
Samir Badro understands both yacht owners' and designers' requirements. This led Greenline to compete directly with established European interior outfitters, becoming the first Middle Eastern company to collaborate directly with German superyacht builders, such as Lürssen and Blohm & Voss.

Making up a management trio handling multiple projects under CEO Samir Badro's direction, is Vice President Colin Addley, supported by Business Development Director Lea Badro and Sales & Marketing Director Gianluca Ascheri. "It is vitally important to have a solid and communicative management team," Gianluca says. "Having confidence and belief in your abilities is one thing, but projecting and proving that is far more important. Our new factory certainly supports those objectives," he adds, alluding to Greenline's newer, purpose-built 600,000 sq.-foot facility in Dubai's free economic zone of

From left to right: Owner and Founder Samir Badro; Business Development Director Lea Badro; Sales and Marketing Director Gianluca Ascheri and Vice President Colin Addley







## WE WISH TO BUILD ENVIRONMENTS OUR CLIENTS WISH TO BE IN, NOT BE OVERWHELMED BY

*Lea Badro*

Jebel Ali. Relocating there from its original Sharjah facility in 2008 allowed Greenline Interiors Group to consolidate its corporate offices and workshops in one campus, while providing the Interiors and Yacht divisions separate facilities of equal sizes. Gianluca says the move represented a major step for Greenline and the Yacht Interiors division, not only from a production point of view, but also as a way to improve services to a diverse clientele of owners, designers and representatives who are likely to pay Greenline a visit at some point during the design and construction stage. The new facility not only features world-class workshops and luxurious surroundings, it has convenient access thanks to a helipad. Lea adds that proximity to the largest port in the Middle East facilitates the import of raw materials and export of finished interiors.

The Dubai-based architectural and engineering firm of NEB Consultants designed the modern exterior of what is recognized as the largest yacht interiors factory currently in existence. Greenline, naturally, designed and built the interiors as a showcase of the company's skills and finishes. A modern and minimalist monochrome palette dominates large open spaces with luxurious wall finishes and opulent seating areas, while glass walls provide views of Japanese-

style water gardens. The design was carefully considered, Lea says. She says that the decor purposely incorporates nautical themes or materials that would be useful on a yacht. The fused glass used in the main lobby represents waves. The conference room's sandblasted-glass doors and walls promote an open feel yet preserve privacy. And the main staircase incorporates wood to mimic the look and feel of a yacht deck. The true scale of the 183-yard-long factory (one and a half times the length of a football field) reveals itself as the two-level building unfolds. Two ground-floor production lines share centrally located services, while their periphery is reserved for mock-ups. Gianluca says these mock-up areas allow designers or client representatives to visualize the look of an interior before they are actually built, proving to be both an inventive sales tool and a practical solution as any modifications can be made in-house before the application of finishes. "Then we can package and ship all of the interiors to the build-site, safe in the knowledge that it will fit perfectly," he says. Whatever the reason for small changes to be made (aesthetics or ergonomics), they can occur before it becomes very complicated, time-intensive and expensive. As Greenline deals with visionary designers often working with cutting-edge finishes, we wondered if there were



situations that required the use of a “backspace” key. It happens occasionally that designers ask for a complete re-design, sometimes on behalf of their clients. That is one incidence when the mockup becomes a handy tool. “It enables us to be completely flexible,” Lea says. “We are constantly experimenting with new and innovative finishing techniques that we share with both the Interiors and Yacht divisions. On occasion we are presented with a requirement from a designer that we have never attempted and will bring in a specialist for that application. We therefore are very keen on fostering great relationships with our suppliers to ensure strong centralized control of our projects and to offer an in-house single point of contact to our clients,” Lea says.

“To ensure we are working perfectly in line with the actual build at the shipyard, we have two sets of floor plans that are re-evaluated every day,” Gianluca adds. “This includes everything from the weight of the interior structures, to where any internal structures or MEP (mechanical, electric and plumbing) work is installed. While everyone is of course working off the same plans, it is vital for us to monitor that our fittings match the plans relevant to the interior space.”

Walking through the lofty workshops, a visitor passes rows of carpentry benches. Observation decks overlook the action on the workshop floor below and are surrounded by climate-controlled painting and finishing rooms on the second floor. The sheer scale and intricately constructed mockup of Greenline’s latest project help explain why this company has been selected to build the interiors of some of the world’s largest yachts. “Once a design has been created, crafted and finished, the logistics and fitting teams go to work. Every piece is carefully crated, methodically catalogued and stored in Greenline’s climate-controlled containers for export. Although they currently ship interiors all around the world, Gianluca and Lea are confident that they will soon see more local demand for their luxury yacht interior work. “There is indeed great potential for the region to expand its large yacht building and refit capabilities,” Gianluca says. “You only have to look at the recent projects completed by yards such as Abu Dhabi MAR to see that the skill base and demand is here.”

**GLYI re-evaluates two sets of floor plans every day to make sure they are in line with the shipyard, from weight of the interior structures to the plumbing**



## GREENLINE TIMELINE

- 1977**
  - HH Sheikh Maktoum bin Rashid Al Maktoum – Zabeel Palace
  - Dubai Military Headquarters Offices
- 1980**
  - HH Sheikh Maktoum bin Rashid Al Maktoum – UK palace
  - Bank of Oman
- 1981**
  - HH Sheikha Sanaa Al Maktoum Majilis, Al Aweer and Dubai
- 1982**
  - HH Sheikha Mariam Bint Rashid Al Maktoum guest house Dubai
  - HH Sheikh Mana Bin Khalifa Al Maktoum Palace Dubai
- 1983**
  - HH Sheikh Mana Bin Khalifa Al Makyoun House London
  - HH Sheikh Saqer Mohammed Al Qassimi Villas Sharjah
- 1984**
  - HH Sheikh Sultan Al Nuaimi Villa, Ajman
  - Le Coin Showrooms in Miami and LA
  - Mr S Moubabrak residence Fort Lauderdale
  - Established Greenline Showroom in Beverly Hills
- 1985**
  - HH Sheikh Maktoum Bin Rashid Al Maktoum guest villa Dubai
  - HH Sheikha Mariam Bint Rashid Al Maktoum Palace, Dubai
  - Dubai Chamber of Commerce offices
- 1986**
  - HH Sheikh Maktoum bin Rashid Al Maktoum Palace, Dubai
- 1989**
  - HH Sheikh Tahnoun Bin Said Al Nahyan, Al Ain
- 1990**
  - HH Sheikh Zayed bin Sultan Al Nahyan Palace, Abu Dhabi
  - Established Greenline Showroom in Paris
- 1991**
  - HH Sheikh Maktoum bin Rashid Al Maktoum palace – Newmarket
  - HH Sheikh Maktoum bin Rashid Al Maktoum penthouse London
  - HH Sheikh Maktoum bin Rashid Al Maktoum palace Abu Dhabi



- 1992**
  - HH Sheikh Khalifa Bin Zayed Al Nahyan villa, Abu Dhabi
  - HH Sheikh Maktoum bin Rashid Al Maktoum residence Dubai
  - HH Sheikh Maktoum bin Rashid Al Maktoum guest villa
  - HH Sheikh Maktoum bin Rashid Al Maktoum majilis tent
- 1993**
  - HH Sheikh Zayed Bin Sultan Al Nahyan - Al Bahar palace Abu Dhabi
  - HH Sheikh Maktoum bin Rashid Al Maktoum villa Paris
  - Sheraton Edinburgh Hotel, Scotland
  - Rigma Royal Hotel, Tokyo
- 1994**
  - Sheikh Zayed Bin Sultan Palace - Al Maqam Al ain
  - Eaton Place, London
  - Sheikh Ibrahim Bin Khalifa Palace - Bahrain
  - HH Sheikh Hamdan Bin Rashid Al Maktoum Palace - London
  - HH Sheikh Mana Al Maktoum Residence, London
- 1995**
  - 76ft Lazzara Production Yachts
- 1996**
  - 70ft Yacht for Mr. Saeed Al Kimda
- 1997**
  - Cap Ferrat Hotel
  - 40m MY "Al Bustan"
  - US President George Bush Sr Library Texas
- 1998**
  - HH Sheikh Mohamed Bin Sultan Al Qasimi Palace, Sharjah
- 1999**
  - Burj Al Arab
  - HH Sheikhha Mariam Bint Rashid Al Maktoum Palace Dubai
  - 70m CMN
- 2000**
  - The Agency Wine Bar
  - HH Sheikh Ahmed Bin Rashid Al Maktoum Palace, Dubai
  - 56ft Yacht
- 2001**
  - HH Sheikh Mana Bin Khalifa Al Maktoum Palace
  - Refurbishment of 40m Yacht
  - 76ft Lazzara Production Yachts
  - 28.6m Lazzara Yacht
- 2003**
  - HH Sheikh Hazza Bin Zayed Al Nahyan Palace Abu Dhabi
  - 52m dhow

A great supporter of all premier yacht shows and industry events, Greenline Yacht Interiors plans its marketing initiatives around both local and international exhibitions: "We always support events in the local and international market, from the first editions of the Dubai International Boat Show and Monaco Yacht Show, to participating in conferences such as the Global Superyacht Forums in Amsterdam and Abu Dhabi, the World Superyacht Awards, and the World Interior Design Congress, IFI09," Lea says. "We get over 90 percent of our new business through the shows and conferences we attend, in addition to referral leads, repeat orders and industry recommendations. It is definitely more beneficial for us to be involved with such events, to exhibit and speak at conferences, which supports the advertising of our services. A lot of our commissions come through designers who want to work with knowledgeable and proactive companies. Being 'out there' in the industry presents them with the opportunity to meet with us and see if we fit their criteria."

"The concept of a yacht is now very different from 15 years ago," Gianluca says. "It used to be far simpler for the designer, the yard and the owner. Many early yachts were simply built or converted by one shipyard, whereas now it would be unusual not to have a number of different specialist designers and consultants involved. Not only are there greater expectations from the modern large yacht owner, but there are more facilities, materials, multifunctional uses, etc., which all need to be satisfied. Not only do we demonstrate to new clients that we are at the forefront of these, but we also take these messages to the industry. It is always important to be involved, not be a spectator."

While supportive of new and innovative ways to build and finish interiors, both Lea and Gianluca say that some design is going a bit far. "Obviously many of our designs can be referred to as 'timeless opulence'," Lea says, "that is, rich designs that do not date to a set period. While it may be the groundbreaking and modernist styles that catch the media's attention, as soon as you start to consider the habitation or re-sale value of a modernist design, you see the immediate disadvantages. Most of our clients are both family- and business-orientated when it comes to their yachts. They want to have private areas they can recline in and not be simply for show. While it is amazing to work on clean-lined interiors, such as our office, we wish to build environments our clients wish to be in, not be overwhelmed by."







Before shipping the completed interiors to the shipyard, GLYI first fully assembles a mock-up of the interiors in their factory, as they did with the dining room of the 230' Lürssen, *Martha Ann*

Gianluca continues: "Certainly there are many owners who have allowed designers to be more creative with yacht interiors, in many respects narrowing the aesthetic differences between marine and residential design. But there are still many considerations a yacht designer must retain over that of a palace or office. From weight to the aquamarine external palette and the specific uses of the yacht, when you break down a yacht interior to be more than simply a photograph in a magazine, you will see a more classic design is often preferable for the owner who wishes to use his yacht." Greenline has been involved with some of the most iconic projects over the past few years, from "A" to "Z" (literally), so we were curious if the team had a favorite. "The best project – well that's easy, it's always the next one," Gianluca says. "But seriously, none of us could question that both the most challenging and rewarding project has been the one currently under completion, the 150m+ (492') from Blohm & Voss. I mean, how could the largest yacht in the world not be all of those things simultaneously?"

For Lea, every new project is another building block for the company her father established. We inquired if Samir Badro would ever step away from the company he created. "I believe he will always be involved. He is so passionate about both the company and the interiors industry. I don't see him as ever able to not have an opinion or desire to create," Lea says.

While having grown by leaps and bounds, Greenline is not about expansion for the sake of it. "Our ambition is to retain our reputation of excellence in what we do," Gianluca said. ●

FOR MORE INFORMATION, VISIT [GLYI.NET](http://GLYI.NET)



- 2004** - 58m refit MY "Indian Princess"  
(ex-Southern Cross III)  
- 65m Kusch Yachts MY  
"White Rose of Drachs"

- 2005** - Al Ain Palace  
- HH Sheikh Abdullah Palace,  
Abu Dhabi  
- 46.5m Wadia MY "Ashena"  
- 70m Lurssen MY "Apoise"

- 2006** - 70m Lurssen MY "St. Nicholas"

- 2007** - 70m Lurssen MY "Martha Ann"  
(ex-Shark)

- 2008** - Integrity 55 Production yacht

- 2009** - 119m Blohm & Voss MY "A"

**Under Construction:**

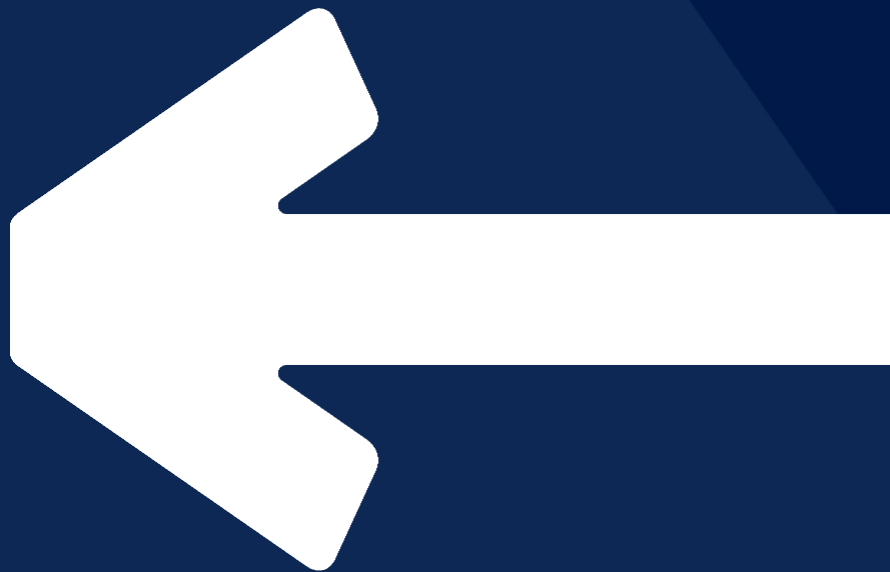
- 150m+ Blohm & Voss
- 141m Abu Dhabi Mar M.Y 'Swift141'
- 85m Marco Chilena M.Y 'Z'
- 2 x Trinity Yachts





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**MINE GAMES** 164' (50M) TRINITY 2007. 5 SR'S  
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J.C.A. Frank Grzeszczak 954.494.7096



**BLIND DATE** 161' (49M) TRINITY 2009. 5 SR'S  
J.C.A. Bob McKeage 954.646.3090  
J.C.A. Mark Elliott 305.794.1167



**CHEVY TOY** 157' (48M) TRINITY 2004. 5 SR'S  
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C.A. Chany Sabates III 954.604.2253



**TUSCAN SUN** 147' (45M) IZAR 2006. 6 SR'S  
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C.A. Chany Sabates III 954.604.2253



**DOMANI** 145' (44M) BENETTI VISION 2004. 5 SR'S  
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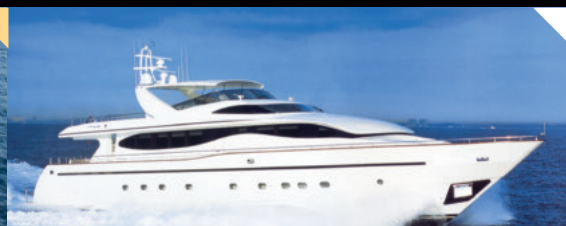
**DELICIOUS** 117'6" (36M) HATTERAS 1993/1994. 4SR'S  
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**LUCKY SEVEN** 112' (34M) WESTPORT 2001/2002.  
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**ANCORA** 111' (34M) LEOPARD 2007. 4 SR'S  
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**ANTITHESIS** 108' (33M) VIKING 2002. 4 SR'S  
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**LOHENGRIN** 161' (49M) TRINITY 2006/2007.  
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**ONE MORE TOY** 155' (47M) CHRISTENSEN 2001.  
6 SR'S. C.A. Mark Elliott 305.794.1167



**CARPE DIEM** 150' (46M) TRINITY 2002. 5 SR'S  
C.A. Chany Sabates III 954.604.2253



**TAJIN** 147' (45M) TRIDENT 1999/2008. 6 SR'S  
C.A. Frank Grzeszczak 954.494.7096  
C.A. Chany Sabates III 954.604.2253



**ESPRESSO III** 142' (43M) TRINITY 2004. 5 SR'S  
C.A. Noell Vawter 954.391.3550  
C.A. Mark Elliott 305.794.1167



**LIFE'S FINEST II** 132' (40M) NORTHCOAST 1995.  
5 SR'S. C.A. Mark Elliott 305.794.1167



**AQUALIBRIUM** 131' (40M) CRN 1995/2009.  
5 SR'S. C.A. Mark Elliott 305.794.1167



**MIA ELISE** 128' (39M) PALMER JOHNSON 2000. 4 SR'S  
C.A. David Nichols 954.682.6853  
C.A. Frank Grzeszczak 954.494.7096



**DOROTHY ANN** 126' (38M) TRINITY 2001.  
4 SR'S. C.A. Noell Vawter 954.391.3550



**CAPRICE** 123' (37M) OCEANCO 1994. 4 SR'S  
C.A. Chany Sabates III 954.604.2253  
C.A. Frank Grzeszczak 954.494.7096



**ASPEN ALTERNATIVE** 120' (37M) SOVEREIGN  
2002 4 SR'S. C.A. Mark Elliott 305.794.1167



**MR. ED** 97' (30M) MAIORA 1991/2009. 4 SR'S  
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**JEANNIETINI** 75' (23M) LAZZARA 2007. 4 SR'S  
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183' Expeditionary Cruiser 1966/2007 "McARTHUR" — Greg Cunningham, C.A.



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At The Show

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



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112' Westport RPHMY 2007  
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106' Westport 1995/1996  
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105' Mangusta Sport 2001  
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105' Crescent 2001  
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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.



82' Jefferson 2004  
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80' Lazzara 2006  
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80' Hatteras 2007  
Mark Peck/Claude Racine, C.A.'s



74' Jones-Goodell Pilothouse MY 1990  
Bryan Long, C.A.



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



74' Hatteras 1998  
Mark Peck, C.A.



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



68' B&D 2008/2009  
Alex Rogers, C.A.



68' Sea Ray 2005  
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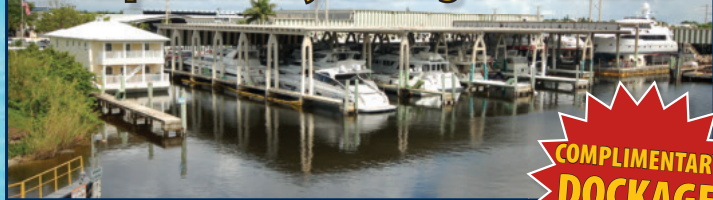


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**127' BURGER TRI-DECK 2003**

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**68' SYMBOL 2006**

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**95' DE VRIES LENTSCH 1970**

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**76' RAISED PILOTHOUSE TRAWLER 2006**

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**62' OFFSHORE PH 1999**

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**62' KANTER PASSAGE MAKER 2002**

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70'. 2000...Twin thrusters & gens, Euro-transom.....Call J.J. McConnell  
62'. 2003...[photo] Low hr MANs, 64' headroom.....Call Jeff Stanley



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**135' Inace Aft House Explorers**

Explorer in Style, 6000nm range, huge master on deck, 5 guest suites, first under build, space of a 50m, ABS/MCA. Price on request.

**UNDER CONSTRUCTION**



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One each under build, 5000nm range, Luiz De Basto design, Midship master, 4 guest suites. Room for tenders & toys. Starting at USD \$10,500,000.

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Ready to cruise & charter the world, ABS/MCA, 4000nm range Master + 4 suites for up to 12 guests, moderate draft. Reduced to USD \$8,795,000.

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

Dutch motoryacht volume & quality interior. Most equipment, systems & finishes new or recently renewed. Great fly bridge and outside spaces.

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**90' Explorer Yacht | Innovative Design | Design Input Requested**

Under 24m length, Master + 3 guest suites for up to 10 plus crew. Will carry two 22' tenders, R.I.N.A. & MCA. Base Price USD \$7,380,000. This vessel will be available in both steel hull or glass hull.

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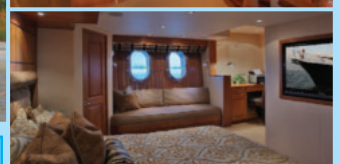
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Featured in the upcoming Miami International Boat Show



Custom interior, 2 master SR, 2 BR, 4 heads, twin MTU 16V2000/2400 HP, resin infused hull, teak deck, high-line Nav & AV pack, night vision, ext. warr. till 2013. 3000 gal fuel. Only 350 hrs. TT, Located in Ft Lauderdale, FL

Located on Collins Ave Slip 768

### "Kelly Sea" 112' Westport RPH, 2006



4 SR, 5 heads, 3 crew SR, twin MTU 16V2000/2000HP, wide body, passerelle, ASEA World Power Converter, \$800k in factory upgrades, includes a 32' Whaler. Located in the Caribbean

### "Khaki Blue" 100' Hatteras RPH, 2006



5 SR, 5 heads, and 3 crew SR, twin MTU 16V2000/2000HP, walk around deck house. Seller to consider all trades and offers. Low hours, ext warr. till 2011. Located in Ft Lauderdale, FL

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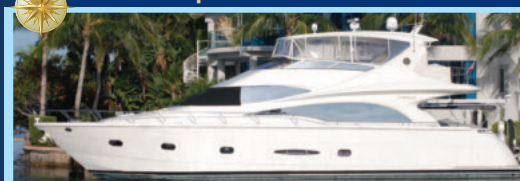
### "Stop the Press" 106' Lazzara Motor Yacht, 2003



5 SR, 5 heads, 2 crew qtrs, twin MTU 16V2000/1800HP, low hours, new paint 2007, Crestron AV, marble and granite throughout. New tender, 2 Sea Doo's. Located in Fort Lauderdale, FL

Also Available for Charter

### 65' Marquis Motor Yacht 2005



3 SR 3 head w/captain's quarters, upgraded twin MTU 12V2000/1350HP engines, teak cockpit, bridge A/C, huge salon and master stateroom, motivated seller. Located in St. Petersburg, FL

### "Freedom" 64' Hatteras RPH, 2006



3 SR, 3 heads, plus aft crew qtr, twin C-30 Cat 1550HP, most well equipped and meticulously maintained 64MY on the market, Long Boat Key Moorings. Located In Sarasota, FL

### "The Traveller" 60' Hatteras MY, 2009



3 SR, 3 heads, twin C-18 Caterpillar 1000HP, 100 hours total time, satin african mahogany interior, flag blue hull, tender lift transom, A/C flybridge, teak aft deck, Trades considered, Located In Ft. Myers, FL

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1999

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"Fishin Machine"

56' SeaRay SD 2002  
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54' Convertible Viking  
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38' Combo Express 2008  
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106' (32m) Burger Flush Deck M/Y 1998

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116' (35m) Burger Raised Pilothouse M/Y 2005

Spectacular interior! 4 staterooms plus crew. Twin CAT power with low hours. Med-ready systems include passarelle, Atlas, Quantum hydraulics, hi capacity watermaker, waste treatment, night scope, etc. Flawless condition. Central Agent.



122' (37m) Burger Tri-Deck M/Y 2002

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



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

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



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.



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 access from main deck to sun deck. Lightly used. Estate sale situation with "must sell" mandate. Tremendous opportunity!



85' Burger Flush Deck, 2001

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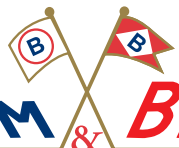
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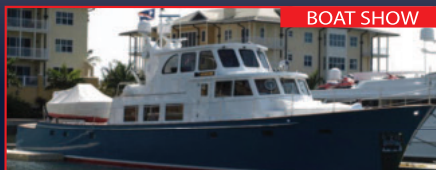
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116' AZIMUT 2005/2009. 5 Staterooms plus crew, 2 MTU16V2000 series M91, 2000 HP each. 1500 hrs. Contact David C. Lacz (401) 641-2951 or dclacz@bartbrak.com



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



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