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A remarkable and thoroughly innovative vessel, this explorer is putting its extended range to good use, taking its owner and charter guests to exotic locales

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Jill Bobrow meets with the entire team that inspired and created this elegant cruiser; a home away from home for her owners, ideally designed to cater to charter guests

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Feadship and Lord and Lady Laidlaw have taken the art of custom boatbuilding to a higher plane with a highly customized 223' yacht

ON THE COVER: Calliope during a shakedown cruise in Norway. PHOTO: Nicolas Claris



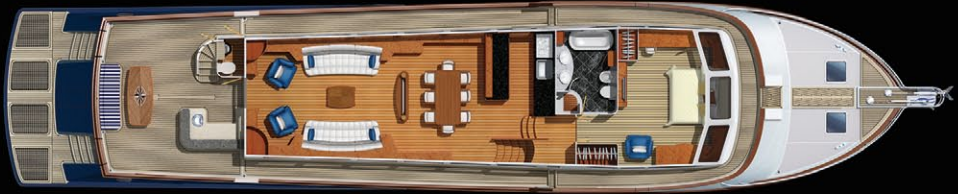
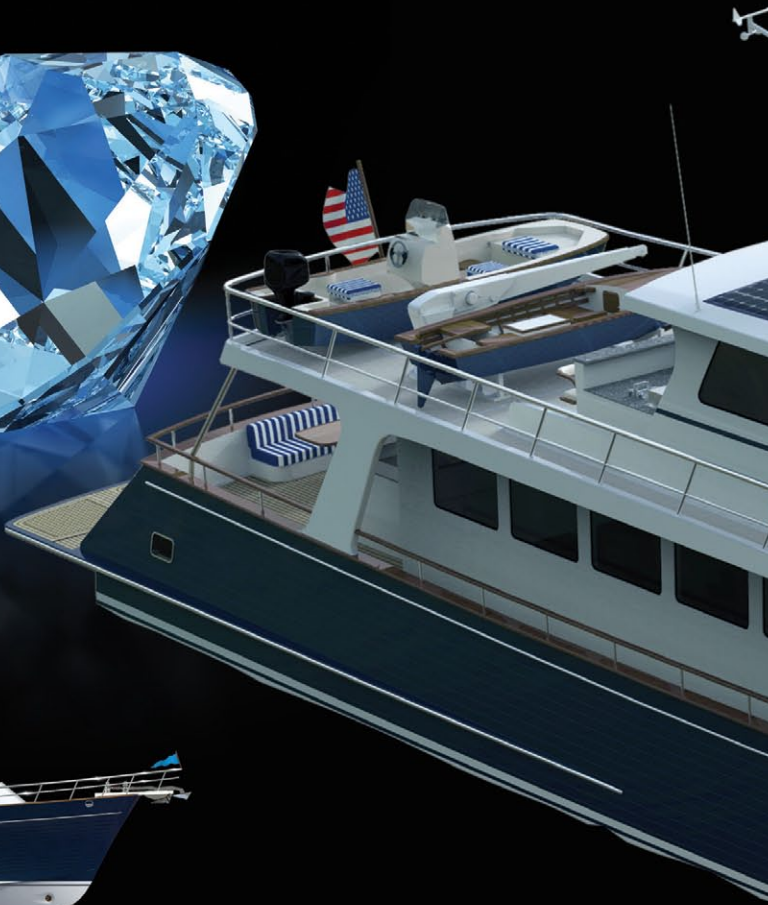
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Correspondent Kim Kavin has stopped a trend in the charter industry: a growing number of large catamarans; we take a closer look at big cats on the charter market

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Jonathan Rhoades' and Dick Young's detailed and personal approach to yacht design help their design firm keep very busy; find out what they're up to lately

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We bring you 30 megayachts that can meet with extraordinary style and amenities the wishes of the most discriminating of charter guests

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PREVIEW MIAMI BOAT SHOW

The vibrant city of Miami will again soon welcome the winter boat shows; we bring you a selection of places to stay and dine to whet your appetite

Expect spaciousness. Expect amazing views. Expect perfection.

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NEW DESIGN REVEALED

70

SORAYA 70 boosts spacious salons with astonishing 3,6m high ceilings & full-height windows, 6m swimming pool overlooking the sea, owner's deck with over 50m² terrace, an impressive 10m diameter helipad and many more features for the ultimate comfort, safety and luxury at sea. Dynamic and modern, yet timelessly elegant lines are contrasted by vertical glass section - a dramatic visual statement and functional asset of this 70m mega yacht, designed by UNIELLÉ design studio for SORAYA Yachts.

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SORAYA 46

SORAYA
— YACHTS —

EDITORIAL



THE BEST CONVERSATIONS OFTEN HAPPEN OVER A MEAL. AS THE YEAR draws to a close, I look back on a number of nice lunches I had with builders and designers, which were the occasions for lively discussions about the state of yachting. With 2011 at our door, there are signs of life. Recent boat shows have attracted visitors in seemingly much better moods. I spoke to a couple of brokers who were thrilled with the markedly changed attitude at the Fort Lauderdale International Boat Show.

Yet, for the most part, everyone is resigned to the fact that we face a new reality. There is a market, yes, but it is significantly smaller and competition is fiercer than it was. Inevitably, somewhere between the entrée and coffee, conversation has turned to what the boating industry and the boating media (for better or worse, in this together) can do to adjust.

For a while, everyone seemed to agree that the key to survival was innovation. The caveat of course is that to develop and test new product, you have to have the financial means to do so. And as fewer new boats sell, shipyards are increasingly cash strapped. It does appear, however, that builders that have been able to bring innovative boats to the market have had some success.

The second frequent theme has been that the industry needs to make boats and boating more affordable. How do you do this without compromising quality? It's possible. Shipyards have streamlined and improved workflow; they have renegotiated the cost of materials and trimmed whatever fat there was to trim. Still, building and running a boat (let alone a yacht) continues to be a considerable investment. We need to do more.

One way to do more is to do less. Many have told me that boats have become too complicated. I agree. I think we could start with simplifying light switches and door latches, and skip slippery marble in the entryways. Pod propulsion, which makes boats more fuel efficient and easier to maneuver and dock, is a step in the right direction.

Often I have been told we need to emphasize the lifestyle of boating. We need to reconnect people to the fantastic pleasure of spending an afternoon on the boat. Recently, I watched the sunset over Key Biscayne from a fishing pier. A few yards away a nice yacht had dropped anchor. As the big autumn sun set the quiet water aglow, I watched a father pull his children on the raft he had hitched to the tender while mom and friends tended to the barbecue. Enticing aromas drifted to shore. An early dinner was on.

Echoes of laughter and shrieks of laughter rebounded across the water and reached shore with every lapping ripple. They interrupted my reverie, but I felt happy. These children were learning to associate time on the boat with fun and joy. And with a little luck, when they're grown, these memories will encourage them to make boating a part of their life.

Let's keep that conversation going. Maybe over lunch.



Cecile Gauert **EDITOR IN CHIEF**

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{ MAKING WAVES }



She is **supersleek**

This is the only available photo of Palmer Johnson's first very Nuvolari-Lenard-designed PJ 170. This golden beauty, which we featured as a work in progress in November 2009, emerged from PJ's former UK yard in early fall. The PJ 170 is currently the flagship of PJ's sportyacht series and set another benchmark for the Wisconsin-based shipyard by exceeding 50m in length. PJ, though, is not stopping here. Two 210' yachts, in the sportyacht series, are currently under construction.

FOR MORE INFORMATION, CONTACT **MIKE KELSEY**, MKELSEY@ITOL.COM, OR VISIT PALMERJOHNSON.COM



Momentous fall Fincantieri's megayacht news

Construction has begun in Italy on a 459' (140m) yacht, which builder Fincantieri believes to be the first megayacht larger than 100m ordered since the October 2008 financial crash (the deal was inked in December 2009). Fincantieri's hull No. 6218, a seven-deck yacht nicknamed Project Victory, has solid credentials. Espen Øino (exterior styling) and designer Alberto Pinto (interior design) are working closely with Fincantieri and project manager Camper & Nicholson's International on this massive undertaking. The yacht, anticipated to start navigating in 2014, will have six pools, a floodable tender dock, yet an eye toward environmental friendliness. It will be built to comply with SOLAS. Also in September, Fincantieri (a huge commercial yard) launched its first megayacht and the largest Italian-built private yacht to date, the 440' (134m) *Serene*, at its Muggiano shipyard in La Spezia. The Espen Øino-designed *Serene* (pictured) boasts seven decks with an interior created by London's Raymond Langton. Other features include two helipads and a hangar; plus a large saltwater swimming pool, which also accommodates service craft and a sub. For more information, see fincantieri.it

They have an app for that Capi2's smart phone security

Capi2 Nederland BV recently introduced the Capi2 Communicator, a communication and alarm monitoring system that includes integrated CCTV, tank and battery monitoring, security, speedometers, GPS, compass and much more—all via the handy smartphone or PC of your choice. The Capi2 Communicator can send text messages in an emergency situation, or merely keep in close contact with the help of your computer or wireless gadget.

FOR MORE INFORMATION, VISIT CAPI2.COM

New flagship for Sunrise Turkish builder signs a 207-footer

Turkish yard Sunrise Yachts, whose first yacht *Africa* (pictured) was recently sold, signed a new-build 207' (63.1m) motoryacht deal brokered by Camper & Nicholson's International's Simon Goldworthy. Espen Øino styled the four-deck yacht, which will feature a Redman Whiteley Dixon interior. The yacht owner intends to charter the family yacht (through CNI). The vessel will accommodate 12 guests in six staterooms, plus a crew of 16. A private deck above the sun deck, an 860 sq.-foot beach area with two connected fold-down sea terraces, a gym and full-height windows for ample natural light will add to the fun and comfort factors. Surveyors Burness Corlett are managing the project, due for a 2013 delivery. The yacht will be Bureau Veritas classed and MCA compliant.

FOR MORE INFORMATION, VISIT CAMPERANDNICHOLSONS.COM, SUNRISEYACHTS.COM





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United front IYC + Sacks equals one

International Yacht Collection and The Sacks Group have merged, creating a fleet of charter, brokerage and management yachts more than 160 vessels strong. "The superyacht world has blossomed into a vibrant and professional business and we feel by joining forces with IYC that we can benefit from the company's vision and global reach to deliver a more enjoyable yachting experience for our collective clients worldwide," said Jennifer Saia.

Founder Edward R. Sacks hired Saia who, succeeding her mentor as president 17 years ago, grew The Sacks Group into a dynamic boutique brokerage and charter specialist. A few months ago, The Sacks Group formed a strategic alliance with project management firm IMA Yachts, which continues. Saia herself remains involved as executive director of IYC's Luxury Yacht Vacation Division.

FOR MORE INFORMATION, VISIT IYC.COM



Azimut forges ahead Fall shows reveal new models

Conglomerate Azimut Benetti made a strong showing at the fall shows. At the Genoa Boat Show, the Azimut Magellano 50 (pictured), the Atlantis 44 and the Azimut 48 made their worldwide debut. A clear innovator with focus on the environment, the charming Cor D Rover-designed Magellano 50 (styling and interior concept) received RINA Green Plus notation. A combination of low-emission engines, high-performance hull and propellers, cool-burning LED lights and wood selected from renewable sources give the Magellano 50 its friendly environmental bend. Azimut-Benetti's research and development department created the Easy Hybrid System, which gives the Magellano 50 a speed of 8 knots in full electric mode and in complete silence.

At the Fort Lauderdale International Boat Show, Azimut introduced four models to the US market: the Azimut 72S, the Azimut 53, the Atlantis Verve 36 and the Atlantis 40.

Banking on the consistent US and Canadian markets, as well as the ever-expanding Central and South American markets, the Italian boatbuilder also announced new dealerships in Panama, Costa Rica and Columbia. Plans also are underway for construction of a new boatbuilding facility in Southern Brazil.

FOR MORE INFORMATION, VISIT AZIMUT-BENETTI.COM



At large: 41' *Escort* S&S design No. 334

Sparkman & Stephens is trying to locate *Escort*, a 41' launch built by Nevins in 1940. Before the Navy commandeered the boat during World War II, *Escort's* homeport was Northeast Harbor of Mount Desert Island, Maine. After the war, she relocated to Southport, Conn. The firm suspects this charming boat may no longer be in existence but should you have information on its whereabouts, please contact: Bruce Johnson, 212-661-1240 or bjohnson@sparkmanstephens.com

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Further evidence of life Heesen sells first FDHF

In September Heesen Yachts penned a deal for its brand-new 213' (65m) Fast Displacement Hull Form (FDHF). Construction of the aluminum-hulled FDHF vessel starts in mid-December in Oss. The new yacht will accommodate 12 guests and 13 crew. With naval architecture by Van Oossanen & Associates and twin MTU 20V4000 engines, the yacht will sport a 27-knot max speed. The 65m FDHF, built to ABS A1 Commercial Yachting Service, AMS and Large Yacht Code 2, will be delivered to her owners in June 2013.

FOR MORE INFORMATION, VISIT HEESENYACHTS.NL

Selene 92 Ocean Explorer International collaboration at work

Selene has built sturdy and smaller explorers for owners who like to navigate on their own. This new design, which has crew accommodations for three, may tap into a new market segment but remains true to the company's sturdy boats' cruising credentials. Designed to roam far and wide in all sea conditions, the raised-pilothouse, full-displacement explorer features a bulbous bow. Twin Caterpillar C12 ACERT engines ensure quiet operation, low fuel consumption and long range (4,000 nm at 8 knots and 2,500 nm at 11 knots). The 92 also boasts fine woods, granites, fabrics and fittings in a full-beam owners' stateroom, a VIP and two twin guest cabins—all ensuite. Her design and construction combine the expertise of Chinese Jet Tern yard, led by Howard Chen, naval architecture by Doug Sharp and the talents of Dutch designer Guido De Groot. A contract was signed at the Cannes boat show, and hull one is scheduled to appear at the 2012 Monaco Yacht Show.

FOR MORE INFORMATION,
VISIT SELENE-YACHTS.COM



Odyssey's new look Former *White Rabbit* receives a refit at Feadship

The 125' (38m) *Odyssey* emerged after nine months at Feadship's DeVries Makkum yard, with stunning new features and a nearly 10' extension, which preserves her classic Feadship allure. To accommodate the yacht owners' wishes for more storage and deck space, De Voogt Naval Architects determined the hull extension was necessary.

The refit refreshed the yacht, built as *White Rabbit* in 1989, inside and out. She has all new bathrooms, galley, generators, a new sitting area plus new paint, and new teak and cap rails. *Odyssey* (according to charter manager Camper & Nicholson's) will be available in the Caribbean from \$135,000 per week. She accommodates 11 guests and sleeps a crew of eight in freshly refurbished crew quarters. For more information, visit feadship.nl or camperandnicholsons.com

AFTER REFIT

LOA: 134'10" (41.1m)
BEAM: 28'10" (8.0m)
DEPTH: 26'3" (4.80m)
SPEED (MAX): 14 knots

BEFORE REFIT

125' (38.12m)
26'3" (8.00m)
14'11" (4.55m)
14+ knots



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50 m (164') Sportyacht Series

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Trinity Yachts Sportier than ever

Trinity Yachts, from the get go, set out to build yachts with a bit of a sporty look and feel. The recently announced new sport series, however, kicks it up a few notches. "It all started from a client inquiry," said Trinity Yachts VP of Sales William Smith. Preliminary discussions and ongoing negotiations explored a few options and Trinity Yachts decided to draw up a whole range.

Trinity's own Geoff van Aller designed the new beamy 50m (164'), 55m (180') and 63m (207') sportyacht series with a decidedly cutting-edge profile and speeds ranging from 24+ knots to 30 knots for the largest triple-engine package available in the series' flagship. Huge aft decks, a streamlined radar arch and low-profile sun decks (available on the 50m and 55m series) balance out extended foredecks set with sun pads or outdoor salons (55m and 63m series). A choice of custom paints help pump up the volume.

FOR MORE INFORMATION, CONTACT TRINITY YACHTS, 228.276.1000, INFO@TRINITYYACHTS.COM OR VISIT TRINITYYACHTS.COM



55 m (180') Sportyacht Series



63 m (207') Sportyacht Series



Not a dream Largest sailing yacht to be built in wood

Dykstra & Partners, Ken Freivokh Design and Dream Ship Victory at the Monaco Yacht Show penned a deal to build a 141m (463') sailing yacht. Construction of Dream Symphony, the largest sailing yacht yet, starts in 2011 in Turkey. The yacht will be built in wood. Dykstra & Partners will handle the naval architecture and Ken Freivokh the styling and interior design. The Dream Ship Victory shipyard was established in 2005 and already has three projects under way.

FOR MORE INFORMATION, VISIT DSVYACHTS.COM, GDNP.NL, FREIVOKH.COM

Caribbean marina update Puerto Rico, Virgin Gorda, Costa Rica and the Bahamas offer something new

Island Global Yachting (igymarinas.com) has added Puerto Rico's Palmas del Mar Yacht, a 2,800-acre waterfront golf resort community with a hotel, casino and 158-slip marina for yachts up to 175' to its portfolio. The recently opened marina at Oil Nut Bay, now known as **YCCSVirgin Gorda** (yccs.it), features 38 berths for yachts up to 328' and easy Atlantic Ocean and Caribbean access, plus a clubhouse, shops, restaurants and a pool. **Albany Marina** (albanybahamas.com), on the southwest end of New Providence in the Bahamas, has opened. The 71-slip marina (for yachts 50' to 240') is affiliated with the 580-acre Albany resort and golf community. Landside offerings also include a fitness center, spa, and adult pool and bar; a family water park and kids' clubhouse plus a boutique hotel and restaurants. Finally, the Quepos, Costa Rica, **Marina Pez Vela** (marinapezvela.com) is now open for business and currently offers 100 slips ranging from 35' to 200', plus on-site customs and market, in-slip pump-out and electrical hookups.

"We all live under the same sky, but we don't all have the same horizon."

Konrad Adenauer

Lorenzo Marini & Associati



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20th ISS awards Hollywood glam, real emotion

The theme of the 20th International Superyacht Society (ISS) Awards gala, held in Fort Lauderdale in October, was Hollywood. Fittingly, there were paparazzi, a red carpet, humor, suspense and moments of real emotion. The event remembered friends and colleagues gone too soon: Captain David Hill, whose ship sank in the Pacific last summer; and Björn Johansson who designed the award-winning *Oceanco Sunrays*. His family accepted the award alongside Oceanco representatives.

The award ceremony recognized winners among distinguished finalists in the following categories:

DESIGN AWARDS

BEST SAIL 24-40M: *Chrisco* (LOA: 30.7m/100'10")
(Design, naval architecture and styling: Luca Brenta Yacht Design;
interior: Wetzels Brown Partners; builder: CNB)

BEST SAIL 40M+: *Kokomo* (LOA: 58.4m/191'7")
(Design and naval architecture: Dubois Naval Archits;
interior: Redman Whiteley Dixon; builder: Alloy Yachts)

BEST POWER 24-40M: *Northlander* (LOA: 38.1m/125'1")
(Naval architecture: Stolk Marinecs; stylist: René van der Velden;
interior: Art Line; builder/designer: Moonen Shipyards)

BEST POWER 40-65M: *Elandess* (LOA: 59.9m/196'10")
(Design and naval architecture: Abeking & Rasmussen; stylist: Donald Starkey
Designs; interior: Bannenberg & Rowell; builder: Abeking & Rasmussen)

BEST POWER 65M+: *Sunrays* (85.4m/280'5")
(Design and styling: Björn Johansson Design; naval architecture: Oceanco;
interior: Terence Disdale Design; builder: Oceanco)

BEST INTERIOR-POWER OR SAIL: *Chrisco*

AWARDS OF DISTINCTION & LEADERSHIP AWARD

EXCELLENCE IN INNOVATION: Sailing Yacht *Soliloquy*, **Callender Designs**

BUSINESS OF THE YEAR: *Corporation of Trinity House*,
Professional Yachtsman Bursary Scheme

DISTINGUISHED CREW AWARD: *Captain David Hill*

LEADERSHIP AWARD: *Bill Langan*, Langan Design Associates, Inc.

FOR A COMPLETE LIST OF NOMINEES AND FINALISTS OR MORE INFORMATION ABOUT THE NONPROFIT ISS ORGANIZATION, VISIT SUPERYACHTSOCIETY.COM

CLOCKWISE FROM LEFT:

Maria Fletcher (CNI) and
FYBA President Bob Saxson;
Alastair Callender; Young
Professional in Yachting's
Summer Osterman (Burgess),
Tracy Hess (Yachtworld.com),
Jordanna Joffe (Sacks-IYC),
Sara Ingersoll (Merritt Yacht
Brokers) and Katie Baron
Nullman (Aquamarina); Dean
Klevan (SeaKeepers), Karlene
Pack (Yachts International)
and Peter Vogel (Triple S);
Show Management's Skip
Zimbalist and Andrew
Doole; retiring judge Espen
Øino





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ABOVE: Voluminous for her LOA, *Primadonna* features big-yacht systems and engineering, an attractive interior (the main-deck salon and dining room are pictured below) and an interesting layout

IAG 127 shows herself *Primadonna*'s cruising debut



Primadonna, the first IAG 127 launched, has begun short cruises for potential buyers off the China coast. The product of an Italian-Taiwanese venture in Zhuhai, near Macau, this vessel is the latest in a series of very innovative, high-quality designs from a burgeoning region that has become the pleasure boatbuilding capital of southern China.

We were most impressed with the exterior Italian styling, fine craftsmanship displayed throughout and leading-edge engineering. The list price is an attractive \$12.9 million. Built in FRP, the yacht has twin CAT C32 1,800-hp engines, allowing a maximum speed of slightly less than 20 knots. Classed by Italy's RINA and MCA, *Primadonna* has both zero-speed and active stabilizers.

Clever use of space within the vessel yields a full-beam master stateroom, five lower-deck ensuite guest staterooms, plus another double with a large picture

ARGOS GULFSTREAM 92

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window, located on the bridge deck near the captain's double cabin. There is additional room for a crew of eight. Not many 127-footers can boast that sort of layout, and it is done without intruding on the public areas. The main deck has the usual alfresco dining aft, then an air-conditioned lounge, dining room and the galley. One of the master stateroom's interesting features is a skylight that can be in clear mode for viewing the stars, or frosted for privacy. Above is another aft lounge and air-conditioned bar, while the sun deck has yet a fifth potential dining table plus a large Jacuzzi and sun pads.

Outfitting is in an appealing blend of woods (oak and wengé), fabrics, leathers and carpets. It is elegantly presented, yet is not overbearing in any way, and seems thoughtfully designed to allow future owners to easily add their own custom touches. IAG (which stands for International Audio Group) is a world leader in audio and lighting gear, so the entertainment systems are first class. Capt. Doug Hoogs heads IAG's American headquarters in Fort Lauderdale, Fla.

FOR MORE INFORMATION, VISIT IAGYACHTS.COM, E-MAIL DOUGHOOGS@AOL.COM

RIGHT: The full-beam master suite features a skylight, walk-in wardrobe and bathroom; several alfresco dining options are available



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Dancing 2010 BAL DE LA MER with fish

The International Seakeepers Society in conjunction with *Yachts International* threw their annual Bal de la Mer gala on September 23, 2010 at Monaco's century-old Oceanographic Museum. The Bal, which traditionally took place in early summer, has now been permanently moved to coincide with the Monaco Yacht Show when the marine industry and owners meet in the pincinality. A cocktail reception in the upper floors of the historic building overlooking the Mediterranean preceded a sit-down dinner and silent auction. Guests enjoyed their dinner in an absolutely stunning venue. The backdrop was a magical seascape of shimmering tropical fish swimming in the backlit tanks of the darkened aquarium. The *Gypsy Queens* kept it lively, entertaining guests with an endless array of oldies, executed with talent and humor.

The after-dinner award ceremony honored new founding member and Oceanco Chairman Mohammed Al Barwani. On stage for the presentations were ISKS Chairman Michael Moore, President Dean Klevan, board members Lotfi Maktouf and Donatella De Fillipo, and Museum Director Robert Calcagno.

His Serene Highness Prince Albert II was the recipient of the 2010 ISKS Award, recognizing his extraordinary commitment to marine conservation. Prince Albert II, whose grandfather, Prince Albert I founded the Oceanographic Museum, graciously met with ISKS board and founding members to personally accept his award.

Yachts International has partnered with ISKS to help host five fabulous yearly galas in Monaco, St Bartelemy, Miami, Cannes, and Fort Lauderdale.





1. Oceanco team with Jill Bobrow
2. Marilyn and Robert Fisher
3. Howard and Rory Meyers, Denise and Brian Cobb
4. Mark Elliot, Cher and John Floyd
5. Rachel, Meghan and Ethel McIntyre
6. Michael Moore, Prince Albert II and Lotfi Maktouf
7. Julian Chang, Gregory and Nan Marshall, Michelle Iseli and Gord Galbraith
8. HSH Prince Albert II with Elena Ambrosiadou
9. Gregory Glover and Danielle Butler
10. Gary De Sanctis, Lisa Verbit, Claudette Bonville and Wes Sanford
11. Dean Klevan presents Mohammed Al Barwani with ISKS Membership
12. Lana and Donald Starkey
13. Robert Calcagno
14. Julia and Heiner Tamsen
15. Mohammed Al Barwani, Steve Baldwin and Leslie Lott.

PHOTOS Pamela Jones and Kristina Strobel

Ferretti 800

EXPERIENCE



MATTERS

A large white Ferretti 800 yacht is shown from a side-on perspective, floating on a calm sea. A man and a woman are seated on the flybridge, looking out at the water. The yacht has a sleek design with a dark hull and a white upper body. The background is a vast expanse of blue water under a clear sky.

The new Ferretti 800 is the result of years of experience with an added healthy dose of know-how. This new flybridge yacht, which debuted in Cannes this fall, fits neatly between two existing models, the 780 and the 830, but this model boasts an entirely different interior layout.

T

he latest addition to the **Ferretti Yachts family** made its press debut at the Ferretti Group's new permanent showcase in Cattolica, Italy a few months ago. We took a closer look.

At first glance, it is obvious that this new addition to the Ferretti Yachts flybridge line bears a strong resemblance to its predecessors. Zuccon International Project and Ferretti's Advanced Yacht Technology (AYT) once more collaborated on this project. So needless to say, there is strong DNA. The exterior styling shows no drastic departure from other similarly sized boats within the family. However, once we step aboard we realize this model is actually a bit of a departure from the others.

STORY Renaud Jourdon

PHOTOS EXTERIOR Guido Cantini

INTERIOR Alberto Cocchi



ABOVE: An open layout reveals an up-and-down window behind the pilothouse; the breakfast nook is all the way in the foreground

OPPOSITE: There is room for a formal dining area forward of a bright salon opening onto the aft deck

One of the yacht's evident strengths is that it is likely to have broad appeal. It can seduce the European clientele as well as meet the expectations of North American clients. It has become a cliché to say that one of the features American boaters love is an eat-in galley, while Europeans tend to prefer that food prep happen out of sight. Still it is, for the most part, true. The Ferretti 800 intelligently caters to both worlds. Italian kitchen specialist Ernestomeda designed the Ferretti 800's modern main-deck galley. A bar, topped by an up-and-down glass panel, separates it from the interior helm station. On the starboard side, a table and built-in banquettes make an ideal breakfast nook and a comfortable vantage point from which to enjoy navigation. The galley also serves as entry point to the lower-deck crew quarters for four. This setup gives the yacht a lot of flexibility. With door and glass panel closed, the main-deck layout resembles that of a traditional yacht with separate crew and guest

areas and a professional helm, while with them open, the yacht takes on a more laid-back ambiance.

The helm station has an ideal position on the port side. Located slightly higher than the main deck, it allows the captain to assess the situation from all angles. A clear panel located behind the pilot chair allows a quick glance aft. While the flybridge also features a helm station, Ferretti Yachts offers boaters the (relatively costly) option to add a control station on the aft deck, which makes it completely feasible to maneuver the boat from the main deck. AYT uses Gi8, an integrated bridge system that centralizes data and functions on touch-screen displays. The technology proves easier to use than ever before. A control panel puts all systems within the captain's easy reach. A set of switches and pull-out fuses (available for navigation lights and other security systems) are also close by. It is very useful. Lights exposed to the elements can easily short circuit so that, rather than rushing to



the engine room to replace a fuse, the captain can now simply do so from his post.

This same attention to detail is evident everywhere. The engine room is easily accessed from the aft deck. A large, simple and logically laid out electrical panel, clearly labeling and separating voltages, is easy to access. Next to this is a panel displaying engine functions and another control panel. Behind those are two Mitsubishi Anti Rolling Gyros (ARGs), which Ferretti offers as an optional feature. The thin fuel reservoir (running alongside the yacht's structural bulkhead behind the master suite) helps reduce machinery noise. While some owners never frequent the engine room, many, especially in this size boat, like to operate their own vessel. Ferretti makes it easy with the new 800.

Many thoughtful details set it apart. Each cabin, for in-

stance, has its own source of cold and hot water. It means it is possible to fix a plumbing problem in a cabin without interrupting water service throughout the yacht.

With a top speed of more than 31 knots with two 1,800-hp MAN engines, the Ferretti 800 proves to be a speedy flybridge yacht.

The hull, with a 40-degree Vee at entry, parts the waves with precision, while splashguards keep the sea spray to a minimum. The hull then flattens a bit, with a much softer angle aft, just about 12 degrees where the propeller shafts exit the hull.

The results are conclusive as we found out during a sea trial a few months ago. The boat performed well in the swollen waves of the Adriatic Sea, cruising at 21 knots with the engines at 1,800 rpm. The insulation is really

ABOVE: Each stateroom has its own ensuite with shower





ABOVE: A clever layout makes room for two spacious cabins, each with a large bed and one room (not pictured) with twin beds set at an angle



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FERRETTI-YACHTS.COM



effective, and we perceived very little vibration.

While the Ferretti 800 hits high notes for its obvious seakeeping abilities and innovative layout, the décor is surprisingly restrained, combining reddish-blond woods, white lacquer and beige fabrics in a study in neutrality, although the helm station and galley venture into more daring territory. No doubt Ferretti will make additional design options available. The abundant natural light that the large windows allow to flow into the interior opens a world of possibilities in terms of colors.

The lower deck accommodates three comfortable guest cabins. Two have large beds, while the third cabin makes clever use of bunk beds positioned at an angle and will, no doubt, appeal to children. The spacious bathrooms all feature a separate shower. Finishes throughout are on par with the shipyard's reputation, and materials were selected to be durable.

With a list price starting from 3.85 million euros before taxes without a hard top (but including the essential stern thruster), and from 3.94 million euros (excluding taxes) with hard top, this model seems to be in a good position to be successful in its range.

After a boat show debut at the 2010 Cannes International Boat and Yacht Show, the Ferretti 800 will likely attract experienced boaters beyond the European market.

Condensing years of experience, the Ferretti 800 has nearly everything it needs to make life on board truly pleasant. ■

Ferretti 800

LOA: 81'2" (24.74m)

BEAM: 20'7" (6.3m)

DRAFT: 6'2" (3.2m)

DISPLACEMENT (LIGHT SHIP):
143,300 LBS.

MATERIAL: GRP

FUEL CAPACITY: 1,783 GAL.

FRESH WATER CAPACITY:
349 GAL.

ENGINES: 2 x 1,800HP MAN V12

TRANSMISSION: V-DRIVE

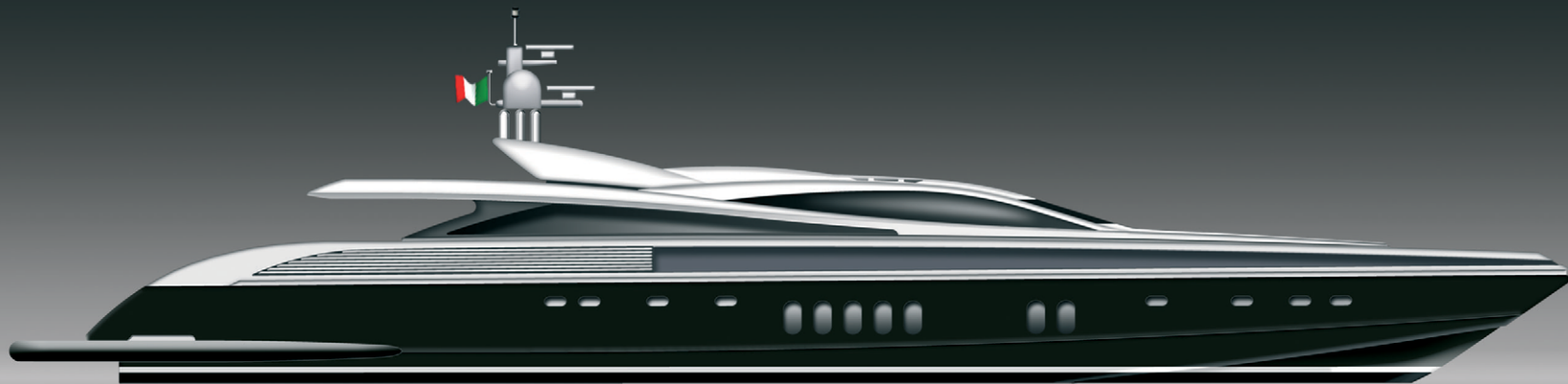
MAXIMUM SPEED: 31 KNOTS

CRUISING SPEED: 19 TO 29 KNOTS

RANGE @ 29 KNOTS: APPROX. 327 NM

BUILDER: FERRETTI YACHTS, ITALY

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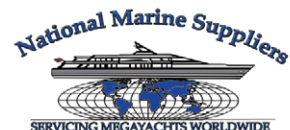
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McMullen & Wing 148'

BIG FISH PICTURE

Billed as a “next generation” Luxury Expedition Vessel or LEV, this 148' masterpiece of lateral thinking from a Pacific Rim consortium features granite veneer decks instead of teak, a 270-degree aft “beach,” al fresco dining terraces amidships, and a 28' jet-propelled custom tender called *Triple Ripple*, capable of roaming 100 nm from the mothership.





WINDOW PERFECT

STORY Bruce Maxwell | **PHOTOS** Neil Rabinowitz & Tim McKenna



his remarkable and thoroughly innovative vessel has a 9,200-nm range at 8 knots, or 7,000 nm at 11 knots. A 2,200-nm maiden cruise from Auckland, New Zealand, to Papeete, French Polynesia, took eight days and 14 hours at 10.7 knots, a feat made possible by the yacht's twin CAT 3508B DI-TA engines, its fuel-sipping consumption and enormous 25,888-gallon tanks. After a few Polynesian charters and a fortnight stay in Fort Lauderdale, *Big Fish* dipped south again for a two-month sojourn in Patagonia and the Antarctic peninsula. Along the way, the yacht will accommodate charter guests seeking a bit of an adventure. Further plans include cruising in the upper reaches of the Amazon, an Atlantic crossing to Europe, after which *Big Fish* tackles the famed Northeast Passage and the Arctic, eventually returning to the Pacific via the Bering Strait between Russia and Alaska. Marketing Manager Jim Gilbert says the route from the 70° S to 80° N icecaps is unique—an effective “polar circumnavigation.”

The yacht's enthusiastic owner, Richard Beattie, is a British-born Australian, living in Hong Kong and heading a large Benelux-based international marketing group called The Continuity Company, or TCC. Designers Greg Marshall and Gordon Galbraith, from Vancouver-based Gregory C. Marshall Naval Architects, and Project Manager David Darwent of Marine Construction Services, have slightly different stories about how the concept evolved, but both agree Beattie had problems with his earlier 80' Italian pro-

duction boat, especially when cruising in the Philippines archipelago. He tried chartering a superyacht, visited Monaco with the idea of maybe buying a brokerage boat, and finally decided that a unique custom design was the way to go. He already has the 164' *Star Fish*, next in the Aquos series, under construction at specialist New Zealand yard McMullen & Wing, which built the revolutionary *Big Fish* in steel with aluminum superstructure.

"It's not about the yacht, it's about the experience," Beattie told Darwent, a former captain who handled projects at Hakvoort, Palmer Johnson, and Delta and many refits elsewhere.

Marshall and Beattie met fleetingly in the South of France before the 2006 Monaco Yacht Show, and as Beattie deemed expedition vessels on display there too alike—or "basically boring"—he gave him the briefest of briefs.

"Richard wanted something completely different. The boats at Monaco were designed to look inward at one's stuff, he said, whereas he preferred to look out at the world. He was a minimalist. The vessel should have an LOA of between 120' and 160', as inspiration dictated. Once that inspiration was established, he would make few design changes. He was true to his word. Original concepts madly sketched in Monaco are very much *Big Fish*

as she floats today," Darwent said.

Before handing the descriptive helm to Captain Winston Joyce-Clarke, Darwent remarked: "Richard likes to see the passing scenery. He doesn't want to feel imprisoned. He is an outdoors person. In business he stays in luxury hotels, so he prefers his house and his boat to be something else."

Seen from the dock, *Big Fish's* most startling features are port and starboard aft bulwarks that hinge down to form a 270-degree beach, increasing the beam by some 12', plus the fold-out sea terraces for informal dining amidships. Top-hinged bulwarks are nothing new, but placing hinges *at the bottom* opens up interesting possibilities.

"We believe this is a truly breakthrough boat," says Darwent simply. Marshall calls it "our most exciting project to date, and our most intensive one." His design office had 18 talented specialists working on *Big Fish's* development for a year and they built a mock-up of the interior nearby, "which was costly, but the best thing we ever did."

Stepping onto the aft beach, evidence of Beattie's unique approach is everywhere. The usual tender and toys garage, for example, indeed holds diving, fishing and other watersports gear, but there is a gymnasium and engineer's quarters as well. Space is freed up because the 28' expedition boat is in its own custom compartment

OPPOSITE: No sills interrupt the flow between interior and exterior or disrupt the views; drains ensure no water washing over-board ever enters the main deck

BELOW: The lounge furniture is suited for indoor and outdoor use; the video wall is a central feature; the galley is efficient and welcoming





ABOVE: Press a button to open the shades and let spectacular views of the scenery pour into the master stateroom; reportedly, charter guests have enjoyed sleeping under the stars on the private aft deck, where a platform bed can be raised off the stone deck

forward. The latter can alternatively be towed astern, using a heavy-duty fishing-boat net-retrieval hydraulic winch, thus providing yet more onboard storage room.

Port and starboard steps lead to the main deck and boat shoes are not left behind as stone decks replace traditional teak. Even if one is prepared for this, it still takes a moment or two to mentally adjust. At first glance, the deck looks as though it is covered with some kind of multi-hued cork, but no, tapping it tentatively, this substance is a lot harder.

“Richard’s idea was that he didn’t want crew constantly swabbing teak decks and varnishing exterior woodwork,” Darwent said. “They are meant to be taking part in his offshore adventures, not wasting time on domestic duties. He also decided that *Big Fish* would be a “green” yacht, and finding a suitable deck substitute, instead of buying teak from forests, is a considerable step in that direction.

“When stone decks were suggested, I said boats move and flex in a seaway and that such a substance would crack. He asked if I was sure. So we went to Jeff Homchick of Luxe Stone Technologies, who has supplied marble and

stonework for dozens of Delta and Trinity motoryachts.

“Jeff said he knew of some granites that may do the trick. We spent two years experimenting and eventually found a way to inject thin-cut granite with resin under high pressure, within a particular set of parameters, thus making it flexible. I can’t say more or reveal the gluing compound, but we ended up with 0.3” veneers compared with regular 0.9” teak, so it is no heavier, and it attaches straight onto faired decks of steel or aluminum.”

“The process is proprietary and we now have a company called Stone Decking Systems that is in the process of selling it to three other big-boat construction projects. Ladies can walk on this surface in stilettos and it doesn’t matter. It stays cool in the tropics and anything can spill on it without staining.”

Conventional salon-cum-dining room layouts are replaced aboard *Big Fish* with what the project team refers to as “the club room,” with a lounge and casual interior dining facilities, augmented by other wining and dining options on the sea terraces. Looking forward, beyond a foldable atrium stairway, are the amazing 42” screens

of a 20-unit Planar HD video wall supplied by Seattle-based AVCD, displaying anything from single to full-size images across the whole wall.

This presented a problem. "The wall was a late addition," said McMullen & Wing Managing Director David Porter. The stairs could partially obscure the view, so the owner asked the shipyard to find a solution, and they did. The stairs can now be folded away.

Enormous windows in the large centerpiece club room encourage guests to look out at their surroundings, rather than focus on what is within, give or take the special events video wall. "Glass is everywhere," Darwent says. "In the stateroom it is 1.338" thick, and in some places a 1.653" five-part glass-polymer-glass sandwich is used." Glasshape New Zealand supplied more than 2,150 square feet of glass, weighing 8.5 tons.

"Nobody has tried panels so large, except on *Rising Sun*, which is a much bigger vessel. We studied her experience very carefully. Our classification society Germanischer Lloyd reacted conservatively and insisted on extensive testing. One result is that steel columns have been brought right up through the bridge deck to carry the load between windows and prevent flexing, and window seats that mask heavy beams were created for the same reason."

Forward of the club room and atrium is an extensive galley and pantry. Hoshizaki fridges and freezers operate independently "so if we lose one, we haven't lost the whole system," said Captain Joyce-Clarke, who also points out the advanced carbon, cartridge and ultraviolet

water filtration system to avoid "those ubiquitous plastic water bottles."

His own cabin, shared with wife Christiana Cairns, the purser, is to starboard, above crew quarters built to same standards as the guest accommodations. Chief Engineer Anthony John "AJ" Brown's cabin is located aft, nearer his twin Cats. First Officer Campbell Stichbury is a globe-trotting Kiwi with a 500-ton captain's license and marine engineering diploma. Canadian Chief Stewardess and masseuse Jennifer Nicholson, with antipodeans Kim Bernard, Cath Carlsen and Ben Nelson, American bosun and dive instructor Susan Schlieve, and British chef Jonathan Tubby, make up the complement.

South African-born, British-raised Captain Joyce-Clarke was recently based in Seattle where he worked with Darwent. His commands have included the narrow-beamed, Pacific-roaming 194' Lürssen *Izanami* (renamed *Ronin* during Larry Ellison's ownership).

Under the foredeck is *Big Fish's pièce de résistance*, the 28' exploration tender *Tripple Ripple*, also custom designed by Greg Marshall. The vessel is housed in a relatively huge 33' x 16' compartment, whose deck cover is raised vertically by four hydraulic arms. Then a snug-fitting crane, mounted under the lid on a hydraulic slew bearing, rotates and lifts *Tripple Ripple* overboard.

Beattie sees *Big Fish* as the hotel, and *Tripple Ripple* as providing the real voyage action. A 15-hp Yanmar and Hamilton Jet power the center console vessel, designed to carry 10 scuba divers and their gear plus two crew.

BELOW: The master bathroom is hotel chic with what is seldom possible, full views of the ocean from the bath tub; comfortable, practical and stylish, the lower-deck VIP suites can be divided to accommodate more guests





ABOVE: A plunge pool/jacuzzi and a nice dining area may be just enough to attract large parties to a more leisurely lifestyle, but the owner enjoys spending time on board the yacht's custom tender, *Triple Ripple*

It can do 30+ knots in lightship mode, and carries 120 gallons of diesel. Consumption at 20 knots is 0.4 gallons per nm. A toilet with washbasin is fitted forward, and there is a freshwater shower and saltwater washdown. Rod holders and outriggers are available for fishing. Several communications systems keep *Triple Ripple* in constant contact with the mothership.

Phil Allen runs McMullen & Wing's tender division. The yard has built a whole series of them for the globe-girding Feadship *Battered Bull*, and for Jim Clark's Royal Huisman super-sloop *Hyperion*, as well as service tenders for various America's Cups. M & W itself has an eclectic history. It built *Black Magic*, the Kiwi yacht that won the 1995 America's Cup in San Diego, leading to the 2000 and 2003 America's Cups in Auckland. The shipyard did a huge refit on the classic 181' sailing yacht *Shenandoah*, and more recently produced one of the world's largest sportfishers, American-owned *Mea Culpa*, as well as the award-winning super-fast motoryacht *Ermis*².

When *Triple Ripple* is in tow, which is most often the case except during long passages, the huge garage doubles as a children's playground or a yoga and pilates stu-

dio. It has its own 55" TV and a Wii.

The lower deck's VIP guest staterooms can be set up as two enormous full-beam suites or as four double staterooms by sliding shut dividing walls. Interior décor is high quality, and among the notable features are onyx-patterned headboards with backlighting. Some artwork focuses on fossilized marine life.

Stairs leading to the owner's stateroom and pilothouse on the bridge deck are constructed in stainless steel and green-tinted glass with LED underlighting amid a walnut-themed atrium. "To our knowledge, *Big Fish* is the first completely LED-lit vessel of this size in the world. The saving on lighting load alone, over similar conventional vessels, is 30 kW of power," Greg Marshall says.

Entry to the owner's quarters is via a very smart study. Then come his-and-hers wardrobes, a nicely appointed bedroom facing aft toward an expansive sun deck, and the bathroom to starboard boasts an elegant tub located lazily beside one of the ultra-large windows. These windows, discussed earlier, easily provide the "wow" factor with their simply stunning views, although on both the principal and bridge decks they are located considerably

inboard, allowing quite wide walkways beyond, partly so that *Big Fish* stays within the 500-ton rule. Her gross registered tonnage is given as 496 tons.

The leather-lined pilothouse with its five navigation monitors, lounge and ship's office are set up with sophisticated state-of-the-art navigation and communications gear. Given the vessel's extended cruising plans, there is an emphasis on self-sufficiency and backup systems. One novelty is a Furuno 3-D Navnet, supplied by Yachtronics of Fort Lauderdale. It doubles as guest entertainment by providing interesting underwater and topographical views that can be displayed on the Planar screens in the club room. This is not a sonar, but instead it uses bathymetry contour maps to produce 3-D images.

Charter guests will appreciate additional features, such as the flybridge with Jacuzzi and cushions forward, two large Masport barbeques, another dining table and bar, plus icemakers and refrigerator. Steps lead to a cute little crow's nest, which could prove a popular retreat. A 14' RIB and two sailing dinghies are stored on this aft upper deck. *Big Fish* is fitted with Quantum zerospeed stabilizers for comfort at anchor.

The yacht's warm grey hull color was chosen for esthetic appeal, and to better reflect tropic heat. Paint used is buffable Alex-Seal from Germany, an outfit formed by four ex-Awlgrip chemists. New Zealand-made Maxwell big-boat windlasses are installed.

Beattie, a global marketer and entrepreneur, struck up a

close friendship with similarly disposed Ed Wallace and his son Dan in London. Dan wrote "a novel of epic proportions" about his dad, called "Big Fish," which became a major motion picture. Hence the name of this equally remarkable motoryacht. And on the granite foredeck, inset in polished stainless steel, pride of place is given to a quote from the late 19th century British poet William Ernest Henley, whose inspired "Invictus" concludes with: *I am the master of my fate, I am the captain of my soul*. The same title and poem were used by Clint Eastwood in his 2009 movie about the life of Nelson Mandela.

There are just so many aspects embodied in this Luxury Expedition Vessel concept that it could change the whole way we go boating in the future, Darwent says. To market the concept, Beattie has formed a company called Aquos Yachts, and marketing plans included a well-publicized stopover in Fort Lauderdale in late October, where the yacht attracted hundreds of visitors during planned events, including an International SeaKeepers Society soiree. The yacht is equipped with the conservation society's SeaKeeper 1000 monitoring unit, which allows collecting valuable ocean data from seldom-visited regions and beams the information to scientific organizations worldwide.

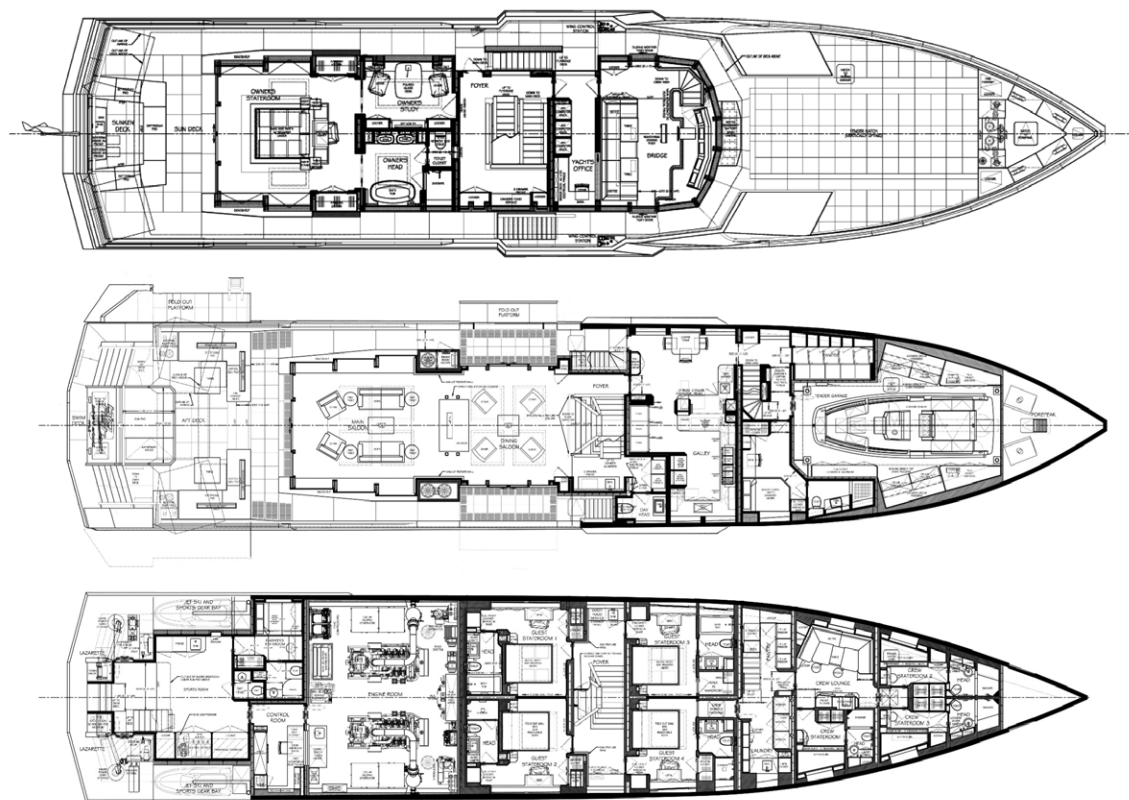
The 164' six-stateroom *Star Fish*, a development of *Big Fish* under 500 tons, was unveiled in Fort Lauderdale. *Big Fish* is not actively listed for sale, but its replacement value is given as in the low \$40 million range. ■

BELOW: Aside from the main tender, pictured alongside the mothership on opening pages, the yacht carries a vast assortment of toys and full equipment for diving expeditions in warm and cold weather





ABOVE: The owner wanted flexibility and many options on-board for dining and lounging. One of the results is that the designers created a number of platforms and balconies that add to the spacious decks



For more information, visit
AQUOSYACHTS.COM
MCMULLENANDWING.COM
GREGMARSHALLDESIGN.COM

McMullen & Wing 148' *Big Fish*

LOA: 148'
 BEAM: 29' 6"
 GROSS REGISTERED TONNAGE:
 496 tons
 FUEL: 24,200 gal.
 RANGE: 9,200 nm @ 8 knots,
 7,000 nm @ 11 knots

CONSTRUCTION: Steel hull,
 Aluminum Superstructure
 ACCOMMODATIONS: 5 Staterooms
 ENGINES:
 Caterpillar 1,050 hp @ 1,600 rpm
 STABILIZERS:
 Quantum ZeroSpeed
 TENDER: 28' M & W Custom

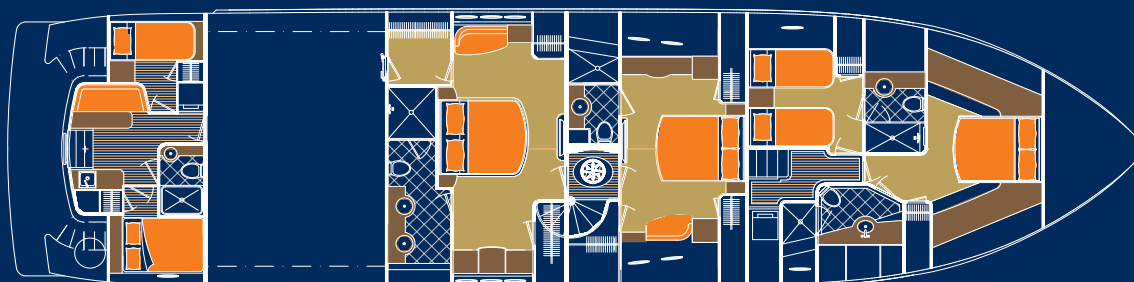
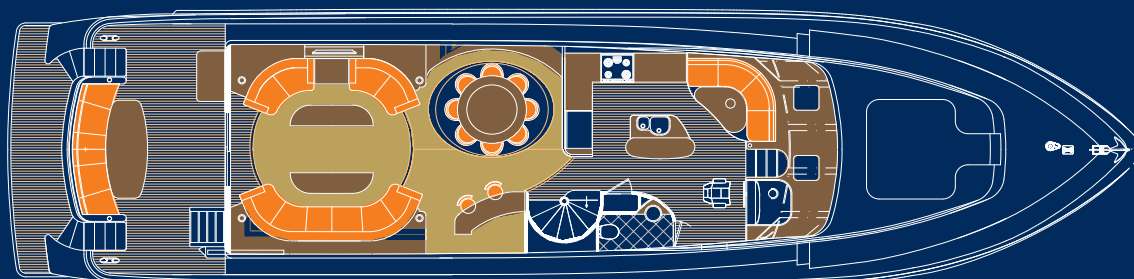
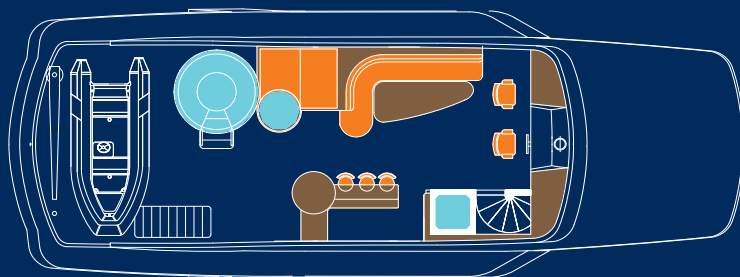
BUILDER: McMullen & Wing
 INTERIOR DESIGN:
 Gregory C. Marshall
 EXTERIOR STYLING/NAVAL
 ARCHITECTURE:
 Gregory C. Marshall
 CLASSIFICATION:
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*Original dimensions are provided in the metric system



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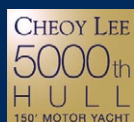
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Holland Jachtbouw *Calliope*

POETRY IN



MOTION

An owner works closely with Langan Design Associates, Holland Jachtbouw and Rhoades Young Design to improve upon his prior yacht.

STORY Jill Bobrow | **PHOTOS** Nicolas Claris





his yacht's owners seem to have a penchant for Greek names that start with the letter C. They called their previous 105' (32m) yacht *Cassiopeia*—the moniker for the distinctive W-shaped five-star constellation that gleams in the northern sky. The name *Calliope* is associated with Zeus' daughter, the muse of heroic poetry and Homer's presumed inspiration for *The Odyssey* and *The Iliad*. Fittingly, the building of the new 138' (42m) *Calliope* has been an epic (and enjoyable) journey.

I first met the owner when I wrote a story on *Cassiopeia* in 2004. He was extremely happy with that yacht and so I was curious to discover how he felt about the bigger *Calliope*. After the launch at Holland Jachbouw in the Netherlands last summer, he and his wife enjoyed a shakedown cruise in Norway and they couldn't have been more pleased with how the yacht performed, even in heavy seas.

This experienced hands-on yachtsman revels in the build process but, as an astute businessman, he also recognizes the value of working with a team of professionals. He had such success with *Cassiopeia* that he duplicated much of that yacht's build team, reuniting Newport, RI-based naval architect Bill Langan (who recently received the International Superyacht Society Leadership Award), his wife, interior decorator Candace Langan, Dutch builder Holland Jachtbouw and project manager Nigel Ingram from

MCM Yacht Management. Designers Rhoades Young were added to the original dream team.

I had an opportunity to interview the members of that dream team when I visited *Calliope*, a recent entry on the charter market, during her debut at the Monaco Yacht Show.

Holland Jachbouw's Technical Director Tako van Ineveld showed me around the boat. *Calliope* is not a yacht that smacks you in the face with over-the-top, snazzy design, glitz and glamour. She is, however, a highly customized yacht that is immediately lovely and likable. The build took 17 months to complete. From bow to stern and top to bottom, this trideck yacht exudes quality engineering and craftsmanship. Van Ineveld pointed

out the well-organized engine room and fully integrated bridge. While *Cassiopeia*, a raised pilothouse design, had accommodations for six guests in three cabins, *Calliope* boasts five luxurious cabins for 10 guests, two salons, a sun deck with Jacuzzi and many more amenities.

Cassiopeia is a successful charter boat but, according to her owner, she was never conceived with charter in mind. Charter was an important consideration in the design of *Calliope*, as were more volume, more guest cabins, more entertainment area and more crew space with better access to guest accommodations. The result is an extremely functional cruising yacht with good spatial flow.

Calliope's exterior styling, while reminiscent of the dark-blue hulled *Cassiopeia*, clearly makes a new state-

OPPOSITE AND

BELOW: The main-deck salon and dining room have the feel of a lived-in home and the flexibility required for charters; a spacious aft deck and professional galley are other assets charter guests will enjoy



ment. This is not just another white boat. The owner designated a more military profile and the yacht's stacked decks, squared windows and flared bow indicate this is a serious boat capable of going places. Six vertical legs support the carbon fiber radar arch, making it appear lighter. This difficult feat of engineering makes a subtle yet definite difference.

Bill Langan describes the inception of *Calliope*: "The owner visited my office one day with a sketch he had doodled on the back of an envelope," he says. *Calliope* is pretty much a sophisticated version of that first inspirational drawing. "The important parameter was to accomplish everything the owner wanted and come in well under 500 gross tons." In keeping with the military exterior styling theme, the boat is extremely sturdy and seaworthy. *Cassiopeia* was a semi-displacement hull, and the owners liked her responsiveness and quickness. *Calliope* is also, technically, a semi-displacement yacht, with a deep Vee rather than round-bottom keel. She cuts

nicely through the water and provides a comfortable ride. She has zero-speed stabilizers but unless there is an exceptionally rolly anchorage, Langan says she doesn't need them, which minimizes generator use at anchor. Langan worked on other practical solutions, such as the location of the dinghies. The owner wanted to maximize guest and entertainment real estate, so the owner's tender was placed on the foredeck and the man-over-board tender abaft the sun deck. This opened up the lazarette space, fitted with washable teak decking, which guests can use as a gymnasium and beach club area.

Langan is quick to commend the team effort in wedding the exterior to the interior. At a Monaco Yacht Show several years ago, he brought the owner over to look at the contemporary sailing yacht *Gimlā* and then introduced him to Dick Young; the two immediately hit it off.

"We hired Rhoades Young early on in the process; we wanted an interior that was classic, but contemporary and eclectic," the owner says. "These designers listened

BELOW: The materials, soft colors, layout and big windows make the private master state-room a particularly appealing retreat





to what we wanted and they made suggestions. We had 25 percent of the interior completed when we decided the cherry paneling was too slick [...] and switched to limed oak. And in terms of interior décor, we wanted a mix of furniture. The main salon is contemporary with international elements that my wife and I admired.”

When I asked if he had a favorite part of the boat, he said, “In cooler weather I like being in the main salon, and in warm weather, I love being outside on the bridge deck.” What he likes most about the yacht is how flexible her layout is. The main salon can be open to the dining room or be closed off by sliding shut shoji-screen divider doors. The same goes for the upper salon, which can form one big space with the aft deck, thanks to continuous teak flooring, or can be closed off.

Dick Young and Jonathan Rhoades (see article in this

issue) used their talents to interpret the owner’s desires. Their credo is that the process of design “springs from the wrestling of many factors from hydrodynamics, structure, performance, services, lifestyles and aesthetic judgments” so that the relationship to the client is key to achieve the correct balance.

While I sat in the main salon with Young, he mused freely about the mix of elements in *Calliope* and changing the interior paneling to a lighter limed oak with what he calls a wonderful weathered dusty look, reminiscent of French chateaux. Varnished teak accents and moldings juxtapose contemporary elements and old-world feel, avoiding a “yacht clubby” look. Young talked about building the interior layer upon layer. He credits Jonathan Rhoades as the main man on the project and himself as the one who set the stage. “We all wanted the

ABOVE: Each room is treated with the same level of care and attention to detail; the limed oak brings a relaxed elegance to the VIP stateroom, master stateroom, owner’s office and lower-deck twin guest cabin



ABOVE: Each yacht aims to be functional as well as beautiful; *Calliope* passes with flying colors, matching an elegant interior with functionality; parties on the aft deck can spill into the skylounge when the doors are open; the bridge is elegant as well as practical

yacht to appear as if it had been built over years,” Young says. “Like an oil painting, there is a base coat, then layers of paint.”

The walls’ old-world plaster look and the more classic white-paneled overhead contrast nicely with the stained walnut floor. The modern furniture is sprinkled with eclectic pieces.

Rather than a designerly contrived space, the mix of different styles makes *Calliope* feel like a lived-in home. The owner and his wife, assisted by Candace Langan, collected bits and pieces all over the world to complement artwork that came from *Cassiopeia* and their house. The yacht’s décor is not the result of designers buying all the paintings to go with the rooms’ color theme. Instead, there is an international play of elements, with German

mid-19th-century Biedermeier furniture, a Cambodian Buddha, a bamboo overhead in the lounge, Japanese lacquered rice paper in the divider doors, and Chinese lamps and chests. German cabinetmaker Oldenburger custom-built the Antique-designed Chinese chests. The good thing about replicating antiques, Young says, is that the pieces can be made to fit air-conditioning ducts, plus replicating drawer handles, pulls and locks makes them more practical and easier to use.

The interior configuration may be traditional, but the level of detail makes the difference. The aft main deck opens to the main salon, then sliding shoji screen doors lead to the formal dining room. Farther forward to port is a commercial galley, with a very large fridge and freezer, commodious workspace, and a nice large window for the



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chef. On the starboard passage are offset reverse spiral staircases leading down to the guest accommodations and up to the bridge deck. These stairs provide a dynamic connection to the three decks, and views through the sweeping undersides turn this staircase into a striking sculptural centerpiece. In the guest quarters, off a central foyer, are two queen-size cabins and two double cabins. A hidden door adjacent to the centrally placed Buddha sculpture allows crew access to service these rooms. Crew quarters for nine are forward along with a good-size crew mess and commercial laundry. A dumb waiter services all decks. Back up on the main deck forward and to starboard is the full-beam master suite incorporating a library/study, a bedroom with off-center king-size bed to port and lounge area to starboard, and his-and-hers bathrooms. The mas-

ter is flooded with natural light and has a serene, peaceful ambiance. Handmade silk carpets are soft under foot.

The next deck up, forward on the bridge deck, is the captain's domain with a state-of-the-art integrated bridge that has exceptionally good visibility. Aft is the skylounge, which opens to the luxury aft-deck dining and entertainment area.

Langan and Ingram talk about the great teamwork involved; *Calliope* was a combined effort. Rhoades Young says, "At the end of the day, though, building a yacht should be a fun and enjoyable time for the owner."

If *Calliope* was the muse to Homer, let's hope *Calliope* provides aMUSEment for her owners. May *Calliope's* epic journey continue with fair winds, gentle seas and ever-changing scenery through those large square windows. ■

BELOW: The arms supporting the arch were a feat of engineering that adds to the yacht's allure while providing the required shade on the spacious sundeck





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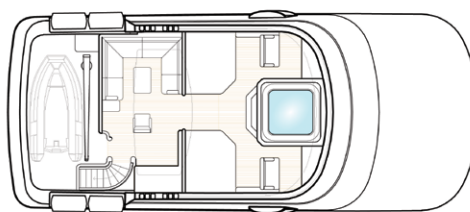
ABOVE: Naval architecture by Langan Design and construction at Dutch shipyard Holland Yachtbouw give the yacht impeccable credentials for many happy years of unrestricted cruising



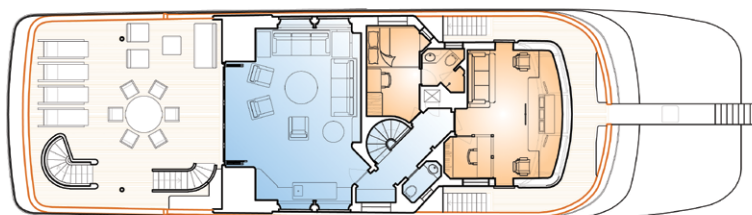
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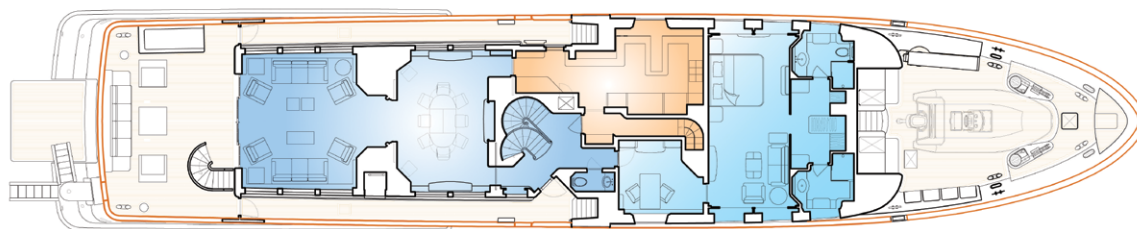
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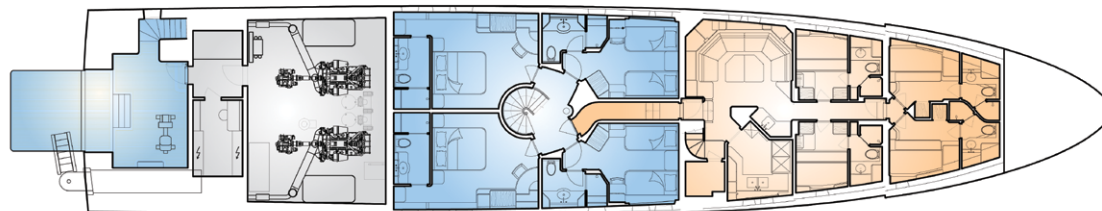
TOP DECK



BRIDGE DECK



MAIN DECK



LOWER DECK

Holland Yachtbouw *Calliope*

LOA: 138'8" (42.28m)
 BEAM: 27'6" (8.4m)
 DRAFT: 8'4" (2.55m)
 HULL MATERIAL: Aluminum
 SUPERSTRUCTURE: Aluminum
 PROPULSION: Twin shaft
 ENGINES: 2 x MTU 16V2000M72

GENERATORS: 2 x Northern Light
 CRUISING SPEED: 15.5 knots
 TOP SPEED: 16.5 knots
 NAVAL ARCHITECT: Langan Design
 INTERIOR DESIGNER:
 Rhoades Young Design
 BUILDER: Holland Yachtbouw

MAX. CREW: 9
 MAX. GUESTS: 10
 CLASSIFICATION: Lloyds/MCA
 unrestricted
 REGISTRATION: Cayman Islands
 CHARTER MANAGEMENT:
 Camper & Nicholson

*Original dimensions are provided in the metric system



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HIGHER

Feadship and Lord and Lady Laidlaw, have taken the art of custom boatbuilding to a higher plane with their latest 223' Royal Van Lent vessel, *Lady Christine*.



Feadship's *Lady Christine*

PLANE

STORY Bruce Maxwell | PHOTOS Feadship





In **Thailand and the Med**, we have had some unpleasant encounters with jellyfish,” Lord Laidlaw told us, “so for the fourth *Lady Christine*, we decided to install an infinity horizon swimming pool in the aft beach club area. It has an adjustable counter-current, allowing bathers to swim along its 16’ length, for as long as they want, without actually going anywhere. And in port, water laps over and down the transom into a recess below, providing an attractive cascade effect, which can be back-lit at night. None of this was possible without some ingenious solutions by Feadship.

“The yard looked at my original idea and said it would not work, as water would swing from side to side with even the slightest movement of the yacht. Swimming-pool water is also, apparently, not very good for a yacht exterior. So they devised a completely different system in which pool water overflows into a surrounding drain, while the infinity pool effect is created by jet spray nozzles evenly distributed across the stern. The 650 cubic feet of pool water required is stored in a holding tank below, where it is filtered and warmed, ready to fill the pool in a few minutes.”

Irvine and Christine to their friends, the owners say that this was but one of many innovations in which Feadship exceeded expectations during *Lady Christine*’s four-year construction at Royal Van Lent’s Kaag Island yard, significantly elevating the art of custom yacht construction.

“I think Feadship would confirm that we are among the most involved and detailed owners with whom they have partnered,” Laidlaw said. “We had a particularly good relationship with

the Royal Van Lent managers and staff, who responded extremely well to the many new technical and design challenges we posed, and they were always completely honest about what they thought would work and would not work. Having now spent some time sailing aboard the vessel, it is amazing that every day I find stunning new features. You really do have to live on board a Feadship to appreciate that, from bow to stern, and from sun deck to tank deck, everything is the product of incredible design and workmanship.”

Laidlaw, a Scot and successful yacht-racing skipper, has owned a series of 11 *Highland Fling* sailboats, the latest being a Wally 82 built in Newport, Rhode Island. He married Christine on Sydney Harbor, Australia, during a late-1980s Southern Cross Cup, and their first *Lady Christine* motoryacht was a 78' Azimut. Then followed a semi-custom 125' Heesen, which he later extended by 10' at Palmer Johnson's former Savannah yard, and next, initially in association with Richard Hein's A Group design team in Monaco, he built a fully custom 180' Oceanco. This vessel, shades of which can be seen in the present Feadship, remained on his “fleet” books late last year, but is listed for sale. His other Monaco links, apart from having a penthouse there beside the Port Palace Hotel, include developing and, until recently, owning the Monaco Yacht Show.

But while the Oceanco *Lady Christine* was off roaming Asia Pacific waters, which he knows well from earlier days

based in Hong Kong and Singapore, the Laidlaws found themselves in need of a little something for the Med, so they bought the 131' Royal Van Lent Feadship *Seaflower*, resold in 2008 as financial markets began to tighten.

It was *Seaflower* that convinced them to order their third Dutch-built flagship, this time from Feadship, as a custom *pièce de résistance*. “They regard this boat as a home,” said yard Project Manager Jan Pieter Braam, and unusually, Laidlaw did not appoint an owner's rep, preferring to visit Kaag Island himself for two days a month, particularly in the latter years of her construction, commuting in his Gulfstream.

Design is by De Voogt Naval Architects, which with De Vries and Royal Van Lent make up the Feadship troika. “Even without taking *Lady Christine's* split-level arrangement into account, she has by no means a traditional Feadship exterior. At the owners' request, a significant number of features were taken from their previous Oceanco yacht, including the striking elliptical windows. As we had some 60 extra feet available, we accentuated the yacht's length by stretching the windows toward the bow,” De Voogt's Ruud Bakker said.

“Obviously, the overall styling had to reflect Feadship standards, for example, by giving the vessel much more tumblehome. We also added a range of signature Feadship elements, such as the upright wheelhouse forward-looking windows, observation lounge and Key West room.”

Noticeably, there are discrete navigation and communi-

BELOW: Three views of the elegant bar and dining area showcase the flexibility offered by sliding glass doors and terraces, which can be used underway

OPPOSITE: Dramatic yet cozy, the main salon blends a sophisticated Art Deco décor with comfortable furniture and shelves full of well-read books



cations domes on the mast, but no satellite TV domes, as the owners prefer to read books or watch selected quality DVD movies. "Charter guests are not a concern, as *Lady Christine* will never be chartered under her current owners, and television is likely to be via VSAT by the time any future owners take possession of the yacht. *Lady Christine* already has an exceptionally well-distributed Internet setup, both wired and Wi-Fi," said Feadship's Marketing Manager Francis Vermeer.

The steel-hulled, aluminum-topsides vessel has six split-level decks, increasing its interior volume considerably, and allowing for some intriguing interior layouts.

Up top is the uniquely constructed Key West lounge with its sun deck and surprising flybridge-style controls—on a 223' boat—for coastal cruising, then descending is a complete dual-level owners' deck and observation lounge, another two-level principal deck lounge, dining room and bar, which rises forward to the captain's cabin—more like a VIP suite—plus other crew quarters, ship's office and galley. Down again are four guest suites, and on a nearby but separated level, more crew cabins for the 20-strong complement, crew mess and the ship's cinema. Finally come the tank deck, tenders and watersports facilities.

Interior décor got under way in the lower guest suites with Jean-Guy Vergès in charge. There are three doubles and one suite with twin beds, placed athwartships rather than more traditionally fore and aft, and poplar joinery

is the decorative theme. Showers and baths alternate in the ensembles, and two also have walk-in closets, although there is plenty of other storage space off the guest lobby.

The Laidlaws, whose establishments ashore include a large house at Cogolin near Saint-Tropez, had a friend there who employed the acclaimed English architect and interior designer Rodney Black for his house interiors. Liking what they saw, they decided Black was more *sympathique* to their intended style, and continued *Lady Christine* with Rodney Black Design Studios of Colchester, Essex, even though Black himself had never designed a yacht interior, let alone a superyacht one.

Black's concept was somewhat unique. When we met him on board, he handed over a postcard-sized name card that said: "Our first experience of designing for a yacht has been a remarkable journey. The starting point was the *Exposition Internationale des Arts Décoratifs et Industriels Modernes* held in Paris in 1925. The finished result is a work of art in its own right."

This exhibition, we are told, represented Art Deco in its earliest, pared-down form of classicism, "using the most beautiful materials and shapes imaginable at the time." Translated, *Lady Christine* above her guest suite level has a truly classical décor, interspersed with elements of early Art Deco, some strongly accented, some softer.

Nothing illustrates this better than stepping into the starboard amidships formal entry vestibule, which fea-

BELOW: This fantastic bedroom with floor-to-ceiling windows and stunning headboard is part of the owners' sprawling private deck





tures three large curved marquetrie panels, each more than 6' wide, depicting iconic architectural structures such as the Taj Mahal, Empire State Building, Statue of Liberty, Leaning Tower of Pisa, Eiffel Tower, Blue Mosque, Golden Gate Bridge and Sydney Opera House.

Marquetrie is the craft of covering a structural frame with small pieces of colored veneer to form decorative designs, patterns or pictures. In this case, Howard Sansone, of the small Welsh company Aryma, supplied featured woods such as maple, birch and cherry, with specialized staining adding to the rich palette of marquetrie colors.

While on woods, the broader interior of *Lady Christine* is a synthesis of four woods—Makassar ebony, maple, cherry and an exotic amboyna burr. “The way Feadship’s Van der Loo joinery team has managed to craft these timbers to our most demanding designs and shapes has been quite remarkable,” Black said. Van der Loo, and a formidable team of other specialists, provided the furniture, engraved glass, carpets and curtains.

The spacious salon on this principal deck is extraordinary for various reasons, not least for its enormous windows and gorgeous cherry panels with maple inlays, which are interspersed with six columns containing

carved glass figurines. One also notices a rare petrified-wood side table supplied by the owners and a chess table-for-two (made especially for the boat by Linley) and two large bookcases displaying hundreds of fondly read titles and leather-bound volumes of Laidlaw’s photos from earlier cruises.

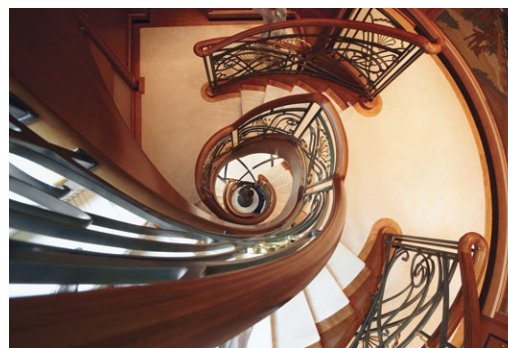
The focal points, however, are comfortable-but-formal curved sofas veneered in amboyna burr grouped around a central glass, wood and mirror-polished stainless-steel coffee table, set within an oval pattern in the custom carpet. All the carpets for *Lady Christine* were made from templates, to fit exactly, and were delivered in one piece for each room. Inlay motifs were fabricated into the carpets themselves. In this case, the oval shape is exactly replicated in the borders of a giant recessed, domed ceiling, which Feadship believes is one of the largest ever made for a superyacht, requiring a high degree of precision in both craftsmanship and engineering. Its endless wave-pattern perimeter, known as a Vitruvian scroll, made from inlays of ebony and maple, stretches all the way around, and neatly conceals tiny air-conditioning outlets.

Moving forward, the piano bar to starboard could be straight out of a vintage “Casablanca” movie set. The bar

ABOVE: This view of the master bathroom highlights the amazing stone and wood work; the owners’ deck features his-and-hers offices plus a private lounge with fireplace



ABOVE: From left, the centerpiece of this Key West room is a table formed of a huge teak root and glass top; the cinema has Hollywood glamour; marquetry is elevated to a stunning art while the level of craftsmanship is as dizzying as this plunging view of the yacht's regal staircase



itself features engraved glass panels of African animals, based on photos taken during a safari not far from yet another Laidlaw residence, and the Bechstein grand piano has been reconditioned and refit for self-player music so that, although there is no Sam, many piano pieces can indeed be played again and again.

Sliding central doors roll back to reveal, perhaps as a surprise for first-time visitors in the bar, the formal dining room to port. Elegant seating is provided for the owners and their eight guests. Featured here are two extraordinary sideboards, inspired by the work of Emile-Jacques Ruhlmann. "The sideboards and display niches, with fine inlays of amboyna, Makassar ebony and maple, and antique mirrors, are set in a key pattern architrave and frieze of inlaid woods and mother-of-pearl," Black said.

With the central doors open, the piano bar and dining room become a full-beam reception area whose huge full-height windows will doubtless facilitate stunning views on future cruises. These can be opened up on both sides, and platforms slide out horizontally to create port and starboard terraces—where outdoor tables and chairs may be placed—increasing the beam to nearly 50". Stainless-steel stanchions with Lexan are fitted for the safety of guests and the Laidlaw's poodles, especially when the vessel is under way. "It is a nice feature, and the first time Royal Van Lent has done anything like this,"

Laidlaw told us. "I will be interested in how much we use the terraces. I suspect not a lot, but we will see."

Back in the entrance vestibule with its marquetry icons, a regal curved wooden stairway spirals down to the cinema or up to the owners' deck and sun deck. Exploring the cinema first, two rows of four "first-class" seats face a large screen framed by tasseled-back mood-setting theater curtains. Movie stars adorn the back wall and, if between-seats bollards are removed, the cinema comfortably doubles its capacity.

Owners' exclusive decks are increasingly specified in larger superyachts. One enters the Laidlaws' private domain down a hallway decorated with original paintings leading to a large bathroom resplendent in shades of cream and yellow onyx with cherry cabinet and gold faucet fittings everywhere. Large-lobed onyx petal designs appear on the floor and the ceiling. A panel slides back to reveal the walk-in wardrobe. There is no bath, only a shower, and one toilet.

The full-beam master stateroom, framed by enormous display windows, features a very large bed and a sofa-sideboard, but is otherwise relatively uncluttered. The bed's headboard is a dramatic fan-shaped silk panel, and there are reconditioned antique-silver wall sconces, with alabaster shades. On the aft wall, facing the bed, are two silk panels flanking a painting by Barrington Bramley,

in which he has copied a fresco the Laidlaws saw in the Umaid Bhawan Palace in Rajasthan, India, while taking part in a car rally. The original is by itinerant Polish artist Stefan Norblin, who somehow ended up in South Asia.

Beyond the bedroom, farther aft, are two beautifully conceived and identically sized his-and-hers rooms, a manly study for Irvine, and a more feminine sitting room for Christine. The dominant piece in the study is a desk, which has catamaran-hull-shaped rosewood legs, with brass inlays and leather trim. This, described as a cabinet maker's *tour de force*, was created by another British craftsman, Bill Cleyndert of Fakenham in Norfolk. Other study surrounds are in striking flame mahogany, with the same inlay of Makassar ebony used elsewhere, and the bookcase has roped columns to enhance a slightly nautical effect. Deep red lounge chairs complete the setting.

Lady Laidlaw's sitting room is in more modulated greens and browns. Her desk has a cantilevered glass top held in place by a stainless-steel column veneered in amboyna burr. This was originally going to be the study, until it was realized that anyone visiting Lord Laidlaw would have to walk diagonally across the bedroom, so they switched. Both lead aft again onto the private outer deck.

Forward on this split-level deck is a well-equipped gymnasium, and then the owner's observation lounge, a really lovely space with beige sofas grouped around a fireplace, more bookcases and a high-powered telescope. A painting

above the hearth can be lowered to reveal the only other TV screen aboard, apart from the cinema, those in the guest staterooms and some sets in the crew quarters.

The wheelhouse, which is classic Feadship in varnished woods and luxurious leathers, is *below* the observation lounge. Feadship provided a raised platform here so that Capt. Westerlund has a better view over the bow, but he says it has not yet been needed, and there are fore and aft camera feeds from the masthead. The conning display, two radars, electronics, CCTV and alarm systems are efficiently spread across six screens.

The casual Key West Room is the undoubted centerpiece of the sun deck, with its virtually 360-degree views and ultra-heavy natural teak-root table base, another owners' favorite. Laidlaw, who is happy to cruise at 12 to 13 knots with smaller 12V MTUs rather than the 16Vs usually installed on vessels this size, has remarked to us before that owners of go-fast superyachts don't realize that guests often can't stay on deck in the wind for more than an hour before they have to retreat indoors, whereas his philosophy is to keep everyone happy by just moseying along. Who is in a hurry?

The astonishing flybridge controls on this deck, which have everything needed to drive *Lady Christine*, are backed by two seats: one for the captain, and one for Laidlaw. He envisages this station being used when they are in close proximity to coastlines and islands, merely

BELOW: So you think this is just a cascade providing a relaxing background for sun-bathers on the beach platform? While the aft main-deck pool and the waterfall appear to be one, separate systems ensure the pool stays full and the waterfall runs straight down the transom, regardless of sea conditions





ABOVE: The wheelhouse is below the owners' observation lounge but the design maximizes views; another view of the Key West Room on the sun deck, which surprisingly features full flybridge controls (on a 223' vessel!)

observing or looking for a spot to anchor. Laidlaw is quite familiar with the world's two largest archipelagos, Indonesia and the Philippines, where he has cruised before, and he sees practicalities that other custom owners may not initially consider.

The deck area between the Key West room and flybridge controls can be covered by a huge canvas awning, depending on the seasons, while aft there is a barbeque, teppanyaki grill and pizza oven, a 19' Castoldi tender and a Herreshoff sailing dinghy. But this is also the helipad, capable of handling a craft up to 2.8 tons. Laidlaw, who flies himself, has obtained Lloyd's approval for a lower-deck aviation refueling tank that feeds up to this level.

Lady Christine's galley is a fully professional kitchen, with convection, steam and microwave ovens, and everything needed to create haute cuisine. Between the galley and dining room is a service area, so that guests are not directly exposed to cooking in progress, and other locations can be served by food lifts.

The soundproofed and well-designed engine room houses three 300-kW MTU generators, located a split-level away from the twin MTU 12V main engines. Re-

nowned Feadship insulation is such that the vessel is incredibly quiet both under way and in harbor. Four ZeroSpeed Quantum stabilizers are fitted.

Finally, the tender garage includes a 23' Castoldi that is launched athwartships via a platform that folds down, rather than up, to increase options for launching when in a swell. Here also is a rather smart guest toilet, and all the equipment needed for watersports. Two heavy-duty cranes are deployed for this beach club area and the sun deck.

In summary, *Lady Christine* is a thinking owner's custom vessel, embodying all the experience of nearly 50 years at sea. We first sailed, on separate yachts, across the South China Sea from Hong Kong to Manila in the 1970s, and a lot of knowledge about what the sea can do, and the performance of different vessels, under sail and power, in different conditions, has been gleaned since then. Unfortunately space precludes a more detailed appraisal of all the innovations aboard this latest *Lady Christine*, including the infrared device that the dogs trip to get through Irvine's study, but as he would say, "Buy a Feadship yourself and find out." ■



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223' Feadship *Lady Christine*

LOA: 223' (68m)
BEAM (MAX.): 41' (12.5m)
DRAFT (LOADED): 12' (3.6m)
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Steel and aluminum
ENGINES: 2 x MTU 12V,
1,320 kW @ 1,800 rpm
GENERATORS: 3 x MTU 8V M50
FUEL CAPACITY: 47,424 gal.
(179,500 L)

FRESH WATER CAPACITY:
11,968 gal. (45,300 L)
RANGE:
8,500 nm @ 12 knots
STABILIZERS:
4 x Quantum ZeroSpeed
NAVAL ARCHITECT:
De Voogt Naval Architects
EXTERIOR STYLING:
De Voogt Naval Architects

INTERIOR DESIGNER:
Rodney Black Design Studios
OWNERS + GUESTS: 10
CREW: 20
TENDERS: Castoldi + Novurania
CLASSIFICATION: Lloyd's 100A1,
MCA LY2
BUILDER:
Feadship—Royal Van Lent

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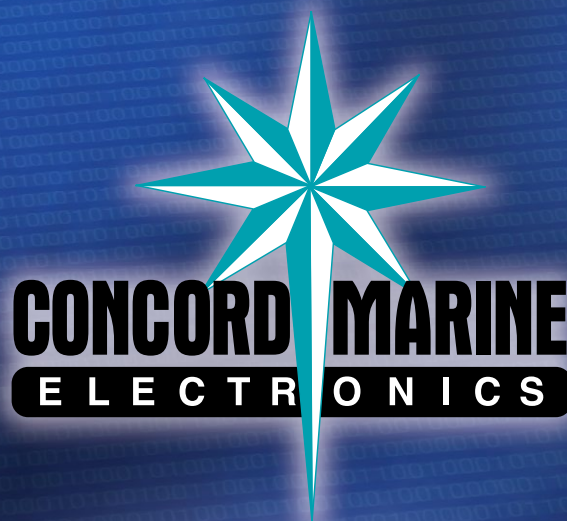


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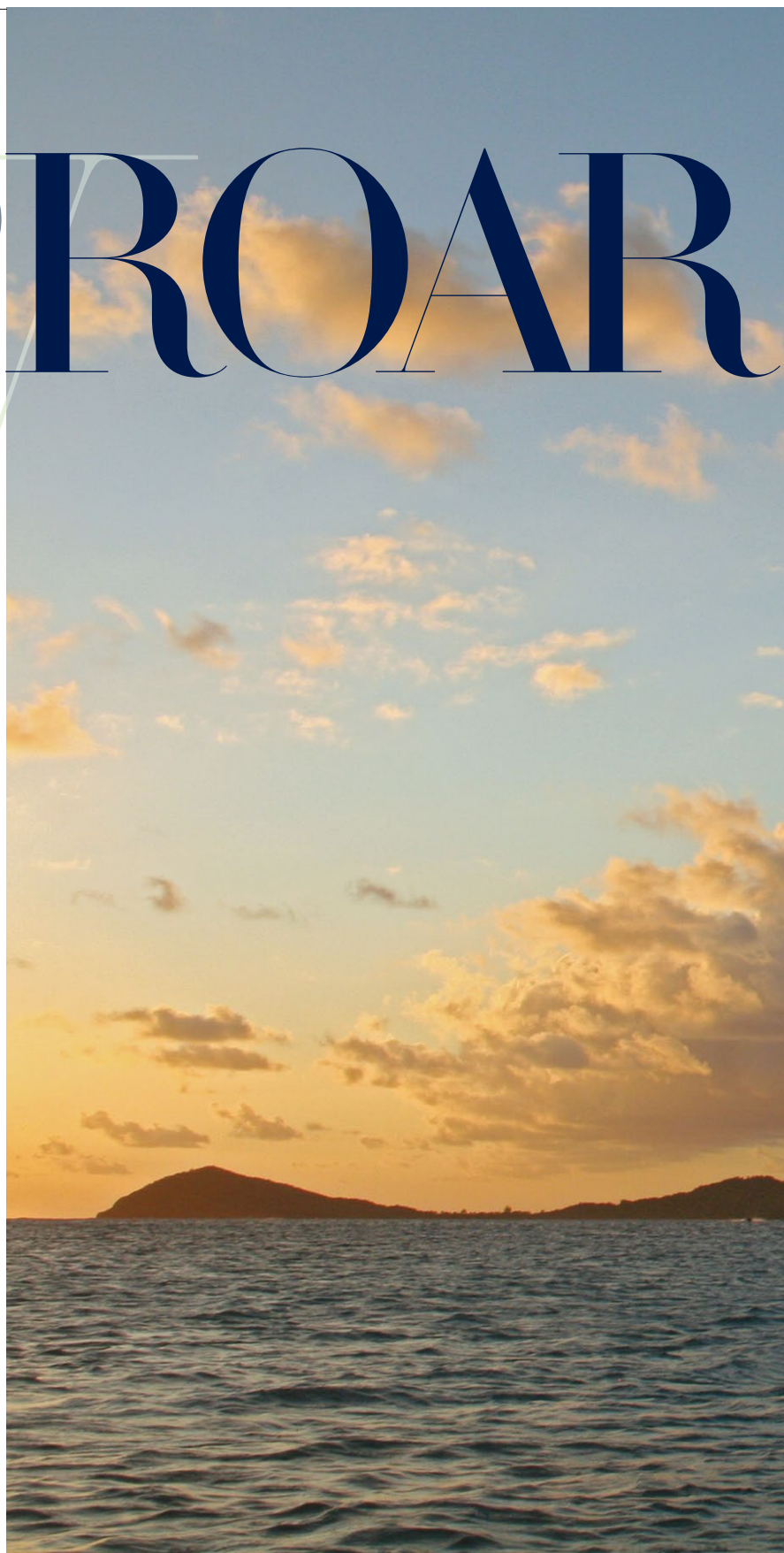
The big cats are coming out to play, with large sailing and power catamarans gaining charter popularity in destinations worldwide.


When Sunreef Yachts announced in September that it plans to build a 170' power catamaran, the trend of building ever-larger cats with luxury charter amenities did more than make another leap in volume. It also made a major stride toward changing the heart of the megayacht charter market.

Traditionally, catamarans have been the staple of just one charter destination: the Virgin Islands. Dozens upon dozens of 40' to 60' cats line the marina cays and dot the harbors, welcoming parties of six to 10 guests with more interior volume and deck space than any monohull of similar LOA could ever hope to achieve. At charter boat shows on Tortola in the British Virgin Islands, the catamarans have become so ubiquitous that chancing upon a monohull is like spotting a leopard in the wild. And while there are a handful of power catamarans in the mix, virtually all of the boats are rigged with sails—keeping fuel costs low, making all-inclusive rates possible and attracting a specific breed of charter clientele.

“The sailing catamarans caught on with a lot of families who liked their stability and didn’t want to be heeled over in monohull sailboats,” says Tim Nelson, a retail charter broker who specializes in yachts 100' and larger at Seven Seas Yacht Charters. “Now, they’re everywhere in the Virgin Islands. These new mega-sailing and powercats, they’re still fairly unique. They’re where the smaller sailing cats were in the charter world 10 or 15 years ago, but

STORY Kim Gavin



A large white sailboat with a tall mast is sailing on the ocean. The sky is a mix of blue and orange from the sunset, with scattered clouds. The water is dark blue with small waves. The boat is seen from a side-on perspective, moving towards the right.

BIG CATS INVADE CHARTER GROUNDS

ABOVE: *Matau*, a Privilege 745 built by Alliaura Marine charts in the BVIs



ABOVE: Big power cat *Seafaris* is on the prowl around the Great Barrier Reef **OPPOSITE:** Sail or power? Sir Richard Branson predictably chose sail and named his cat *Necker Belle*; green-hulled *Moecca* makes the case for power cats in a big way, while at Sunreef, the two happily cruise side by side

their location is not at all limited to the Virgin Islands.”

Large sailing catamarans now available for charter include the 76' sisterships *Akasha*, *Zingara* and *Kings Ransom*, which cruise in the Virgin Islands and the Northern Caribbean. They're joined in the Leeward Islands by the 95' Blubay *Rafoly*, while the 75' Privilege *Matau* offers luxury charters in the Windward Islands. *Matau's* sister-ship *Lady Alliaura* is another recent addition to the sailing cat Caribbean charter fleet. Sunreef's 102' *Ipharra* and 114' *Che* made their way across the Mediterranean last summer as Nicholson Yachts was promoting the 138' sailing cat *Douce France*, which is headed this winter to Thailand and the Andaman Islands. Burgess Yachts recently added to its website the 144' *Hemisphere*, the world's largest sailing cat, due to launch in spring 2011 at Pendennis and then charter in the Mediterranean.

Not to be overshadowed by cats with sails, the large power catamarans for charter now include the 86' *Bel'Mare*, which has firmly planted the multihull flag in Fiji with help from Auckland-based management house 37 South. Sunreef has two 70' powercats, *Damrak* and *Sea Bass*, available in the Caribbean this winter. The 138'

Forgacs *Seafaris* is available for charter in Australia as part of the Burgess Yachts fleet, while the 150' Oceanfast *Moecca* welcomes guests in Southeast Asia as part of the Fraser Yachts charter division.

“What's going to be interesting is whether the big powercats have the same effect on charter clients as the big sailing catamarans do,” Nelson says. “Clients ask, ‘What are the advantages of a cat versus a monohull?’ With the sailing boats, it's that the catamarans don't heel over and that they offer more space on board for the guests. With the power catamarans, I don't know if there's a big selling feature versus the megayachts except that fuel efficiency is probably better than a monohull, and catamarans probably have higher cruising speeds. Charter clients want comfort and amenities. If they get all of those things plus lower fuel costs and the same or more space on a power catamaran, then they're likely to want to try them.”

Pricing alone may help push large catamarans even further into the global charter scene. Because cats have such wide beams, interior volume and expansive deck space, they can accommodate more guests than their monohull





ABOVE: Huge decks for dining and dancing and beamy salons, the equivalent of which cannot be found except in the very largest of the megayachts, are part of the cats' appeal; from left, Sunreef *Che*, the sun deck of the 70' Sunreef *Damrak* and *Moecca's* main salon and dining room

brethren of similar size—which means they can charge as much as monohulls much larger in LOA, power and sail alike.

The 75' *Matau*, for instance, charters at a weekly base rate of \$39,000, which is comparable to the rate for the 100' Holland Jachtbouw sailing yacht *Sapphire*. The 102' Sunreef *Ipharra* goes for about \$72,000 per week, on par with the 130' Alloy sailing yacht *Huckleberry*. The 150' *Moecca* has a \$195,000-per-week base rate, putting her in the same charter league as the 163' Feadship *Inevitable*.

"The thing I would say with caution is that there just aren't enough of these big catamarans in the charter market yet to honestly compare how they're booking versus the big monohulls," Nelson says. "And because the catamarans are so wide, the cost to dock them at large marina slips in places like the South of France may become a factor that we haven't really seen yet."

Some owners aren't waiting to find out. Sir Richard Branson, whose monohull adoration is well documented in the global media with every America's Cup event he attends, instead chose a 105' sailing catamaran as his

personal, multimillion-dollar refit project. *Necker Belle* now books at a lowest weekly base rate of \$95,000 during the winter season and at a lowest base rate of €65,000 during summers, when she is promoted through Burgess Yachts in the Mediterranean in the most popular ports from Antibes to Monaco.

Branson not only wanted a yacht he could offer to his clients for charter in tandem with vacations on his Necker Island retreat in the Virgins, but also a yacht that offered large guest cabins, expansive outdoor decks, easy water access and all the other attributes that are now helping catamarans win the hearts of even the most die-hard sailors.

"The wonderful thing about *Necker Belle* is that it's a beautiful sailing yacht, incredibly comfortable to live and travel on," Branson says. "And because it's a giant catamaran, it doesn't have the downsides of monohulls."

The downsides of monohulls—a noteworthy phrase, to be sure, and one that likely would not have been uttered just a decade ago, when few other options were available. ■

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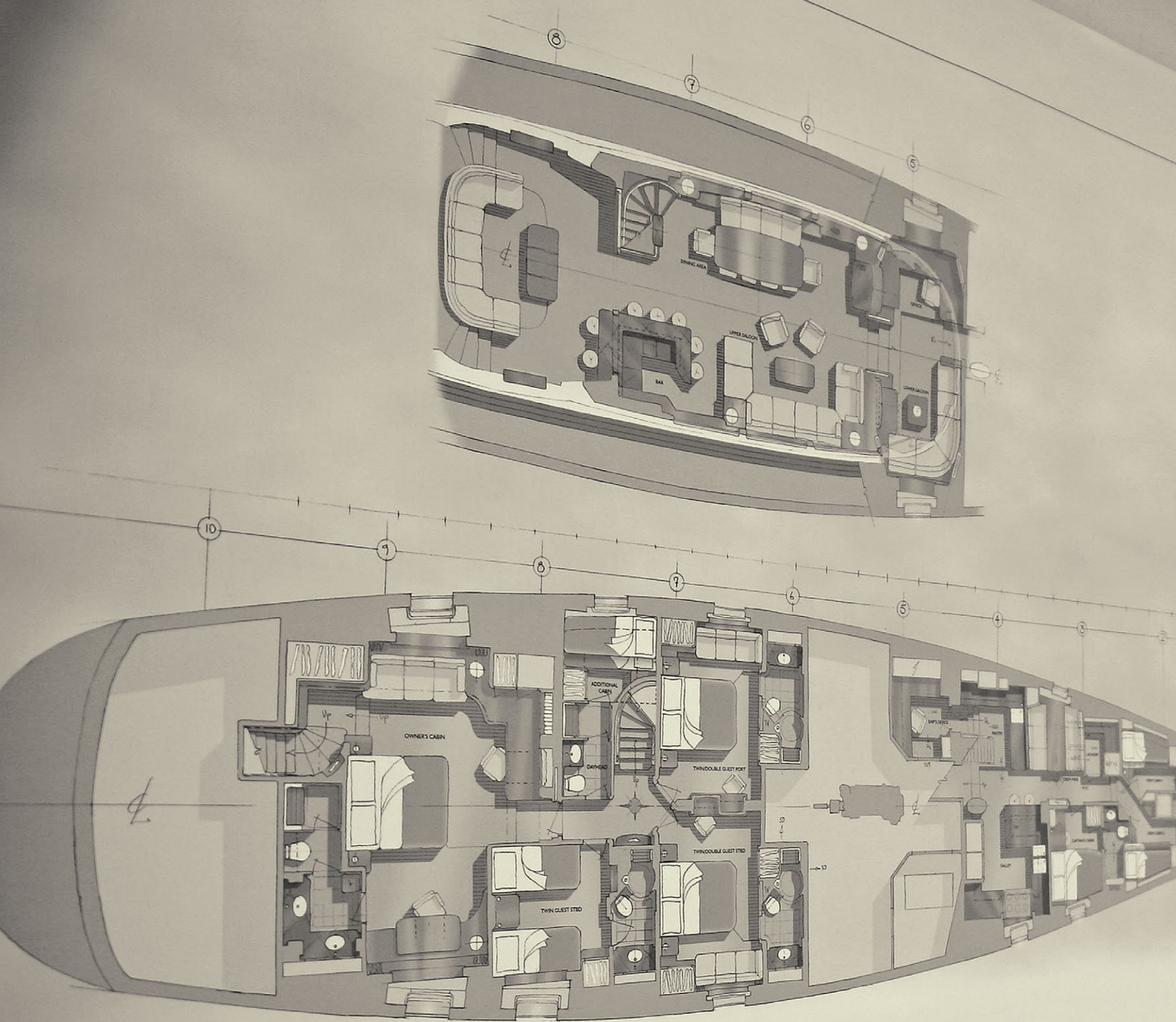


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Rhodes Young masterplans

A great deal of what makes good design is unseen. Jonathan Rhodes and Dick Young of Rhodes Young work hard on the intangible as well as the visible. During a pleasant lull in the maelstrom of the Monaco Yacht Show, we discover over lunch how the design firm manages to keep very busy indeed.

JUST RECENTLY, RHOADES YOUNG COMPLETED the interior architecture of the 147' world-cruising sloop *Lady B*, launched at Vitters in 2009, and the Holland Jachtbouw motoryacht *Calliope*, featured in this issue. These two very different projects are typical of the range Rhodes Young has shown during the past decade.

To Rhodes Young's credit are such diverse projects as the 141' world cruiser sailing yacht *Gimlæ*, with a birch interior that is Scandinavian in feel, to the 1930s workboat-inspired motoryacht *Bystander* with Edwardian and Campaign-style furniture, built at the JFA shipyard. Rhodes Young worked on the exterior styling as well (Vripack did the naval architecture). It is so authentic in feel that people sometimes mistake it for an older boat that has undergone a refit.

STORY Cecile Gauert

There is more to come, from striking and thoroughly researched classics, such as the *Spirit of Tradition* ketch under construction at Royal Huisman (one of three projects the design firm has in progress there) to projects that will likely redefine the world of sailing. The 197' *Panamax*, the next-generation ultra-light sailing yacht with classic Asian-inspired interior, is due out of the Baltic shipyard in a few months. What will look like a classic fully paneled interior will conceal very innovative materials to meet a super aggressive speed goal (35 knots or thereabouts under sails). "Lightweight boats are extreme, but this one is even more so," Dick says.

Another lightweight sailing yacht the Rhoades Young team is involved with is the all-carbon 144' *Sarissa*, a sloop with a New York-loft-inspired interior with naval architecture by Bill Tripp Design progressing at Vitters. It will be one of the longest all-carbon yachts built to date and will combine newer materials with simpler systems for performance sake, without sacrificing comfort or any of the "wow factor".

In both cases, Rhoades Young is working on the interior as part of a team that includes owners, shipyards and naval architects seeking to push boundaries and set new standards.

Although the firm of nine also works on production boats for shipyards such as Najad, Oyster, Gunboat, Shipman and Skagen, Rhoades Young seems to have a special knack for custom projects. It is no coincidence. The two designers, with whom we share not only lunch but an animated conversation on a variety of design topics at the Monaco Yacht Club, are very personable.

While they clearly have distinct personalities and politely disagree with each other on a few topics, they both enjoy the relationships they develop with their clients. "We encourage our clients to be part of the design team," Jonathan says. Young also enjoys the process of discovery in the earlier planning stages.

"Many times our first encounter with clients is at their house because

CLOCKWISE FROM LEFT: *Lady B* launched at Vitters in 2009; the 80' all-carbon Shipman *Paula Rosa*; the 131' Royal Huisman *Maria Cattiva*; opposite page, *Calliope* and the wheelhouse of *Bystander*



people are more comfortable there and it is a way for us to capture information. It's a good way to get a feel for how things are. I find that the more personal the relationship, the more personal the design will be," Dick adds.

Yet, while each custom project reflects an owner, each also seems to fit perfectly inside the expanding Rhoades Young portfolio. One common thread may be the level of detail.

Dick and Jonathan travel extensively. Their experiences and discoveries are reflected in their designs. "To achieve a truly convincing classic interior that has pedigree, you need to understand how and why it was made. You need to understand its influences and its construction, and this can only be done by looking at original pieces in museums, antique shops or auction houses. It is only then that you are equipped to produce a design that will last and I believe it is this intellectual rigor that ties our work together," Jonathan says.

There are the details that you can see and however important they

DICK YOUNG



Dick, who sailed extensively in his youth, has dedicated nearly 20 years of his career to yacht design and can recall working on about 50 individual projects. Before he partnered with Jonathan to form what is now Rhoades Young about 10 years ago, he was creative director at Andrew Winch Designs. He started his own business as Royal Huisman launched the sailing yacht *Surama C* (now *William Tai*), featuring a Winch-designed interior. In 1998, Oyster retained Dick's design firm to give its range a fresh new interior joinery look. Next, the firm worked on the interior design of the award-winning 131' Royal Huisman classic sloop *Maria Cattiva*. The firm grew steadily from there, adding a constant flow of prestigious projects. Six years ago, Rhoades Young moved its office from London to Lymington, on England's southern coast.



JONATHAN RHOADES



Jonathan, an architect by training, worked for London-based CZWG Architects and later for a historic preservation firm. Frustrated by the confines of building regulations, he moved to Sweden and worked for two years for Stockholm-based Thomas Eriksson Architects, a bastion of modern furniture, industrial and interior design. The firm designed furniture for clients such as B&B Italia, Capellini and Ikea. Jonathan appreciated the craftsmanship and attention to detail but missed the lifestyle element. Having sailed all his life he realized that there was an opportunity to combine his love for yachts, architecture and furniture. Eventually he met Dick. Their first project together *Gimlă* (now *Nelson*) was heavily influenced by Jonathan's time in Scandinavia.

are—styling, furniture, lighting and art pieces—these elements only represent some 20 percent of the designers' work. "Eighty percent of our work is not seen," Dick says. It is a stunning statement from someone who puts so much thought into selecting just the right elements. But it makes you think of design as something other than a color, a veneer, an object, or a collection of these tangible things. You should not think of a boat as an empty shell to be filled with personal objects.

While objects and furnishings are a part of the design language and help create the story, they are, by no means, the whole story. Design is about the total experience aboard a yacht. "The interior affects the way you live on the boat," Dick says. One simple and obvious example would be sitting on a sofa that is set too low in front of a window frame that is set a bit too high; and you lose that precious connection to the sea.

"A successful yacht project balances many different disciplines including performance, structure, sound and vibration, views and aesthetics to mention a few. If you divorce any one part from another the yacht will not be successful," Jonathan says. "As interior architects we negotiate between all parties of the build team to accomplish the best balance. To do this we have built a multi-disciplinary team of interior decorators, naval architects, architects and industrial/product designers. Depending on the stage of a project you will see our drawing boards covered with general arrangements, samples of furniture, structural drawings, deck drawings, air-conditioning diagrams, sound and vibration studies, cabin drawings, weight studies, etc."

Budgets and imagination offer the only constraints. ■



ABOVE: A peek into the contemporary interior of *Mystere*, a 141' sailing yacht built at Vitters in 2006

A woman with long blonde hair, wearing a blue bikini top and sunglasses, is positioned on the right side of the image. She is looking towards the left. In the background, a city skyline with various high-rise buildings is visible across a body of water. A white yacht is docked in the water. The overall scene is bright and sunny, suggesting a coastal city.

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CHARTERING A YACHT ISN'T AS SIMPLE AS HANDING OVER THE KEYS TO A FRIEND WHO'S PAID \$1,000 TO GO CRUISING DURING THE WEEKEND. THIS ARTICLE ATTEMPTS TO SHED SOME LIGHT ON A FEW FUNDAMENTALS OF YACHT CHARTER IN THE UNITED STATES.

BY Danielle J. Butler

Time and time again, yacht buyers and owners find themselves contemplating the same question, "Should we charter the yacht or not?" It isn't rare for us to hear owners new to charter voice ambitious goals for 20 weeks of charter a year. They may lack a qualified charter captain and maritime legal advice but, having gleaned information from friends who were "successful" in chartering their own yacht, they forge ahead, overlooking in the process the numerous laws regulating charter in US waters. So what is involved in chartering legally and correctly? We don't have room here for a comprehensive exposé but offer a few pointers.

BACK TO BASICS

The very first step should be to learn the difference between charter agreements. In the yachting industry, charter brokers/managers use two common forms of charter agreements: a demise charter agreement (also known as a bareboat charter agreement) and a time and voyage charter agreement (known by most as a commercial charter agreement).

TURNING OVER THE YACHT TO THE CHARTER PARTY: THE BAREBOAT CHARTER AGREEMENT

The demise charter (aka bareboat charter) agreement's main characteristic is that it places possession of the vessel in the hands of the charter party. Simply put, at the time the charter starts, the owner relinquishes possession of the vessel and the charterer takes over crew selection, vessel operation and management. To use the legal terminology, the owner must relinquish "possession, command and navigation of the vessel" as to be "tantamount to, although just short of, an outright transfer of ownership." While the

charterer is responsible for hiring and maintaining a crew and for the vessel's operation, he or she assumes responsibility for the vessel and its activities. The obvious advantage is that it limits the owner's liability. But the owner must have no ties to the crew selection or a company employing the crew (which the law may construe as retaining some control over the vessel, in breach of the basic premise of this agreement). Also on the plus side, the charterer is obligated to maintain the vessel in a good state or repair during the charter and must return it in the same condition it was when it was received, ordinary wear and tear excepted.

TAKING CHARGE AND ASSUMING RESPONSIBILITY: THE TIME AND VOYAGE CHARTER AGREEMENT

In the time and voyage charter agreement, by contrast, the owner remains in charge of the vessel operation and selects the crew; the charter party merely rents the space on the vessel for a specified time. The obvious benefit to owners is that they have the comfort of knowing that their selected crew is in charge. They, however, remain liable for the vessel's activities while it is on charter. This type of agreement leads to another set of important rules. An owner contemplating the use of a time or voyage charter within the United States must have the yacht endorsed for use in coastwise trade. This, in turn, dictates that the yacht be built and documented in the US, be owned by a US citizen or company, and employ US crew. Keep in mind that US-built and US-registered vessels are not automatically endorsed for coastwise trade.

There are, of course, other potential requirements and regulations that must be met in order to legally charter a vessel in US waters.

The information offered in this column is summary in nature and should not be considered a legal opinion. Consult a maritime attorney concerning the chartering of a vessel. No attempt is made to be inclusive and exhaustive concerning the US maritime laws regarding pleasure vessel chartering.

KEEPING UP WITH THE JONESES

Broad-reaching federal statutes are a major consideration. Federal cabotage statutes, such as the Jones Act and Passenger Services Act, prohibit foreign-flagged or foreign-built vessels from engaging in US coastwise trade. Generally speaking, the cabotage statutes prohibit the transportation of passengers or merchandise between US ports in any vessel other than a vessel built in and documented under US laws and owned by US citizens.

As per the Jones Act, "a vessel may not provide any part of the transportation of merchandise by water between points in the US, either directly or via a foreign port, unless the vessel: (1) is wholly owned by a US citizen for purposes of engaging in coastwise trade and (2) has been issued a US Certificate of Documentation with a coastwise endorsement."

The Passenger Service Act restricts the use of foreign-built vessels to carry passengers for hire or trade between US ports. Foreign-flagged, owned and built yachts can operate only non-commercially in the United States. Although the carrying of passengers for hire is considered to be a commercial use, demise charters are not considered

to be commercial uses, so long as the charterers are using the vessels non-commercially (again the owner or owner's representative must not be involved in hiring the crew).

Violations of federal cabotage statutes can result in fines or vessel forfeiture.

RESIDUAL ISSUES, TAXES AND MORE

Other matters to consider include potential taxes. Use and sales taxes vary from state to state and according to the type of charter. There may also be limits as to the number of passengers allowed on one charter, regardless of the number of berths the yacht has. Finally, the vessel itself may become liable for the torts of its operators, irrespective of whether it is being operated by its owners or charterers.

Clearly there is much more to deciding to charter your yacht than just finding a willing charterer and signing a contract. It may sound complicated, but US laws do not make it impossible to charter; you just need to understand what is at stake. Knowing the law and planning ahead will save you money and legal problems in the long run.

Should you charter or not? You decide. Just make an informed decision. ■



ABOUT THE AUTHOR

Danielle J. Butler is a shareholder at Fowler White Burnett, P.A., located in Fort Lauderdale, Fla., where she handles both litigation and transactional matters within the yachting and pleasure boating community.

She may be contacted at 954-377-8129 or dbutler@fowler-white.com

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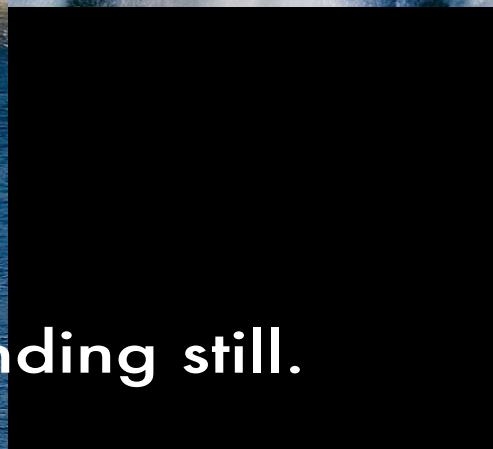
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LIFE IS SHORT; LIVE LARGE. We bring you a selection of megayachts, sail and power, which will allow you to live large on the high seas. These yachts, which are new to charter or about to re-enter the market after a substantial refit, all have luxurious accommodations and professional crews. The variety, however, caters to nearly every need: family vacations, romantic getaways or even corporate events. Classic, modern, green or speedy, these luxurious vessels fit nearly every taste if not every budget. There is a price to pay for a mega-style vacation. But a few very beautiful yachts are available from \$20,000 a week plus expenses.

While we included prices, these rates are not inclusive and are somewhat flexible. In general, the rates amount to charter fees only (excluding food and beverages for charter guests, fuel for the yacht and the toys, dockage and a smattering of other fees). They do not include a one-way pickup fee, if the yacht and crew need to meet you in a port other than the one where the last charter ended, for instance. However, there may be room for negotiation, and we advise you to contact your charter agent for pricing and, of course, availability.

STAFF REPORT

MARIE — Stunning and luxurious, a modern classic. This newly launched, 181' sailing yacht is for real sailors.

TOM NITSCH



Pocket performance sailing yacht

AIYANA

If you plan to set sail with a large family or group of six friends, the 81' (24.68m) composite lift keel sloop *Aiyana* from Turkey's Alia Yachts could be for you. Penned by New Zealand-based Warwick Yacht Design, the compact performance sailing superyacht features a roomy, uncluttered interior dressed in satin mahogany, light fabrics and warm leather. *Aiyana* accommodates six guests in three staterooms, including a luxurious master suite with king bed, plus four crew. The cockpit dining table, panoramic deck salon and a lower salon with TV and a bar provide many options for entertaining a group, while guests can connect to the yacht's AMX system from their own cabins. The transom door doubles as a tender-launching pad and swim, dive or sunning deck. A 260-hp Volvo D4 engine backs up the 3,213-sq.-foot sail area. All necessary communications equipment keeps guests in touch with the "real world."

Contact:

Luxury Charter Group
+6421777173,
charter@luxurychartergroup.com
luxurychartergroup.com
syaiyana.com

Charter price per week:
from \$37,500 to \$40,000

Cruising area:
Caribbean/Mediterranean



For sun worshipers

ANDREAS L

Formerly known as *Amnesia*, this 197' (60m) Benetti, launched in 2008, was recently renamed *Andreas L*, in memory of Liveras Yachts' founder Andreas Liveras. Built with charter in mind, the yacht caters to guests with a massage room, full gym and a great hot tub with panoramic views. For active guests, watersports diversions include two tenders and a sailing cat, Jet Skis, water skis, dive gear, a water trampoline, an inflatable slide, beach volleyball gear and more. Designers Redman Whiteley Dixon created the contemporary interior that accommodates 12 guests in six staterooms plus 16 crew. Sun worshippers will love the ample bronzing opportunities on the yacht's multiple pads and loungers.

Contact:

Liveras Yachts
+377 97 97 45 10
info@liverasyachts.com
liverasyachts.com

Charter price per week:
\$400,000 (Caribbean)

Cruising area:
Caribbean/Mediterranean



Families who sail together...

ANNAGINE

Elegant in her simplicity, this 111' new Dutch-built sloop with naval architecture by Dijkstra & Partners will bring joy to classic sailing-yacht lovers. Her owner built her to take part in races, so performance is one of her hallmarks. Her traditional deckhouse opens onto a comfortable salon and dining room. Ideal for three couples, *Annagine* is friendly to families as well thanks two twin cabins featuring extra Pullman beds. A well-equipped galley is the entryway to the crew quarters for three or four. The yacht will be chartering in the Western Mediterranean in Summer 2011 and plans to cross to the Caribbean for winter 2011-12.

Contact:

Ocean Independence,
954.524.9366
usa@ocyachts.com
oceanindependence.com

Charter price per week
(high/low): €43,000/€39,000,
plus expenses

Cruising area (2011):
Western Mediterranean



Landowner's floating estate

BATON ROUGE

The Tim Heywood-styled 205' (62.5m) *Baton Rouge* is an imposing 1,423-GT six-deck mansion built at Icon Yachts in Holland. The Redman Whiteley Dixon interior walks the line between townhouse elegance and beach-house chic. The huge on-deck master suite exemplifies the décor's eclectic mix of rich textures, comfort and original art. Six additional staterooms accommodate a total of 12 guests. While spacious, the outdoor decks preserve guests' privacy from prying eyes. The party/sun deck features an enormous sun pad and Jacuzzi with jet stream. Active guests will also appreciate the beach club, gym and full complement of water toys. The brand-new *Baton Rouge*, which made an appearance at the 2010 Monaco Yacht Show, makes her charter debut in the Mediterranean this summer.

Contact:

Burgess
305.672.0150
miami@burgessyachts.com,
burgessyachts.com

Charter price per week
(high/low): €455,000/€420,000,
MYBA terms

Cruising area: Mediterranean



Yacht Safari

BISTANGO

If animal prints and gold leaf fondly take you back to last year's South African safari, you will love the brand-new 203' (62m) Benetti *Bistango*. The yacht boasts a range of 5,000 nm at 12 knots, but the onboard helipad makes catching up a breeze. Twelve guests fit quite comfortably in six sophisticated staterooms, all attended to by a crew of 14. Entertainment options include a baby grand piano, multiple TVs and video-on-demand, plus iPod docking stations for personalized ambiance. While the yacht caters to active guests, it does have an elevator. For above-water fun, water skiing and wakeboarding, two speedy tenders tow all manners of toys while snorkeling gear invite underwater exploration. After vigorous exercise in the gym, the yacht's Turkish bath is a tempting option.

Contact:

Burgess,
305.672.0150
miami@burgessyachts.com
burgessyachts.com

Charter price per week:
€329,000 to €350,000

Cruising area:
Caribbean/Mediterranean



For the history buff

CALISTO

Built in 1944 by Astoria Marine Construction as a YMS-1 minesweeper for the US Navy, *Calisto* was reincarnated as a luxury yacht in 1954. Original owner and Irish tycoon Thomas Loel Guinness, who supervised the conversion, also owned *Calisto's* sistership *Calypso*, which became Jacques-Yves Cousteau's well-known exploration ship. A recent refit gave *Calisto* a bright and tastefully designed décor and a complete system update, ensuring guests stay connected while they are away. The yacht accommodates 12 guests in seven staterooms, and the crew of nine includes a Thai massage therapist. A couple of tenders, water skis, and kayaks give guests a chance to get close to the water.

Contact:

Asia Yacht Agency
+62 81 237972259 (Bali)
+66 84 3080375 (Phuket)
contact@asiayachtagency.com
asiayachtagency.com

Charter price per week: \$45,000

Cruising area: Thailand



Lucky draw

CASINO ROYALE

This 163' (49.7m) Christensen was dubbed "Millennium Edition" as a nod to the very experienced owner who had her built and a few years ago started Millennium Yachts. All his vessels have had a Bond-James Bond-tie. While there is a casino theme playfully replicated throughout the Carol Williamson interior, charter guests are not taking chances. This voluminous tri-deck built by a reputable American shipyard is utterly comfortable and fun, from the LED-lit Bond Girls etchings on glass panels surrounding the staircase to the marble roulette in the foyer. The five lower-deck staterooms don't pale in comparison to the on-deck master suite, although the marble master bath is one of a kind. And even if mechanics is not your thing, make a point of leaving the Jacuzzi to visit the engine room. Don't expect the kind of speed that made Millennium Yachts' reputation in the late 1990s; *Casino Royale* favors a comfortable cruising speed and range so as not to stir up your martini.

Contact:

International Yacht Collection
charter@iyc.com
iyc.com

Price per week:
about \$250,000 (winter)/
€250,000 (summer) MYBA terms

Cruising area:
Caribbean/Mediterranean



Classic with a modern twist

CINDERELLA IV

Sailing-yacht lovers will want to climb aboard. Launched in 2009, this 128' (39m) Tripp-designed modern yacht built by Vitters is based on a classic dual-deckhouse plan. A generous sail plan, lifting keel and an eye toward weight savings give this yacht excellent sailing performance and blue-water capabilities. Donald Starkey took care of the interior, which accommodates eight guests in a master, two doubles and a twin, plus a crew of six. A 15' Castoldi jet tender and inflatables cover the watersports activities, while in-room iPod docking stations and DVDs entertain inside. *Cinderella IV* cruises at 10.5 knots, and in addition to her sails carries a 430-hp MAN engine.

Contact:

Burgess
305.672.0150
miami@burgessyachts.com
burgessyachts.com

Charter price per week:
€77,000 to €91,000

Cruising area: Mediterranean



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164' Trinity | Main Salon Design Rendering



167' Trinity | Main Salon and Bar Design Rendering

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164' Trinity | Master Suite Design Rendering



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tel 954 583 1818 | fax 954 583 1894 | karen@karenlynninteriors.com

www.karenlynninteriors.com

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Fun for Foodies

CLEVELANDER

It's not that 99.9 percent of charter yachts out there don't feature top-notch chefs, but the recently refit and refreshed 82' (25m) Swan sailing yacht *Clevelander* seems to especially tout its delectable fare. The yacht's Website lists mouth-watering entrees such as espresso-rubbed rare beef tenderloin, miso-glazed sea bass and fresh grilled fish over coconut rice, but the chef will adapt the menu to guests' tastes. Other onboard amenities include three ensuite staterooms for six guests, plus a bonus small cabin for a nanny or a child, all of them decked out with fine linen sheets and down pillows. A hydraulic swim platform delivers guests to water level where they can board a 15' "Pure" tender, wakeboards, paddleboards and a Sea Biscuit for on-water fun, while scuba and snorkeling equipment allow exploring below the water. A handy freshwater deck shower removes all traces of salt.

Make a statement

EXUMA

The Picchiotti-built *Exuma* is not just another motoryacht. Fuel-sipping consumption gives this explorer with sailing credentials amazing range, which means that guests with an environmental bend can cruise the world with a clear conscience without giving up too much if anything. The décor may appeal to your inner Zen but it is far from sparse. The 163' (50m) yacht features comfortable staterooms for nine guests, including a master suite with two separate sleeping rooms, a movie room, a Jacuzzi, Wi-Fi and carries a full complement of toys from tenders to scooters. After New Year's in the Caribbean, *Exuma* embarks on a world tour: On the early part of the schedule are the delightful and seldom seen San Blas and Pearl Islands off Panama, Costa Rica and Mexico. Then *Exuma* points its knife-edge bow toward French Polynesia and worlds beyond.

Props to the sun gods

ILLUSION

Delivered in 2010, the graceful 153' (46.5m) Benetti *Illusion* offers up all kinds of exterior space for sunning. Forward on the aptly named sun deck, worshippers will find a mosaic pool surrounded by welcoming cushions while a full-beam sunspace aft provides the perfect altar. The huge beach deck rounds out the sunning options and provides easy water access for cooling off. The attractive radar arch offers seating and a bar on the shady side, and the bridge deck's dining table for 12 delivers another undercover respite. Inside, *Illusion* accommodates 10 guests in three double and two twin staterooms in an inviting interior created by London's Argent Design and Rome's Carlo Galeazzi. A couple of tenders, water ski equipment, SeaBobs, plus snorkeling and fishing gear round out the whole deal.

Rock 'n' roll yacht

KING BABY

Hargrave's 100' (30.48m) *King Baby* will appeal to those irreverent rock 'n' rollers in the cruising crowd. Every room on board displays outstanding photos of rock legends, such as Paul McCartney, Keith Richards, Madonna and Bruce Springsteen. Yacht Interiors by Shelley worked closely on the yacht's appealing décor with King Baby jewelry-line President Mitchell Binder, whose signature accessories can be found on the likes of Aerosmith members and Usher. *King Baby* offers up accommodations for eight in four staterooms, including a full-beam amidships master with his-and-hers bathrooms and an enormous rain shower. The top-notch entertainment system may keep guests rocking but stabilizers and a heavy-duty sound insulation package keep everything else quiet and comfortable. *King Baby* tows a 31' Jupiter high-performance tender.

Contact:

Churchill Yacht Partners
954 527 2626
els@churchillyachts.com
churchillyachts.com
clevelanderyacht.com

Charter price per week (summer):
€260,000/€275,000

Cruising area:

Caribbean/Greece/Turkey/Croatia

Contact:

Fraser Yachts
954 463 0600,
florida@fraseryachts.com
fraseryachts.com
or monaco@fraseryachts.com

Charter price per week
(in Caribbean): €196,000

Cruising area:

Caribbean, Central American
and South Pacific

Contact: CNI Palm Beach,
561 655 2121,
sm@pal.cnyachts.com,
camperandnicholsons.com

Charter price per week:
from €160,000

Cruising area: Mediterranean

Contact:

International Yacht Collection
954 522 2323,
charter@iyc.com
iyc.com

Charter price per week:
\$45,000 (six guests)
\$47,500 (eight guests)
\$52,250 (holiday)

Cruising area: Florida/Bahamas



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Classic sailer

LADY THURAYA

Built in 1982 by the German yard Lubbe Voss and relaunched in 2009 after a meticulous 18-month refit by Verkerk Yachting Projects (see also *Sherakhan*), the 102' (31m) sailing yacht *Lady Thuraya* features classic good looks and modern convenience and technologies. Her contemporary interior accommodates eight guests in a master stateroom, double cabin and two twin cabins, one with bunks. A crew of five keeps it all running smoothly. For fun, *Lady Thuraya* carries a Novurania tender (only in the Med), a RIB, water skis, a donut, plus dive and snorkeling gear. She cruises at 8 knots, and sports a 300-hp John Deere engine.

Contact:

CNI Palm Beach
561.655.2121
bd@pal.cnyachts.com
camperandnichols.com

Charter price per week:
from €45,000

Cruising area:

Caribbean/Mediterranean



Seascapes escape

LA MIRAGE

Netherlands-based Amels launched the 171' (52m) *La Mirage* in 2007 but she is just now entering the charter market. With exterior styling by Tim Heywood and a beautiful contemporary interior by Rome-based designer Laura Sessa Romboli, *La Mirage* is well worth the wait. Her interior is filled with natural light and a Mediterranean color scheme of cream, terracotta and blue reflect the seascapes and views that are just beyond the windows. *La Mirage* further blurs the line between outside and indoors, with a skylounge opening onto a wide alfresco dining area. A spacious open-plan sun deck offers plenty of sunbathing space, a hot tub and workout equipment. All six cabins for 12 guests feature sleek modern bathrooms, fluffy white monogrammed towels and immaculate fine linens, entirely in keeping with the impeccable standards of service provided by her experienced crew and British Captain John Masters.

Contact:

Burgess
305.672.0150
miami@burgessyachts.com,
burgessyachts.com

Charter price per week:
from €217,000

Cruising area: Mediterranean



Sailors, singers and pirates

MARIE

A modern classic, this stunning 181' (54.64m) Andre Hoek sailing yacht newly launched from Vitters Shipyard in the Netherlands is for real sailors. Stunning and luxurious, she is not a motorsailer; she is a yacht designed to sail fast. She has ample accommodations for eight guests who will be attended by a crew of eight. The master suite situated aft has its own cockpit for private morning coffees. The main salon features a Steinway baby grand piano for soloists and sing-alongs and is the perfect venue for late-night jazz and cognac. Incorporated into the décor are antique armaments and weapons, safely unloaded and nestled in display cases. At anchor you can make use of a magnificent antique bronze telescope on the foredeck to survey the neighborhood. A vast ye matey! An exquisite gaff-rigged sailing dinghy named *Marietta* can be launched for sailing fun when the big boat is at anchor.

Contact:

FraserYachts,
954.463.0600
florida@fraseryachts.com
monaco@fraseryachts.com

Charter price per week:
Winter in Caribbean: \$200,000
Christmas/New Year: \$215,000
(10-day minimum)
Summer 2011 (Medi): \$215,000

Cruising area:

Caribbean/Mediterranean



Italian bombshell

MARY-JEAN II

Mary-Jean II is a 197' (60m) beauty from Italian builder ISA, whose hallmarks are style and design, available for charter in the Eastern Caribbean this winter. Mark Berryman's contemporary interior appeals to European sensibilities certainly. But the full-beam master stateroom's décor recalls a number of renowned luxurious international hotels heavily influenced by New York-loft chic. Six additional staterooms with the latest in TV viewing and music-listening technology give charter guests many options. The spacious decks are free of tenders and toys (all stowed out of sight) and are entirely dedicated to dining, relaxation and sunbathing. The Jacuzzi is forward of the sun deck so that sunbathers can soak in the panorama while cruising at a comfortable 14 knots. American Captain Scott Lindstrom leads an experienced crew of 14.

Contact:

YPI Charter
+33 4 93 34 01 00
charterfleet@ypigroup.com
ypigroup.com

Charter price per week:
From €310,000,

Cruising area: Caribbean/
Western Mediterranean



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Need for speed

MAYAMA

Speed demons and friends will appreciate this 2007-launched Couach 3000FLY. The recently refit 100' (30.27m) *Mayama* boasts a top speed of about 32 knots and a cruise speed of 26, thanks to two 2,400-hp MTU engines. Everyone cruises in comfort though, with the help of Couach's stellar soundproofing and excellent seakeeping abilities. Up to eight guests, housed in four staterooms with two Pullmans for two additional children, can share in the fun. Newly installed PlayStation and iPod docking stations will keep the indoor entertainment under control. The flydeck offers a great vantage point and, at the yacht's long-range cruise of 20 knots or at mooring, is an outstanding spot for dining and sunbathing. Other highlights include a 16' tender, a wakeboard, water skis and other towables, plus a WaveRunner and snorkeling equipment.

Contact:

CSO Yachts
+33 619 783 730 (GSM)
adrien@csoyachts.com
csoyachts.com

Charter price per week:
from €54,000 to €59,500

Cruising area: Mediterranean



Child-friendly sailing

MELEK

A child-friendly and patient crew of 10 attends to the needs of this recently launched sailing yacht. The 184' (56m) *Melek* with design by Perini Navi in collaboration with Ron Holland (exterior) offers up a Jacuzzi that can double as a kid-friendly swimming pool plus lots of toys, including wakeboards, water skis, a banana, donuts, snorkeling, diving and fishing gear. Two 21' Castoldi Jet Tenders round out the on-water fun. Perini Navi's Turkish facilities constructed the yacht, which features a contemporary-classic interior of cherry wood with walnut inlays, as well as leather and parchment. She accommodates 10 guests in five suites and features ample deck space for alfresco lounging and dining. *Melek's* two aluminum masts and carbon-fiber booms give her a sail plan of about 16,145 square feet (1,500m²).

Contact:

Perini Navi USA
401.683.5600
rana@perinnavi.usa.com
perinnavi.it

Charter price per week:
€200,000/€180,000

Cruising area:
Caribbean/Mediterranean



The hedonist's choice

MI SUEÑO

What's life without simple pleasures? A fabulous glass of wine and a fine cigar before a restful night in a luxurious room with shades opening onto a new harbor every day can easily be part of the routine aboard the speedy 190' (58m) Trinity *Mi Sueño*. Patrick Knowles, who created the appealing décor, set the tone from the entryway. Stepping into the salon from the huge aft deck, guests enter a foyer lined with wine coolers atop humidors. The duplex master stateroom, forward on the main deck, is truly spectacular. But guests won't feel left out in five spacious staterooms with shoji screens, comfortable king- or queen-size beds and full entertainment systems with Crestron controls. For added flexibility, a bridge-deck room, used as a gym or massage room, converts into a seventh stateroom with four bunks. Expansive decks with attractive teak loungers can be set and reset according to the whim of the moment. With its wide beam and expansive decks, the yacht caters perfectly to formal events or outdoor barbecues.

Contact:

International Yacht Collection
954.522.2323
charter@iyc.com
iyc.com

Charter price per week:
from \$390,000

Cruising area:
Caribbean/Mediterranean



Looking for adventure in all the right places

MR. TERRIBLE

The 154' Delta *Mr. Terrible* gave its owners much joy for the past three years. Now this Polynesian fantasy wrapped in a stylish and sporty envelope built at reputable Delta Marine is set to take charter guests to faraway places. No need to go very far; the décor itself, exquisitely crafted, is a departure from the mundane. Experienced Captain Todd Lee, who was not only the build captain but navigated extensively on this appealing five-stateroom tri-deck, and his crew of six, however, can certainly take you places. The yacht, with expansive decks for fun in the sun, enters her first charter season in the Caribbean.

Contact:

Northrop & Johnson Yachts Ships
954.522.3344
charter@njyachts.com

Charter price per week:
available upon request

Cruising area:
Caribbean/
Bahamas/
New England



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Where the heart is

NORTHLANDER

This yacht may have a bit of a macho side but it has a big heart. A 124' (38m) Moonen, *Northlander* can handle a small crowd. The party spills outside from the skylounge to a spacious aft deck, partially protected with windbreakers. A huge sun deck with a Jacuzzi in a sea of sun beds is accessible from the interior staircase topped by a skylight mounted on a hydraulic arm. Wheat, caramel and copper tones make the Art Line-designed interior inviting. The private on-deck master suite has a great bathroom with a tub bathed in natural light. A hammock swinging by the portholes quickly induces relaxation. The lower deck features four cabins. Pack your best linen wear, toss a few flip flops in a soft travel bag, and invite the whole family for a real getaway.

Contact:
CNI Palm Beach
561.655.2121
bd@pal.cnyachts.com
camperandnicholsons.com
Charter price per week:
from \$90,000
Cruising area:
Caribbean/Mediterranean



All in the family

NOSTROMO

If cruising with kids is the plan, the 98' (30m) sailing yacht *Nostromo* designed by Dubois and built at Pendennis could be a good fit. She welcomes nine guests in a double, two twin-bedded and one single stateroom, all ensuite and equipped with flat-screen TVs, DVD players, phones and iPod docking stations. Redman Whiteley Dixon designed her tasteful and bright interior. The roomy cockpit accommodates 10 for dining, and the salon is great for casual meals. A huge deck offers up plenty of space for sunning, and a bathing platform makes getting in and out of the water a snap. Toys include a 14' Williams Jet Tender, a wakeboard, a donut and snorkeling gear. *Nostromo* performs well under sail and power, and her large range allows her to cross the Atlantic without refueling.

Contact:
Edmiston
+377 93 30 54 44
vp@edmiston.com
edmistoncompany.com
Charter price per week:
€45,000/€50,000
Cruising area:
Tyrrhenian Sea
Southern Italy
Ionian Sea



Metrosexuals, look no further

PANTHALASSA

Not just another 56m from Perini, *Panthalassa* has an ultra-modern, super-chic interior by Foster + Partners. An elliptical central staircase is pure-form sculpture. Light-reflecting acrylic rods capture different hues at various times of the day and make the whole interior shimmer. This is a go-fast Ron Holland design with a new super-dynamic, ultra-light streamlined aluminum hull. The interior maximizes on the trend toward minimal. This interior is sleek and sensual. Unusually, instead of having a classic owners' suite, this yacht has six similar-sized cabins, perfect for couples chartering who all want to feel equal. There are four queen-size cabins and two convertible twins. Super ergo-dynamic loungers are found in each cabin; they may look hard and uninviting, but they are surprisingly comfy. Smooth leather wall paneling and silk rugs are inviting to the touch.

Contact:
Barbara Dawson
CNI Palm Beach
561.655.2121
bd@pal.cnyachts.com
camperandnicholsons.com
Charter price per week:
€200,000
Cruising area: Indian Ocean



You've got the power

PERLE NOIRE

One of the latest iterations of the Heesen's successful 3700 series, the 121' (37m) *Perle Noire* owes her name to her jet-black hull. She does not just look fast, she is. Top speed, maxing her twin MTUs (4000 series), is about 31 knots. A lower speed will yield a more palatable fuel consumption and equally enjoyable experience. *Perle Noire* is sophisticated inside and out with a décor by Cootehill Bernardi that resonates with echoes of post-WWI Art Deco (dark glossy veneers, white leathers and colorful art). Utterly comfortable, she has five staterooms, including a gorgeous on-deck master suite. As a sport yacht, she features a huge sun bed on the foredeck, a great spot to feel any kind of speed and as any tri-deck, a great sun deck with Jacuzzi and bar. The aft deck can accommodate an outdoor cocktail, and docked stern-to in a Mediterranean marina, you will no doubt make the statement that you have style.

Contact:
Oceanstyle Charter
+377 97 97 8120
charter@osyachting.com
osyachting.com
Charter price per week:
\$133,000/\$122,500 (high/low)
Cruising area: Caribbean



Cruising back in time

SARITA-SI

Launched in 1973 by CRN and refit in 2009, the 127' (38.6m) *Sarita-Si* sports vintage motoryacht lines and an incredible amount of deck space, including an enormous aft deck, a sun deck and another deck beyond that, which boasts a huge sun pad, plus a spacious swim platform. A Jacuzzi and an alfresco elliptical trainer complete her well-thought-out sun deck, which also offers a removable sun shade. Open-air dining options abound. Her traditional interior houses 12 guests in six staterooms, two of which include bathtubs. For toys, *Sarita-Si* provides a couple of RIBs, personal watercrafts, water skis and kayaks.

Contact:

Fraser Yachts
+377 93 100 450
marketing@fraseryachts.com
fraseryachts.com

Charter price per week:

\$100,000/€70,000 to €80,000
(winter/summer)

Cruising area:

Caribbean/Mediterranean



Seriously entertaining

SOLEMATES II

Just because you enjoy a good party does not mean you cannot approach it seriously. One of the most recent born in the 197' (60m) Lürssen Espen Øeino series, *Solemates II* will appeal to practical, tasteful partygoers. Urban chic tendencies mark the Glade Johnson interior. The owners' stateroom is a full-beam private retreat. Guest staterooms of equal and high comfort ensure everyone is happy. For added flexibility, a fifth cabin is available on the bridge deck. The fabulous sun deck with forward Jacuzzi in its nest of sun pads precedes a semi-enclosed teak-laid area that converts into a gym or a lively disco. There is room aft for loungers that would seem right at home on the deck of a Swiss spa. Ideally laid out for discreet and efficient service, the yacht has all the necessary credentials to cater to a range of discriminating guests.

Contact: Rupert Connor;

Luxury Yacht Group
954.525.9959,
rc@luxuryachts.com

Charter price per week:

Caribbean (low/high):
€345,000/€395,000;
Mediterranean (low/high):
€450,000/€520,000

Cruising area:

Caribbean/Mediterranean



A blast from an ideal past

SYCARA IV

She is truly one of a kind, not a refit, not a replica of one single boat. With her fantail, bowsprit and faux stack, *Sycara IV* will take you back in time, yes, but without turning back the clock on comfort or safety. Launched in 2009 at Burger Boat Company and with naval architecture by Bruce King, she is built to today's highest standards and has zero-speed stabilizers for comfort at anchor. Her delightful wood interior, designed by Ken Freivokh and Burger, accommodate eight guests and a crew of six. The wheelhouse is a yachtsman's delight. The casual sun deck has a bar, Jacuzzi and comfortable sun beds. The 151' (46m) yacht cruises at 12 knots and carries a charming tender. *Sycara IV* is a must for time travelers and connoisseurs.

Contact:

International Yacht Collection
954.522.2323
charter@iyc.com
iyc.com

Charter price per week:

from \$225,000

Cruising area:

Caribbean/Bahamas



Grandparents to grandchildren

SYCARA V

At 223' (68.15m), this new yacht—launched in September at Nobiskrug in Germany with an interior by Craig Beale from Pure Detail Design—is fresh and contemporary with lots of wow and oodles of space. The yacht is like an accordion with walls that move. A cinema room can be an extra guest room with a hidden Murphy bed, and the dining room can be closed off. The bridge deck houses a private master suite and outdoor dining area. The sun deck has it all: a gym, massage room/beauty parlor; a bar, barbecue, sun loungers and a Jacuzzi that can seat eight. Guest cabins have Pullmans for kids and, talking about kids, they can even sleep in the beach club if they want to get away from their parents. With a 30-sq.-meter swim platform and umpteen water toys, options for dining, dipping and diving, *Sycara V* provides flexibility and fun galore for everyone from grandparents to grandchildren.

Contact:

International Yacht Collection
954.522.2323
charter@iyc.com
iyc.com

Charter price per week:

€595,000

Cruising area:

Caribbean/Mediterranean



Green envy

TWIZZLE

Twizzle recently emerged from the Royal Huisman shipyard. Built for an experienced owner, with naval architecture by Ed Dubois, this 189' (57.7m) flybridge ketch blends technology and green credentials. Her superstructure recalls the shape of a polished rock, well worn by years of ocean currents, part of sleek interior styling by Redman Whiteley Dixon. With a top speed of 12 knots under sails, deployed in minutes, she'll dazzle from the Caribbean to the Mediterranean. Eight guests will enjoy beach-house chic accommodations and a rare swim platform, making boarding the kayak or diving much easier. Did we mention the flybridge? Let your hair down and enjoy this carbon-neutral and positively beautiful yacht.

Contact:

Burgess
305.672.0150
miami@burgessyachts.com
burgessyachts.com

Charter price per week

(high/low): \$273,000/\$245,000
(Caribbean)
€224,000/€203,000 (Summer)

Cruising area:

Caribbean/Mediterranean



American classic

VOLTERRA

Recently updated (with refits in 2006 and 2010), this classic 80' (24m) German Frers and John Alden-designed Palmer Johnson built in 1990 asks nothing more than to boldly go. Her John Mumford cherry interior features three cabins (the master has twin beds—one of which converts into a queen berth—and two additional twin cabins). She also carries toys for fun in the sun and, of course, is iPod-and Blu-ray compatible. A DVD library, fishing rods and an inflatable kiddie pool ensure the entire family can have some fun but this is a sailors' yacht. The cockpit has ample room for the crew of three to operate alongside guests.

Contact:

Churchill Yachts,
Els Bucknell, 954.527.2626
eBucknell@ChurchillYachts.com

Charter price per week:

from \$20,000

Cruising area:

Caribbean
Not available in summer

Danielle Wallin contributed to this report

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The Large Yacht Support Group of Döhle Private Clients Limited

AERIAL PHOTO: FOREST JOHNSON



Presidents' Day weekend returns soon and with it several events that turn Miami into a marine showcase. From February 17 to 21, 2011, thousands of personal watercraft will attract visitors and hopefully boat buyers. While everyone knows this annual event as just the Miami Boat Show, there are, in fact, several events running concurrently. The original is the 70-year-old Miami International Boat Show, now produced by the National Marine Manufacturers Association. MIBS returns this year with three locations: the Miami Beach Convention Center (electronics, marine accessories and smaller craft), Sea Isle Marina & Yachting Center (the new 97' Marlow Explorer should be there) and finally Miamarina at Bayside where sailboats and catamarans will congregate for "Strictly Sail". The newer and in some ways more visible show, due to its prime in-water Miami Beach location and big yachts, is the Florida Yacht Brokers Association's Yacht & Brokerage Show returning for its 23rd edition. International builders often choose this winter event to introduce new product because, in Miami, they reach an international audience.

What:
Yacht & Brokerage Show

Miami International Boat Show & Strictly Sail

When:
February 17-21, 2011

For more information see:
showmanagement.com
miamiboatshow.com

STAFF REPORT



Delano

This hotel, part of the Morgans Hotel Group, started in some ways the transformation of the hotel scene in Miami Beach. When it opened its doors in 1995, the Philippe Starck-designed hotel (renovated in 2006) ushered a new South Beach style. The high-ceilinged lobby with oversized furniture and tiny lamps leads the way to the terrace restaurant and a whimsical garden with overflow pool and elegant cabanas. After hours, it fills up with a young crowd of revelers, several rows deep, at the Rose Bar. For more information, visit delano-hotel.com

Tricon Marine plans to debut its innovative NISI yacht, a 78' cruiser built to class at the Yacht & Brokerage Show. Pershing founder Tilli Antonelli, now forging ahead with a new company called Wider, is hoping to be in Miami with the first-born in a line of completely new boats featuring, among other innovations, side terraces that expand the beam and provide stability at anchor for long hours of fun in the sun.

Miami positioned itself years ago as the crossroads of the Americas. The city's year-round population includes a dynamic mix of cultures, accounting for its incomparable flair. Global companies, boatbuilders among them, have set up their Latin American sales headquarters here. The Azimut-Benetti group is considering opening an office in Miami to better cater not only to its well-established North American clientele but to a booming South American market as well. It would join Italian builder Uniesse, which opened a sales office at the Miami Beach Marina last summer, and Sunseeker dealer Nautikos, which reports great success with its Coconut Grove location. Last year, Azimut-Benetti and division Atlantis (which introduced a boat decorated by Miami's own Brazilian-born and ubiquitous artist Romero Britto) reported robust sales to Latin American clients at and post-Miami show.

The shows compete to a degree for exhibitors but mostly they create a festive and favorable environment for boaters to indulge their passion close to some of the world's best cruising and fishing grounds. We should mention that the Yacht & Brokerage Show adds to the fun factor this year with the introduction of "Fishing World." A bar, exhibits and demonstrations by the International Game Fish Association Hall of Fame will be located between sportfishing specialists Viking and Hatteras' displays on Collins Avenue.

The boat shows coincide with the peak season. Visitors ought to plan early. Based on optimistic predictions, luxury hotels may follow hospitality leaders' recommendations to prop up their rates in anticipation of a better 2011.

Where to stay

This all depends on your goals while in Miami. If your plans are to spend most of your time on Miami Beach at the Yacht & Brokerage Show, the obvious choice is one of the standbys along Collins Avenue. Most hotels have beach and city views and provide access to the recently renovated boardwalk that stretches from "North Beach" to "South Point"—one of the nicest strolls you can take in Miami Beach.

Miami Beach

» FONTAINEBLEAU

Located at 44th and Collins, the landmark hotel has little to do with its former self. The latest multi-million-dollar renovation revamped the resort and its tropical oasis pool. Several basins have replaced the original. White cabanas, complete with flat-screen TVs, Wi-Fi and butler service can be rented for the day. The main lobby Bleau Bar, a favorite hangout for the in crowd since the hotel's rat-pack heydays, remains quite the scene in the evenings, especially during the boat show. For more information, visit fontainebleau.com

» EDEN ROC RENAISSANCE

The Eden Roc is another Miami Beach staple. The latest renovation has brought about \$200 million worth of updates. The Eden Roc lobby bar, with its towering ceilings and columns, is another favorite hangout after the show closes. The brand-new Elle spa is the latest addition to the 681-room resort (96 suites). For more information, visit marriott.com

» GRAND BEACH HOTEL

This newly built suite hotel opened its doors in 2009. It is conveniently located within steps of the Yacht & Brokerage Show. On-site parking, a family-style restaurant, fitness center and self-service check-in are among the available amenities. Several of the suites have ocean views. A pool deck and in-room spa services complete the relaxing package with an emphasis on comfort, space and convenience. For more information, visit miamihotelgrandbeach.com

» SOHO BEACH CLUB

This newcomer, close to the Yacht & Brokerage Show, adds another stylish option with 50 rooms on 15 floors of a reconditioned 16-story tower. This Miami outpost of a London-based

private club and spa also features hotel accommodations. Designer Martin Brudnizki created the décor and hand-picked vintage furniture that creates a soupçon of Latin American flair. For more information, visit sohobeachhouse.com

South Beach

» THE SETAI

That gleaming 40-story structure belies a Zen-like retreat with gardens shimmering with tranquil pools and soft lighting. A late 1930s-Art Deco building, which was recently renovated, is also part of the hotel complex, now five years old. Perfectly in tune with the times, The Setai South Beach posts its environmental statement on its Website. The elegant all-suite Setai is a member of The Leading Hotels of the World. For more information, visit setai.com

» SHORE CLUB

A boutique hotel with all that the in-crowd wants—from spa to beach bungalows—the Shore Club is also part of the Morgans Hotel Group. Guest accommodations, ranging from classic rooms to suites, include a duplex 800-square-foot beach house available for long

stays and special events. The well-rated and busy Nobu lounge serves up sushi creations by Chef Nobu Matsuhisa. For more information, visit shoreclub.com

» LOEWS MIAMI BEACH

When it first opened in the late 1990s, this 790-room hotel was a big deal. It was the first hotel of this magnitude to open on Miami Beach in quite some time. Preservation of parts of the original Art Deco buildings on the hotel site, mandated by the city's historic preservation ordinance, ties in the more modern complex to the neighborhood's Art Deco roots. The Loews' palm-dotted grand entrance and luxurious shopping gallery are now familiar landmarks. For more information, visit loewshotels.com

» W SOUTH BEACH

The first W to call Miami home, this 408-room trendy beachfront hotel opened its doors in September 2009. Call it a people magnet with its two trendy restaurants and six lively bars. The more contemplative guests will appreciate the rooftop spa, the Grove gardens and the ability to stick their toes in the sand. For more information, visit starwoodhotels.com

» THE RITZ-CARLTON SOUTH BEACH

Morris Lapidus made his mark on Miami Beach in the 1950s. In addition to his lasting design still in evidence at Foutainebleau's "Chateau" building, in 1953 he designed the structure that is now home to The Ritz-Carlton South Beach. With its convenient location to Ocean Drive and Lincoln Road shopping and restaurants, this 373-room hotel with spa is family friendly as well. For more information, visit ritzcarlton.com

» THE TIDES SOUTH BEACH

This Ocean Drive 1936 Art Deco hotel was reborn in 1997 as a cool boutique all-suite hotel then belonging to music promoter Chris Blackwell's Island Outpost. New owner Kor Hotel Group had the all-suites hotel reinvented by designer Kelly Wearstler, who added color and a touch of whimsy. In 2008, the renovated hotel made Condé Nast Traveler's Hot List. The hotel's penthouse suite offers unbeatable views of Miami Beach. For more information, visit tidessouthbeach.com

Downtown Miami/Brickell

» KIMPTON'S EPIC HOTEL

This suitably "green" urban-chic property is one of several new additions to downtown Miami that have contributed to its transition from slightly seedy to super chic. Located on the Miami River within sight of Biscayne Bay, the hotel, with two on-site restaurants, is steps away from its own marina, perfect for easy on-and-off boat service. If you like modern architecture and the city beat, this is the place for you. The

Mondrian Hotel

Another property within the Morgans Hotel Group, located in a quieter section of South Beach, this recently opened condo-hotel has a fun vibe. The lobby bar with oversized golden bell-shape shades and a black floating staircase sprang out of designer Marcel Wanders' fertile mind and make this a great setting for an elegant party. The vast pool deck offers views of the distant Miami skyline, across a wide stretch of Biscayne Bay. Studio to multiple-bedroom suites all feature Wanders' venturesome modern design style. Some dockage is available.

For more information, visit mondrian-miami.com





Where to eat

Miami has been called New York City with palm trees and from a culinary standpoint, that statement rings true. Star chefs from across the country have capitalized on Miami's buzz, spawning new restaurants each season. Blessed with a climate that allows for two growing seasons, warm oceans that are fertile ground for tropical fish, plus strong Latin American and Caribbean influences, Miami is a winning combination for what has been called "Floribbean" cuisine. Despite the recent economic hiccup, lines are still forming outside popular restaurants, some of which require reservations months in advance. But fear not, there are more than 6,000 restaurants in Miami-Dade County. We offer a sample of some all-time favorites and a few of the new stars on the block. Compiled by Grace Trofa

» GIBRALTAR

Sometimes it's nice to take a break from the megawatt South Beach energy, especially if you are planning a romantic, quiet evening. Just a short drive, but seemingly a world away, this Grove Isle restaurant in neighboring Coconut Grove is the perfect getaway. Candles and glowing torches provide soft lighting for cozy tables at water's edge. Another option is an elegant alfresco, draped canopy dining room. With a little luck, a Miami moon will be a perfect finale for a post-dinner cocktail by the open fire pit in full view of the Miami skyline. The restaurant was recently honored with both a Wine Spectator Award and the AAA 4 Diamond Award for the inventive cuisine. The chef's daring flavors find their full expression in the delectable blackened seared tuna with jasmine coconut rice and sake wasabi glaze or the double lamb chop with tabbouleh and minted peas essence. Definitely worth the trip. **305.857.5007**

» LA PIAGGIA BEACH CLUB

If the winter doldrums have brought on a yearning for a taste of Saint-Tropez, join the uber chic at this new beach club. Take a dip in the pool before joining friends at tables set in the sand, order a bottle of owner Robert Pascal's French rosé, Château Barbeiranne, and take in the cool euro sounds. Robert replicates the menu and flavors of his Saint-Tropez restaurant La Voile Rouge, including classic dishes such as Le Ménagement à Trois de Tartare (tuna, salmon and mahi-mahi tartar), grilled orado fish flown in fresh from the Med, Panier

Canyon Ranch & Spa

A bit of a trek north from the Yacht & Brokerage Show, this is a newer resort and spa from a well-established company that has forged a name synonymous with well-to-do wellness with (optional) yoga twist. The 150-room hotel is only one component of this residential resort that has as its centerpiece a sprawling, 70,000-sq.-foot spa and serious fitness club, complete with rock-climbing wall. This is a getaway. Don't expect to be glued to your BlackBerry or iPhone at every turn; cell phones (or smart phones) are not allowed in public areas. For more information, visit **canyonranch.com**

hotel offers in-room spa services—in addition to treatments in its 12th-floor, 12,000-sq.-foot Exhale spa—and features a pool and fitness center with spectacular skyline views. For more information, visit **epichotel.com**

» MANDARIN ORIENTAL

Just a skip and a hop from the Miami financial district, on Brickell Key, the Mandarin Oriental Miami celebrated its 10-year anniversary in 2010. The recently renovated hotel gets top billing as an urban retreat with spectacular views and a 15,000-sq.-foot spa. The on-site restaurant Azul serves up fish and great views. For more information, visit **mandarinoriental.com**

» FOUR SEASONS MIAMI

A five-diamond award winner in 2010, the Four Seasons Miami is located on architecturally significant Brickell Avenue. The 221-room hotel includes 39 suites on high floors overlooking Biscayne Bay. A spa and three pools, with cabanas, cater to the hedonistic side. For more information, visit **fourseasons.com**

» JW MARRIOTT MARQUIS

The recently opened 313-room smoke-free JW Marriott Marquis is home to the 44-room

Beaux Arts Miami hotel, an art-filled urban retreat. The hotel within the hotel has its own check-in area, dedicated concierge and Wi-Fi. The JW Marriott Marquis Miami also features a 50,000-sq.-foot sport and entertainment complex with an NBA-approved arena up to the standards of the Miami Heat, playing a few blocks away at the American Airlines arena. For more information, visit **marriott.com**

Fisher Island

» FISHER ISLAND HOTEL & RESORT

This exclusive island—so much so that it has its own zip code and ferry service—offers the best Miami skyline views. It also has a hotel and golf course. This is a great option if you're looking for an oasis within relative easy reach of Miami's hustle and bustle and the beaches. A recently completed island-wide restoration rejuvenated the 1920s Vanderbilt Mansion at the heart of the hotel. Quietly chic, the décor of this 45-room boutique hotel, a member of Leading Small Hotels of the World, offers travelers a home away from home. For information, visit **fisherislandhotel.com**

de Crudités (raw veggie boat with tapenade), and for Italian expats missing Sunday dinner, the chef prepares a delicious rigatoni with pink sauce and spaghetti with meatballs. Top off the meal with the traditional tarte Tropezienne, a delicious pastry cream-filled brioche. Affable host Robert table-hops to meet and greet, making guests feel like family. **305.674.0647**

» SMITH & WOLLENSKY

Steak houses have popped up all over Miami, but what Smith & Wollensky has over the competition, aside from its stellar reputation as a traditional New York-style steakhouse, is a killer location. Tables are set up along the water's edge, under tree shade at South Point Park, recently renovated to the tune of \$28 million. Catch boat show activity as boats go to and fro, and watch cruise and cargo ships pass at a stone's throw. Fisher Island, across the way, is so close you can almost see the traveling golf carts. What's not to like? It's the place to be seen on Friday night—not to mention the US prime beef, aged and butchered in house, the staggering choice of 800 wines, crackling pork shank, truffle mac and cheese and the sinfully rich Coconut Layer Cake. **305.673.2800**

» MEAT MARKET

Eventually all roads lead to Lincoln Road for that evening stroll. Round up a group and head over to this lively steak house. The whole place sizzles, not just the steaks. Flavors abound here, but with such ultra premium meat, resist the 10 sauce choices and instead indulge your taste buds with the sides: sweet-potato fries with honey crème fraiche and truffle creamed corn. Buffalo-fried quail legs are perfectly paired with a 20-oz American Kobe Beef Rib Eye. Buffalo tenderloin steak with chili espresso rub or wood-roasted wild African pheasant tell you this is not your parents' steak house. Flame-colored lights cascade down the back wall; floor-to-ceiling wine display cases and rows of golden glass candles with a sexy glow give the place South Beach glamour. The restaurant draws a late-night South American crowd who knows a thing or two about meat. **305.532.0088**

» QUATTRO GASTRONOMIA ITALIANA

Lincoln Road boasts several Italian restaurants, but this sister restaurant to a New York favorite steps it up several notches. The cuisine is mostly Northern Italian, but each month features a regional menu. From Piedmont comes the decadently rich fontina ravioli with white truffle oil; other recommended dishes include baked branzino rubbed in sea salt, Neapolitan spaghetti with tiny vongole (clams) or the eggplant parmesan. The restaurant excels in the veal dishes (veal carpaccio or veal osso bucco with saffron risotto), and for an interesting fish dish, order the swordfish with caperberries. If you're too full for the nougat panna cotta with pistachio gelato, there's always sorbet in



Caffè Abbracci

Locals rave about this Coral Gables restaurant. For 20 years, restaurateur Nino Pernetti has maintained a loyal following in the competitive restaurant business using charm—Nino personally greets diners at the door—and quality food. The kitchen prepares dishes in the classic Northern Italian style, reminiscent of those fabulous meals enjoyed in Italy. Dishes vary from a simple 12-oz grilled veal chop with a sage butter sauce, to more complex homemade pasta dishes such as Agnolotti Katerina, filled with spinach and ricotta in a light pink sauce, or Tortellini Tatiana, tiny pasta morsels filled with Asiago cheese and pear in a light Champagne pink sauce (both named after Nino's beloved daughters). Leave room for dessert. A beautiful zabaglione cream, presented in an edible spun-sugar cup topped with fresh berries, is one delectable choice. **305.441.0700**

refreshing flavors like coconut. Staff can make or break a restaurant; here they're a bonus, rounding out a delightful dining experience. One last tip, the outdoor seating is the best location on Lincoln Road for people watching. **305.531.4833**

» CASA TUA

This has to be one of South Beach's most beautiful and relaxing restaurants. It feels like a friend's Mediterranean villa with bookcases filled with memorabilia. Work by your host's favorite photographers line the wall leading to the cozy bar with comfy couches. Step through the French doors out to the garden for alfresco dining, or sit at a long wooden country table, exquisitely set with rows of candles and tiny bowls of flowers in the open kitchen. This is "Your House," Casa Tua. There's no sign pointing to the restaurant hidden behind tall trimmed hedges. Needless to say, the food is excellent. The restaurant is open for dinner only, but you

can linger a little. Find a friend who is a member of the private club on the second level to dance the night away. **305.673.1010**

» MR. CHOW

In a city like South Beach teaming with over-the-top hotels, the W Hotel is a jewel. One of its diamonds is Mr. Chow. If you want to get a taste of South Beach life, take a seat at the bar, order a Chowlini, an improvement over the Bellini, and take in the sights. Assuming you made reservations, you'll be able to enjoy the Chinese cuisine that has made this restaurant's international reputation. Among the menu's prawn dishes, we suggest you try green prawns with cashews. Also sample the fresh steamed branzino, deboned tableside, oven-roasted Beijing Duck or poached sole in white wine with sea mushroom. Wash it down with delicious champagne offered by the glass from the trolly Champagne trolley. Add the magnificent high-ceiling custom-lit room with art work from



Joe's Stone Crab

No visit to Miami is complete without a stop at this Miami landmark restaurant, especially to sample the famous stone crab claws. Patrons line up to feast on this tasty and eco-conscious treat (only the claw is removed and the crab is tossed back to regenerate another claw). The original restaurant has been expanded but still feels like old Miami, with wood-paneled walls, terracotta and terrazzo floors, recently restored painted ceiling, plus a beautiful courtyard and impeccable service. The fourth generation of this family-owned institution, now 93 years in business, holds on to a loyal staff—some employees have been with the restaurant for more than 40 years—ensuring continuity and top quality. No one has been able to duplicate that grilled tomato or Joe's famous coleslaw; the calamari is flown in daily from Port Judith, R.I.; the beef is sourced from a farm that raises the cattle from start to finish without growth hormones; and the word is Joe's serves Florida's best key lime pie. It's worth the wait; have a drink at the clubby bar. **305.673.0365**

Michael and Eva Chow's personal collection, and you have a memorable dining experience. **305.695.1695**

» CECCONI'S

This is the one of the hottest new tickets in town. Now that the Miami outpost of the hip SoHo House has opened its doors, move over sister restaurants in New York City and London. This location's sexy vibe is hard to beat. In the courtyard restaurant, surrounded by silver buttonwood trees sprinkled with tiny white lights, guests can look up at the moon over Miami. The cuisine is superbly prepared classic Italian—light, fresh and tasty. Order the homemade pappardelle bolognese (delicious), the veal osso bucco gremolata (a perfect winter dish), risotto with wild mushrooms, or, if you are having a BMF (bring-me-food) moment, pig out on a 32-oz bistecca fiorentina (a meat cut that is $\frac{3}{4}$ rib eye and $\frac{1}{4}$ filet)—over the top. And for dessert, stay authentic with a delizia, layers of chocolate cake, chocolate cream and nuts. Grab a drink at the bar; there are more than 230 wines to choose from plus classic signature cocktails. **786.507.7902**

» 1500 °

If you are longing for simple food, beautifully prepared, close to the Yacht & Brokerage Show, consider one of the new restaurants in town, located right in the Eden Roc Renaissance hotel. Executive chef Paula DaSilva was a finalist in the hit TV series, *Hell's Kitchen*, quite a well-deserved honor for this young talented chef. DaSilva sources the freshest ingredients from local farms and then concocts dishes that highlight their natural flavors. The butternut squash soup is light and full of subtle flavor; and creamed spinach, buttered sweet corn and Carolina rice with chorizo are great with entrees such as roasted Maine lobster with celery root puree, braised short ribs with whipped potatoes, wild carrots and red wine sauce. The food is so good, it's tempting to never leave the boat show neighborhood when it's feeding time. The name 1500 ° comes from the temperature used to broil the steaks—Florida wagyu rib eye and dry-aged New York strip, among others. Try adding a fried duck egg to the steak, delicious. Hats off to this rising star in the culinary world. **305.531.0000** ■



SIMON HARE

Solea

Another jewel in the crown of the W Hotel is this Spanish restaurant. It might be a good idea to take along a group of friends to share all the tasty "pica-pica" palate teasers. There is a sense of ease about the décor: grey wood floors, wine-bottle-lined grey marble walls and contemporary artwork. Be sure to order a big plate of the cured Iberico ham or the fried farm eggs with Iberico ham, potatoes, wild mushrooms and truffle oil (soothingly delicious.) Or how about fried eggplant drizzled with molasses? Traditionalists will enjoy classic dishes like paella and gazpacho, but the Maine lobster, shrimp and monkfish stew with potato cream and Romesco sauce, hands down, is a winner. Save room for the panna cotta dessert, covered with a layer of white chocolate. Solea is a nice change of pace in the Miami restaurant world with its outdoor seating overlooking that spectacular pool. **305.938.3111**



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CENTRAL AGENT

223'/68M Nobiskrug 2010 **SYCARA V***

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CUSTOM YACHT DIVISION | JOHN COHEN | CROMWELL LITTLEJOHN | BASSAM CHAHINE

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for Sale & Charter



CENTRAL AGENT

210'/64M Perini Navi 2003 **FELICITA WEST***

for Sale & Charter



CENTRAL AGENT

205'/63M Icon 2010 **ICON***

for Sale & Charter



CENTRAL AGENT

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

for Sale & Charter



CENTRAL AGENT

203'/62M VSY 2010 **ROMA***

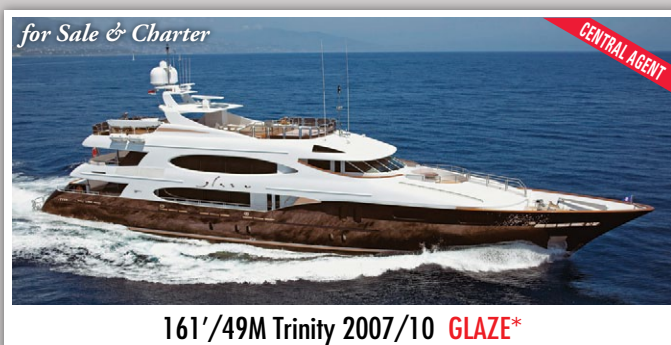
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192'/58M Australian Yacht Builders 1991/09 **ISLANDER***

for Sale



164'/50M Schweers 1986/08 **SHANDOR***

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163'/50M Nereids Yachts 2005 **AZTECA II***

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159'/48M CRN 1996/2008 **KANALOA***

for Sale & Charter



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

for Sale & Charter



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

for Sale & Charter



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

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152'/46M Perini Navi 1991 **ANTARA***

for Sale



150'/46M Palmer Johnson 2007 **O'KHALILA***

for Sale & Charter



145'/44M Benetti 2009 **LADY SHEILA***

for Sale & Charter



145'/44M Heesen 1990/09 **AT LAST**

for Sale & Charter



143'/44M Van Mill 1988/08 **STARSHIP**

for Sale & Charter



139'/42M CMN 2002/07 **PARAMOUR***

for Sale



138'/42M Mondomarine 1991 **TRINITY II***

for Sale & Charter



132'/40M Heesen 1992/06 **MIRAGE***

for Sale



131'/40M A&R 1987 **SILVER SHALIS**

for Sale & Charter



130'/39M Mangusta 2005/09 **LADY SHEILA II***

for Sale & Charter



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

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

for Sale & Charter



124'/38M Broward 2007 **HERITAGE III***

for Sale



123'/37M Palmer Johnson 2005/09 **TEMPTATION**

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



121'/37M Crescent 2003 **OLGA***



118'/36M Intermarine 2000 **SAVANNAH**



117'/36M Delta 1996 **ANNASTAR**



112'/34M Leopard Express 2008 **LA IGUANA***



106'/32M Burger 2004 **WOW**



105'/32M Mangusta 2000 **HAMSA***



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



96'/29M N.E. Boat Works 2003 **VAKOMAANO***



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



92'/25M Palmer Johnson 1985/08 **IRISHMAN**



88'/27M Pershing 2003 **JK***



88'/27M Rayburn Custom 2004 **LADY VICTORIA**



86'/26M Hatteras Sportfish 2002 **SPHEREFISH**



80'/24M Donzi Sportfish 2010 **R-80**



80'/24M DeVries Lentsch 1929/02 **LELANTA***



73'/22M Donzi Sportfish 2010 **R-73**



62'/19M Little Harbor 1982/07 **EASTERN SKY II**



54'/16m Rybovich SF 1970/09 **SEA HUT***



51'/15m Dettling 2002 **PADDY WAGON**



33'/10M Riva Aquariva 2007 **NO NAME**

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114' Maybe Tomorrow | B&B Boatbuilders Inc. | USD \$3,900,000

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PIANO BAR 157' (48M) PICCHIOTTI 1982/2005. 6 SR'S
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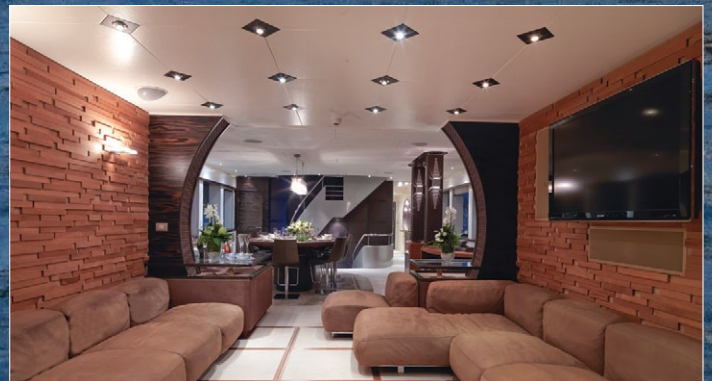
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130' Westport Tri-Deck MY 2002 "MARY ALICE II" — Camm Moore, C.A.



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114' Hatteras 1994 "LADY MONROE" — Alex Rogers / Chris June, C.A.'s



112' Westport RPHMY 2007/2008 — Bryan Long, C.A.



106' Westport RPHMY 2003/2004 "DULCINEA" — Mike Williams, C.A.



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

WESTPORT

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101' Hargrave 2010
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Camm Moore, C.A.



94' Lazzara 2000
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92' Crescent 2002
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92' Tarrab 2002
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92' Broward MY 1989
Mark Peck, C.A.



88' Horizon 2005
Mike Williams, C.A.



85' Pacific Mariner 2008
Claude Racine, C.A.



80' Hatteras FBMY 2006
Chris June, C.A.



75' Hatteras 2001
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74' Jones-Goodell Pilothouse MY 1990
Bryan Long/Scott Hauck, C.A.'s



74' Hatteras 1998
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70' Viking 2008
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66' Ocean SF 1999
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65' Pacific Mariner 2001
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64' Queenship 2000
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64' Grand Banks Aleutian 2005
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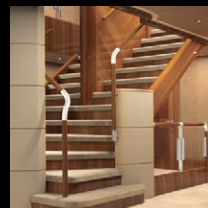
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▼ **MISSY B II — 115' 2005 / 2010 Hargrave Tri-Deck**

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▲ **KING BABY — 101' 2009 Hargrave Raised Pilothouse**

Dramatic interior was showcased in leading boating magazines around the world. Popular four stateroom plus crew interior arrangement. Dependable Caterpillar C-32 engines. Custom hardtop, country kitchen, loaded with high end upgrades. \$7,500,000.

▼ **SASSY — 101' 2010 Hargrave Raised Pilothouse**

Sparkling new 4 SR yacht with impressive on-deck master suite, full 2nd master, plus 2 guest suites, "best in class" crew quarters. Big Jacuzzi tub, high end electronics/entertainment inc. full Crestron system, CAT C-32 engines. \$6,700,000.



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- Request helpful free reports on buying, selling, and operating a yacht today
- Check out the news section for stories on how our owners use their yachts
- Tell us what you want - we'll watch for it and alert you when we find one
- Get the latest info on our boat show offerings and get VIP boarding passes



Fractional Yacht Ownership is the absolute best value in yachting today

The Monocle Fractional Yacht Ownership Concept

"In A Nutshell"

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Since most yacht owners only use their vessels three or four weeks a year, fractional ownership has become the perfect choice over sole ownership and is 1/4th the cost of chartering.. Monocle brings together groups of individuals who appreciate the joy and enviable lifestyle of yacht ownership without any of the headaches, responsibilities or the prohibitive cash outlays inherent with yacht ownership. One of the exciting benefits of being a Monocle Fractional owner is the unique opportunity to exchange weeks on other yachts in the fractional program throughout the world.

OUR PROGRAM:

Monocle's fleet purchasing price of each yacht is initially divided into 10 shares with each 10% share entitling you to two weeks of use twice a year in different locations. You can purchase as many shares as you will use. With the onetime purchase of a share you become a shareholder in the LLC that owns that particular yacht. The group shares in the operating expenses, the use of the yacht, location and all major decisions.

Some yachts offer 5% ownership shares as low as \$75,000 with annual expenses of \$17,500, while others require a minimum purchase of a 25% share.

Each individual shareholder can sell their share at any time. The majority of the LLC members can vote to sell the whole yacht or trade it in for a newer or larger vessel.

FOR EXAMPLE:

A brand new 100' 4 stateroom yacht has a purchase price of \$3M and spends \$400,000 annually for operational costs.

Each 10% share has a onetime purchase price of \$300,000

Each 10% shareholder will contribute \$40,000 a year toward the total operational expenses. They include crew payroll, insurance, maintenance repairs, supplies, management fees, etc.

The only other expense is the cost of consumables while aboard. They include food, fuel and dockage for you and your guests and average \$3,000- \$5,000 per week. There is a no tipping policy.

MONOCLE'S ROLE:

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76' HORIZON PILOTHOUSE MOTORYACHT 2001

Three double staterooms and heads plus two staterooms and head aft make for a great layout, add a good sized galley, dependable CAT 3412 mains, full walk-around decks accented by a varnished teak cap rail and you have a great option. Asking \$1,450,000. Call Joe Majcherek for full specifications.



78' HARGRAVE SKYLounge MOTORYACHT 2003

Five staterooms in this high volume 78' MY. Day Heads on both main deck and skylounge levels, abundant equipment list. Dependable 3412 CATs—under 1500 hrs, twin 33 kw gensets, bow and stern thrusters, waste treatment.....the list goes on and on. Call Jeff Stanley, Central Agent.



66' GRAND ALASKAN FLUSH DECK 2005

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88' FERRETTI FLYBRIDGE MOTORYACHT 2005

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77' HATTERAS COCKPIT MOTORYACHT 1987

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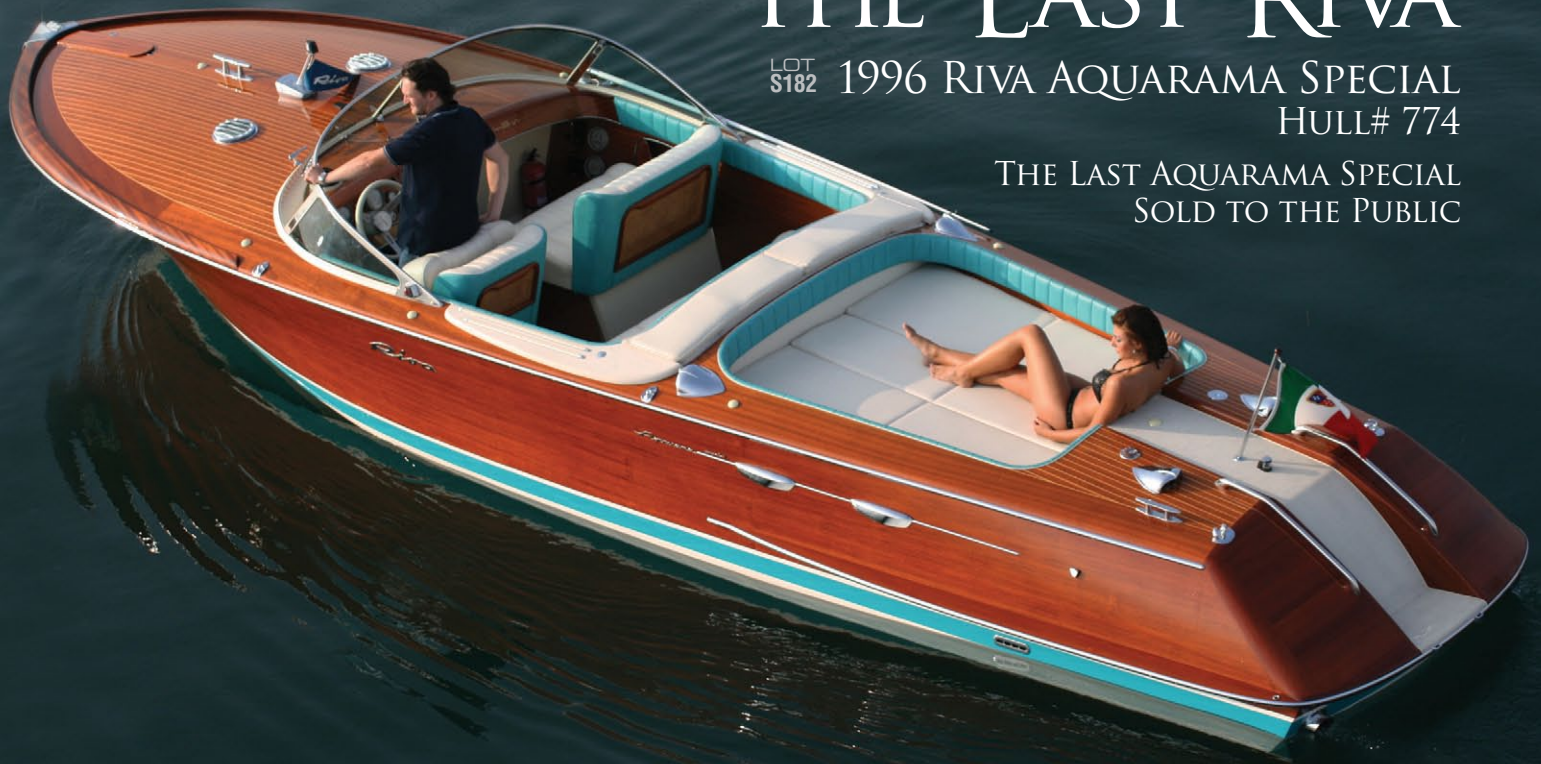
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