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ONTHE COVER: The Westport 164 Boardwalk in the Bahamas. PHOTO: Scott Pearson



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ON BOARD CAKEWALK

Not surprisingly, the United States proves capable of producing a fantastic superyacht, and here she is fresh out of Derecktor

ONBOARD NORDHAVN ELIANA A couple's wanderlust inspires this new Pacific Northwest designer Scott Cole A couple's wanderlust inspires this new Nordhavn with an attractive interior by

ONBOARD BENETTI BISTANGO 112 Writer Kim Kavin calls this opulent 203-footer "Versace on Safari". This Benetti is nothing if not out of the box and is available for charter

ONBOARD THE BRAND NEW NISI 2400 An exclusive first look at Nisi Yachts' newt boat, a 78-footer built to class. It's a completely new take on an expedition vessel, a must see at the Miami Yacht and Brokerage Show

MIAMI BOAT SHOW PREVIEW 132 Miami dresses up beautifully for this winter showcase stretching across multiple venues. Most everyone will be there. See what's in store this year

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From first glance, Katya is a striking beauty – a symphony of curves and shapes stunningly chic, yet magnificently timeless. Delta's 151-foot full-displacement motor yacht utilizes the most advanced composite technology and naval architecture. Styled by the in-house Delta Design Group – who is also responsible for the entire engineering package – Katya is sure to make an unforgettable impression to all who make her acquaintance.



EDITORIAL

RECENTLY MET A FORMER CORPORATE travel business executive from New York who spends a few months each year introducing vacationers to the joys of slow cruising, great cuisine and mild Loire Valley summers aboard the barge Meanderer. He had tried more conventional retirement in a community of coldweather refugees in sun-drenched Arizona. But navigating the mind-boggling intricacies of French administrative rule—as well as the narrow canals—soon became far preferable to what was, for him, a life of boredom.

Reading the story of the 76' Eliana reminded me of Meanderer and its owner-captain. Having worked long and hard, the owners of this lovely new Nordhavn were contemplating active retirement. They did not want to be tied to one place and after investigating many options, they decided to build a home they could take places. They traveled to Asia to see their first yacht come together and worked closely with their designer to create a comfortable and homey interior. After two years, *Eliana* and her owners cast off happily.

It seems to me the owners of Eliana have figured out how to enjoy life after retirement. And they don't seem to be alone. An article in a recent issue of "The Economist", titled "The U-Bend of Life, why beyond middle age, people get happier as they get older" links maturity with an increased gift for happiness and touches upon the correlation between happiness and wealth.

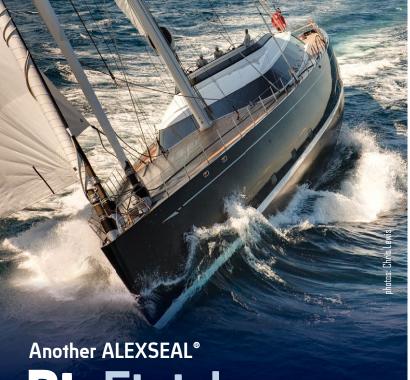
Debunking widely accepted notions that money does not buy happiness, a new field of research into the economics of happiness suggests that wealth and wellbeing may, in fact, be connected—at least when measured at the national level. That should come as no surprise to anyone who tried to sell a boat at the 2008 Miami Boat Show. A builder recently recounted a conversation he had with a man browsing through his display that year. He asked the visitor what it would take for him to buy. "I am not happy," the man replied. "I will buy when I feel happy again."

That man failed to recognize that a boat can contribute to happiness, and that increased productivity, incidently, is also one of the silver linings of happiness, an insight the owner of our cover yacht, the 164' Boardwalk, seems to have. When ordering his third and largest Westport to date, this successful developer made sure he had what he needed to stay in touch with his businesses while enjoying quality time with his young and active family.

Food for thought as the 2011 edition of the Miami Boat Show rolls around. Designers and builders from all corners of the planet have worked hard on very special boats, some of which debut in these pages (see for instance the NISI 2400). There is no better place than this multi-location showcase to explore possibilities. Go ahead and meander a little.



Cecile Gauert EDITOR IN CHIEF



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PRINTER RR Donnelley - Strasburg, Virginia, USA - Printed in the USA

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YACHTS INTERNATIONAL, is published bi-monthly by Active Interest Media. The known office of publication is located at: 475 Sansome Street, Suite 850, San Francisco, CA 94111. The editorial and advertising offices are located at Portside Yachting Center, 1850 SE 17th Street, Suite 310, Fort Lauderdale, FL 33316; 954.761.8777; Fax: 954.761.8890.

Applications to Mail at Periodical Rates is pending at San Francisco CA, and additional offices. Vol. 15 No. 1 • March/April 2011 issue

POST MASTER: Send address changes to Yachts International Magazine, P.O. Box 420234, Palm Coast, FL 32142-0234

ACTIVE INTEREST MEDIA

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{MAKING WAVES}



Intermarine of Brazil introduces its own line Luiz de Basto signs the flagship

Brazilian-born and Miami-based designer Luiz de Basto remarks that two of the shipyards that are currently keeping busy are in China and Brazil. The most recent World Wealth Report by Capgemini identified both the Asia-Pacific region and Latin America as areas with expanding new wealth, so perhaps this should not come as a surprise.

In Brazil, De Basto is working closely with Intermarine. The experienced shipyard, established in 1973, has built many boats from 43' to 76', including for the past decade Azimuts adapted for the Latin American market. Now Intermarine (700 employees strong and financially sound) has introduced a line of boats in the 43' to 85' range under its own name. A 75-footer is due out in April or May. De Basto has designed this and most of the models in that range, including the flagship-to-be Intermarine 85, announced at the 2010 São Paulo Boat Show. Indeed there is a strong family resemblance across the line, but the flagship yacht, already under construction, asserts itself as the "top of the heap."

The stylish yacht's fluid lines are meant to match its youthful speed of 34 knots and give it a distinctive appearance. Bells and whistles that everyone is bound to appreciate include a flush main deck, an elegant and playful interior marrying contemporary design and handmade materials, a spacious-yet-discreet flybridge with a Jacuzzi (rare on an 85-footer) and huge windows. The windshield, which appears as one

CONTINUED NEXT PAGE >>>

MAKING WAVES

« CONTINUED FROM PREVIOUS PAGE

large glass surface, incorporates in its upper section a segment of dimmable privacy glass. No bulkheads or furniture (except for a block containing a large refrigerator) interrupt the views on the main deck. There are no fewer than five options for dining, including a pleasant foredeck area. In the cabins, brushed stainless steel and LED lights plus woven leather and soft carpet that mimics sand, make for an approachable modern interior. The master stateroom occupies about a third of the lower deck's accommodations space, leaving room for a nicely sized VIP and two twin-bed cabins.

De Basto says that the shipyard, which builds its own interiors and passerelles in its 500,000-sq-foot facility near São Paulo, is ready and able to add custom touches to match clients' personal tastes.

Crew accommodations are particularly important for the Brazilian market. Even in the smaller boats, Brazilian boaters tend to rely on a crew to assist with operating and maintaining the boat, De Basto says. Part of it has to do with the fact that marina facilities don't necessarily have deck hands available to assist with docking and arrival procedures. While Brazil has abundant and beautiful coastline, marina facilities between Rio and São Paulo are few and far between, an area ripe for development, De Basto adds. The other is that Brazilian boaters, like Europeans tend to, take leisure time quite seriously and time spent on the boat is meant for relaxation. On the 85, the sizable crew area can accommodate four and features a lounge, cooking area and bathroom with shower. On the international market, this area could easily become a separate guest area (a good way to give teenagers their privacy, for instance). The Intermarine 85 is slated to debut at the 2011 São Paulo Boat Show.

FOR MORE INFORMATION, VISIT INTERMARINE.COM.BR OR LUIZDEBASTO.COM





LOA: 88'4" (26.9m)
BEAM: 20'2" (6.15m)
DRAFT: 5'6" (1.7m)
TOTAL DRY WEIGHT: 60 tons
ENGINES: 2 x 1,800 hp
TOP SPEED: 34 knots
CRUISING SPEED: 27 knots
DESIGN: Luiz de Basto Designs



Better berth booking? Portbooker.com thinks so

It seems simple enough: an Internet site for real-time boat-slip availability and booking. It's the kind of idea that makes you wonder, why didn't I think of that? Well, someone did. Portbooker.com, born in Palma de Mallorca in 2005, is positioning itself as the Expedia of the marine world. The company offers live availability and booking ability, plus an extensive and searchable listing of marinas worldwide. The user-friendly site allows checking availability, getting inclusive pricing for the marinas that are part of the live booking system plus practical information, such as nearby hotels and cars.

There will be naysayers. A European boatbuilder told us he did not think the system would work in high-demand areas with little berth availability and said premium slips, for large yachts particularly, tend to involve cash transactions, at least in his slip-starved area. Experienced captains may feel they can get a better deal or better service by picking up the Sat phone and negotiating a price directly with the marina of their choice, particularly if they are frequent visitors.

But did not Expedia or any of the other Internet-booking sites face such objections at the onset? It does not seem to have stopped them from thriving, even if they have not captured the entire hotel-booking business. Portbooker.com seems to have overcome many of these objections. According to company executives, the site already has more than 17,000 registered users, information on 8,500 referenced marinas worldwide and a captains' club, 5,000 strong. Ancillary services include a blog under "community," available to registered users, and online boat rental (charter) services. Registered users can retrieve their bookings and data by signing on with their assigned passwords.

If you have booked hotel rooms online and this seems familiar to you, it is not an accident. Robert Neuman, who is in charge of the North American operations, and Palma-based Jorge Velasco, both were hotel industry executives at some point in their careers. If you would like to give it a try, see portbooker.com



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COLUMBUS 90



Seen in AntiguaThe ultimate outdoor cinema

The Antigua Charter Yacht Show, a well-attended annual meeting that showcases to brokers what the yachts and their crew can do to create the ultimate vacation for their clients, put on a spectacular display this year. An estimated 700 people met on opening night at the charming Copper & Lumber in historic Nelson's Dockyard, and about 120 boats and yachts, ranging in size from 47' to 289' and with names from A (Aiyana) to Z (Zigzag,) dropped anchor in Nelson's Dockyard Marina, the Antigua Yacht Club and Falmouth Harbour Marina. Charter brokers came from New England to New Zealand to view the yachts and meet the crew who cater to their charter clients. The Maltese Falcon was the largest in show and the 289' Perini Navi, launched in 2006, still knows how to get a buzz going. The crew re-created for its guests the magical experience of an outdoor cinema, using a section of its spectacular sails as a screen. Movie night aboard the Maltese Falcon gave the oscar-winning Avatar a whole new dimension.

FOR MORE INFORMATION, VISIT ANTIGUAYACHTSHOW.COM









MAKING WAVES



"Rivaving" history De Vries completes Serena refit

While touring the Feadship SL39, on display at the Antigua Charter Yacht Show, Henk de Vries points to the drawing of a charming boat on display in Go's main-deck salon. That's a Caravelle, which the shipyard built in the 1960s—de Vries' first series. Combining Dutch naval architecture and build with Italian styling, the boat owed its design to Giorgio Barilani, the designer of the Aguarama in the 1950s and Carlo Riva, the now 89-year-old founder of Riva. "Carlo Riva was a friend of my father," De Vries says. Long before dreaming up the SL39 custom series (Go is the third after Ocean Mercury and sistership Kathleen Anne), the De Vries yard built seven of these steel-hulled Caravelles with naval architecture by De Voogt. One of the first owners had the wellknown name of Freddie Heineken, which helped popularize the series. Recently, De Vries embarked on the restoration of one of these historic "Dutch Rivas," built in 1964 in Aalsmeer. Employing students training for a career in shipbuilding and their teachers, De Vries has restored the vessel for two and a half years at its Makkum yard. The restoration gave the vessel a brand-new finish and paint, electric systems and an interior called "Homage to Carlo Riva."

FOR MORE INFORMATION, VISIT FEADSHIP.NL





Next in Custom Line 100-footer slated for spring 2011

Five staterooms and a contemporary interior filled with light characterize this new entry in the Custom Line offering. A fairly classic layout makes plenty of room for a main-deck salon, formal dining area and a galley. But increasing the forward beam area, the shipyard created a spacious on-deck master stateroom with ensuite, a feature much appreciated on larger yachts. The rest of the accommodations are on the lower deck, where four spacious ensuite cabins share the space with a generous forward crew area. The sun deck is appropriately set with chaise lounges ideal for sunbathing, a dining area and an exterior helm. Forward is an additional salon area with two tables and matching banquettes. A large swim platform unfolds for close water contact. A 26-knot speed goes hand in hand with a sporty profile.

For more information, visit customline-yacht.com









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Herbert P. Baum and Guillaume Roché Daybson



Drettman and Sunrise Yachts form alliance New lines to launch next year

Herbert P. Baum and Guillaume Roché, founders of Turkey-based Sunrise Yachts, and Claudia and Albert Drettman, founder of the Drettman Group, a German boat consortium that marketed Horizon-built Bandito, Elegance and Premier models in Europe, have recently announced an agreement to combine forces and resources. Drettman, after experiencing tremendous growth during the past two decades, filed for bankruptcy in May 2010 after the boat market shrank, drying up demand for new orders. Baum, a successful German businessman who has owned and operated boats, and Roché, an experienced new-build consultant and lifelong boater, saw the two companies as a perfect fit. Their goal with Sunrise Yachts was to build yachts meeting high standards at a better price that cannot be achieved at leading European and North American shipyards. Sunrise Yachts successfully launched the 147' Africa featured in our November 2009 issue and is currently building a second 45m yacht. The two also contracted yacht designer Espen Øino to develop new designs. Under the new company, Drettman will become a full-fledge yacht builder and plans are for the company to start introducing a line of new models in 2011, including expedition-style vessels to superyachts.

FOR MORE INFORMATION, VISIT
DRETTMAN.COM AND SUNRISEYACHTS.COM

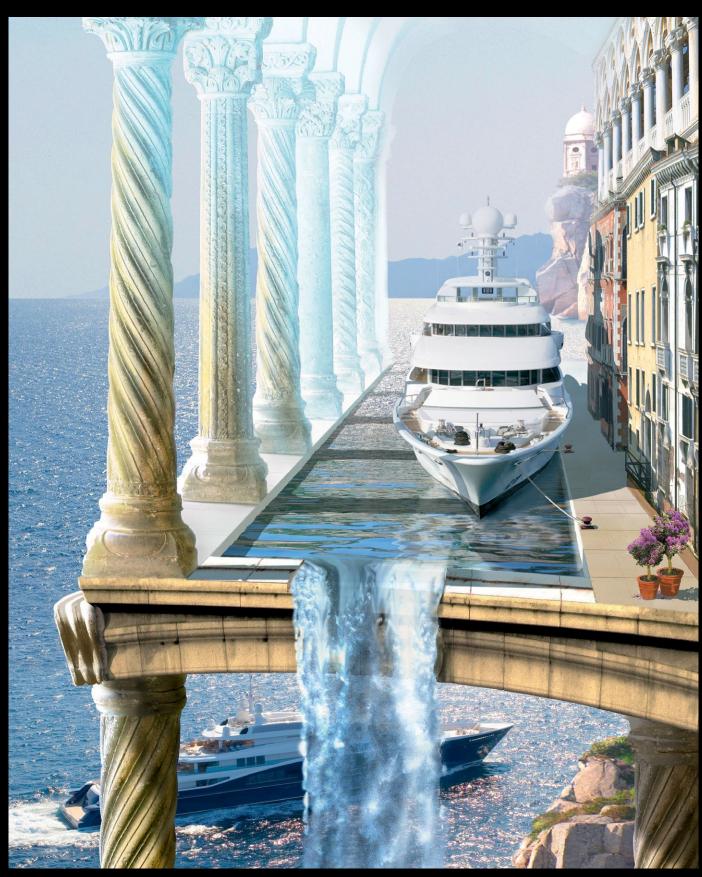
They have an app for that Palladium Simon for iPad

Palladium's recently introduced SiMON ship-alarm monitoring application for iPad was recognized at the 2010 Marine Equipment Trade Show (METS) as one of the year's most innovative products. Last year Palladium had introduced an award-winning application for iPhone. The iPad application provides mobile monitoring through high-resolution color images and touch-screen functions that make the system user-friendly. Wi-Fi links allow data access from engines, generators, batteries, electric panels and more.

For more information, visit palladiumtechs.com



Yachts for the new frontier [1]



LÜRSSEN

Gifted glider Danish Yachts Aerocruiser II

In March 2007, the stylish and innovative 115' Moon Goddess, at the time a tender to the superyacht Princess Mariana (recently spotted at the Antigua Yacht Charter Show,) graced Yachts International's cover. Speedy (53 knots) and original (with distinct modern styling and blue paint), she owed her exterior good looks to yacht designer Espen Øino and sturdy construction to Danish Yachts, which has experience building light and fast vessels. Recently the Danish shipyard launched a new line of carbon composite boats designed for military use, and at the 2010 Monaco Yacht Show unveiled a couple of new projects, including the next generation Aerocruiser (38F III), also designed by Øino. The Monacodesigner previously worked on project 116, a carbon composite vessel. Under development for the past two and half years, the nearly complete yacht (pictured) is expected to begin sea trials in Skagen, Denmark, in early summer. Projected speed for this stylish and efficient 124'7" (38m) Aerocruiser, equipped with a MarQuip exhaust system and powerful twin MTU engines, is an aggressive 50+ knots. This would make it the fastest superyacht of its class, but she will also be fuel-efficient. She will be capable of a 900-mile range.

FOR MORE INFORMATION, VISIT DANISHYACHTS.COM





Relaxing rules in Taiwan Exploring freer waters

We cruised the latest Jade Yachts 90, the most recent issue in the yard's expedition series, off Kaohsiung a few weeks after surprise new laws made it much easier for Taiwanese to enjoy a full boating lifestyle. Due to tensions between China and Taiwan, and rules that really applied only to commercial craft and fishing boats, pleasure boating has been severely restricted for more than half a century.

But now, says Jade Yachts Vice President Memphis Han, authorities have decided to introduce Med-style handling of pleasure craft, with a few leaves taken out of the marine management books of former British-run territory Hong Kong nearby." I expect many more Taiwanese to start buying boats now," he told us as his ninth steel-hulled, aluminum-topsides explorer design made her debut in the South China Sea.

"And marinas will start to flourish. Approval has been given for one capable of taking superyachts at the entrance to Love River in Kaohsiung, Taiwan's southern port city and massive pleasure boatbuilding center. Ambrous Young's 213' Benetti Ambrosia III is already here, after moving permanently from Hong Kong's Gold Coast Marina. I understand other Hong Kong owners are considering such a move too. Kaohsiung Harbor is an approved typhoon shelter, and the city has really come alive."

Memphis thinks others may develop in Tanshui near Taipei and its weekend getaway Yilan, also at Hualien, Tainan, and Makung in the Penghu archipelago. Horizon Yachts CEO John Lu, who is also the Taiwan Yacht Industry Association's chairman, agreed that the development could see many more Taiwanese on this ultra-wealthy island buying boats. Previously, they were limited to daytrips, with sometimes onerous and time-consuming checks. Now, by contrast, Taiwanese may freely voyage along their own coastline and to outlying islands, and drop anchor wherever they like, for however long. Mainland China still has fairly rigid rules and red tape, but it is hoped that this liberalization in Taiwan will help to spur similar yachting legislation there.

CONTINUED NEXT PAGE >>



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MAKING WAVES

« CONTINUED FROM PREVIOUS PAGE

Enjoying this new freedom, our explorationstyle Jade Yachts 90 moseyed along the coast, past the largest university in southern Taiwan, testing among other things a new six-bladed prop instead of the five-bladed ones fitted to prior explorers, but the pitch was taking time to adjust properly, and half a dozen technicians were in constant talks with their counterparts ashore.

Jade Yachts—which converted the German ship that became the Top 100 superyacht Amadeus—and has hosted the likes of 295' Nero and Ambrosia, is currently completing a 10th Jade Yachts 90 Explorer, and has a 170' explorer vessel in build.

The vessel we were trialing was being shipped to Spain shortly. In fact, all the Jade Yachts Explorers have gone to Europe, which suits their newly aligned dealer Ocean Independence.

A recently launched Jade Yachts 95, with Memphis aboard, has now made shakedown passages to Tsingtao, Shanghai, Hong Kong, Hainan and back to Hong Kong, and father and son are thinking of inviting friends and business colleagues to consider charters in unique Asian waters. The latter vessel is also available for sale, at about \$10 million—Bruce Maxwell.

FOR MORE INFORMATION, VISIT JADE-YACHTS.COM





CMN and Bannenberg & Rowell Muscular 44m has a bit of a sting

For the first time in a while, London-based Bannenberg & Rowell has reached across the Channel. The design firm that has made a splash with spectacular interiors in recent European launches, including the Abeking & Rasmussen Elandess featured on Yachts International's June 2010 cover, has worked closely with CMN on this masculine styling of the Normandy-based shipyard's 144' yacht platform. Nicknamed Scorpio, the concept owes its name to the mast structure's distinctive stinger shape, which punctuates an attractively angular superstructure. Large windows and sliding doors merge interior and exterior areas, opening up the space. The yacht is designed to stay below the 500-GT mark and to be built within 26 months of order. CMN's recent deliveries include the Andrew Winch-designed 60m sisterships Cloud Nine and Slipstream (a 2009 International Superyacht Society award winner).

FOR MORE INFORMATION, VISIT BANNENBERGANDROWELL.COM AND CMNYACHT.COM

Bob Saxon named president of IYC

Bob Saxon has been named president of the International Yacht Collection, which recently merged with The Sacks Group of Professionals. Coincidently, Saxon was at one time president of the Sacks Group. He most recently was president of the South Florida Brokers Association. IYC, a brokerage and yacht management company headquartered in Fort Lauderdale, Fla., is a division of Trinity Yachts LLC.

FOR MORE INFORMATION, VISIT IYC.COM

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Sun-powered transatlantic crossing Turanor creates a stir in Miami Beach

Many unusual stories have a South Florida connection, and locals can be pretty jaded. Still, when the 102' x 50' catamaran Turanor emerged out of the inlet into Miami Beach Marina on Thanksgiving weekend, it made an impression. A hovering R44 helicopter was the first sign something out of the ordinary was near. The all-solar cat may have arrived quietly, but it arrived surrounded by a small flotilla of Jet Skis. A well-coordinated PR campaign, lovely jazz band, ceviche and fair weather notwithstanding, Turanor gets the credit for bringing out the crowd. The strange-looking craft, seemingly sitting on water like a water bug, moved in silently. Atop its 5,700-sq-foot surface of solar panels stood the man whose dream it was to bring this project to fruition, PlanetSolar project founder Raphaël Domjan. Domjan; Captain Patrick Marchesseau (who had experience with pirates as skipper of Le Ponant;) Mikaela von Koskull, the sole female crewmember; Jens Langwasser; Christian Ochsenbein and Daniel Stahl surprised everyone by arriving earlier than anticipated, after a 5,550-nm, 61-day, 34-minute journey from Monaco to Miami (including stops in Las Palmas and St. Maarten). Hurricane Thomas forced the slow-moving craft to take a more southerly route but did not disrupt plans to reach Miami. After a 72-hour layover, which included press events, the craft was headed for Mexico to attend the Cancun climate summit and then continue south.

CONTINUED NEXT PAGE >>>





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MAKING WAVES

« CONTINUED FROM PREVIOUS PAGE

The whole point of this project is to prove that renewable energies, such as solar energy are, in fact, reliable. Challenges, along the planned circumnavigation, are numerous. Strong wind and currents can slow the wave-piercing twin hulls to a slow crawl and drain the batteries storing the solar energy captured by the SunPower cells (manufactured in California) inside the sturdy German-made PV panels.

So, has the craft ever run out of juice so far? "No. It's all about power management," says Domjan, who rode a solar bike around Miami Beach during his visit. Domjan, a charismatic 21st century Phileas Phogg, convinced Immosolar's owner Immo Stroher to join his quest. Stroher, whose business is energy management, invested \$17.5 million to help build the Craig Loomes-designed catamaran in Kiel, Germany. Swiss watch manufacturer Candino, a major sponsor, is also helping the crew meets its mission to complete the first circumnavigation using solar power—sun and wind willing.

FOR MORE INFORMATION AND TO FOLLOW THE SOLAR CAT'S JOURNEY, VISIT PLANETSOLAR.ORG





Cat's gone fishingFrom Sunreef Yachts

Sunreef Yachts, a now well-known specialist in power and sailing cats, will be showing an intriguing new concept at the Miami boat show this year: a power cat that is also a sportfish. The shipyard has created this 70-foot sportfisher more specifically for its North American clientele. Fitted with space for fishing gear and a tower, the Sunreef 70 Power Cat takes on another dimension. While this boat will likely not compete with speedy tournament monohulls, it comes with a full range of engine power options from 2 x 455-hp to 2 x 1,001-hp diesels and is capable of a 30-knot speed at the upper end. The enormous deck space allows the boat to accommodate large boxes, bait wells, freezers and fighting chairs. At economical speed, the yacht roams wide, with an 8,000-nm maximum range, allowing the boat to explore the world's richest fishing grounds with a full complement of family and friends accommodated in four or five cabins. Sunreef will be at the Sails Marina during the Miami International Boat Show, February 17-21, 2011.

FOR MORE INFORMATION, VISIT SUNREEF-YACHTS.COM





Earlier this year, Kingship unveiled several new edgy models. The affable Roger Liang, who heads the Kingship Shipyard, expressed concerns about the environment in his home of Hong Kong and elsewhere. The perceptible changes in his immediate environment motivated him to develop greener and more fuel-efficient boats. As of the end of 2010, construction had begun on the Green Voyager, a 144' yacht to be built in compliance with RINA's Green Plus notation that will feature a Siemens Eco Prop hybrid system. The projects announced earlier this year feature conventional propulsion, but all tout fuel-efficient hulls. The Kingship 156 combines the talents of Donald Starkey and Azure Naval Architects. The attractive design features a plumb bow and a generous 8,500-nm range at 10 knots. Top speed for this six-stateroom yacht under the 500-GT threshold is 15 knots. The shipyard also unveiled a series of so-called ocean SUVs, ranging in size from 87' to 148'. These "frill-free" and economical expedition-style boats, with generous interiors able to satisfy discriminating yacht owners, have extended ranges from 5,000 to 9,000 nm, depending on the model. Unlike their automotive counterparts, they are designed to be fuel-efficient, but like them they are sturdy, comfortable and long-lasting. Sergio Cutolo of the Varazze, Italy, firm Hydro Tec, is the naval architect working with Kingship. Previous projects by Hydro Tec include the trawlerstyle Vinidrea built by Proteksan-Turquoise in 2002 and the 82' explorer-style Naumachos.

Meanwhile, the shipyard also delivered a Columbus 90 and the second Magellan 110. The series designed by Vripack and styled by Pieter Beeldsnijder, features an interior by Miamibased yacht designer Luiz de Basto.

For more information, visit kingship.com









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For more information, visit kingship.com











International SeaKeepers Society seminars Scientists show their support

At the Fort Lauderdale International Boat Show, the Yachts International Pavilion welcomed a distinguished scientific panel assembled by The International SeaKeepers Society's CEO, Dean Klevan, to speak to the yachting community.

SeaKeepers' primary goal is to provide data collected through remote sensing technology to the global scientific community. It does so by raising funds to build sturdy and reliable monitoring units (which can be equipped with a variety of sensors) and install them on private yachts, commercial ships or buoys.

Science can be a very dry subject, particularly when it comes to data. But meticulous collection and analysis over long periods of time are necessary steps in solving scientific enigmas. The panel answered questions from concerned mariners and yacht owners.

What role do the oceans play in the global climate? What does all the trash and plastics pooled in giant circular patterns (called ocean gyres) do to our marine environment? What do oil spills do to the food chain, and how do hydrocarbons affect human health?

Mark Luther, associate professor at the University of South Florida, Bill Read, director of the National Hurricane Center, Roni Avissar, dean of the Rosentiel School of Marine and Atmospheric Science, and Fabien Cousteau, ocean advocate and filmmaker, spoke on a number of these subjects.

Intuition and empirical data can't explain changes in fish behavior, the formation of hurricanes or help assess consequences of oil spills.

Read's team, which is based in Miami and has the arduous task of predicting the next big weather event, uses models and scientific data to help forecast the birth, intensity and course of hurricanes and typhoons. It is one of the very few institutions flying airplanes into hurricanes to collect atmospheric data, and does so only in the Atlantic area. Elsewhere, scientists have to rely primarily on satellite and surface data. This is not exact science, but building a database ensures forecasters improve their chances



of accurately predicting the next big weather event, saving lives in the process.

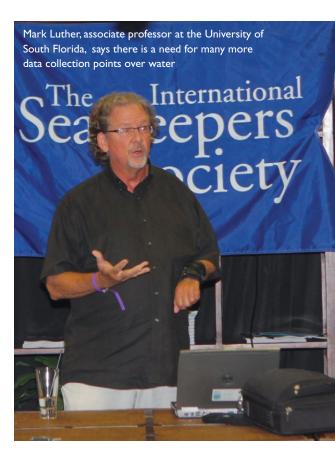
Of late, many have expressed concerns that plastics left to deteriorate in the environment (and there are tons in the ocean) are leaching chemicals able to cause DNA mutation. Data is scarce. "The first step is to design an observation system, so it can be analyzed from a biological, physical and chemical point of view. That is why things like SeaKeepers are so important. We need the data," Avissar said.

Avissar, who spent years in the Amazon studying the effects of deforestation and was one of the first scientists to use a specially equipped helicopter to collect environmental data, also said similar remote sensing technology could help with conservation and management of fisheries, which currently rely primarily on speculation and anecdotal experience.

Luther, interviewed for a previous *Yachts International* article (see November 2010, pg. 59), has been tracking oil in the Gulf of Mexico since the April 2010 Deepwater Horizon disaster. He said there is a shortage of data collection points over water. "There are large areas of the ocean where we don't have measurements."

Since its creation in 1998, SeaKeepers has been able to establish a bit more than 90 autonomous systems on private vessels, commercial ships, scientific research vessels or fixed platforms. The system is reliable, said Luther, who heads the USF's calibration lab where the SeaKeepers units are sent for regular maintenance. The units are relatively easy to install and reliable, thanks to proper filter and anti-fouling agents that prevent bubbles or biological materials from disturbing the sensitive scientific instruments. The vessel does not need to be huge. Recently, a unit was installed on a 22' open fisherman cruising the Tampa estuary. The biggest challenge, Luther said, is to be able to expand the number of units and availability of sensors to answer the scientific community's needs.

For more information, visit seakeepers.org





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{EUROPEAN NEWS}



A flurry of eye-popping yachts
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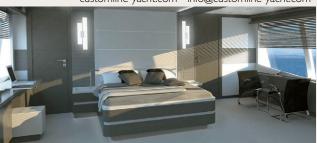


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LOA: 33' Beam: 9'2"
DRAFT: 3'2"
(under propellers)
ENGINES:
2 x Yanmar 6 LY3, 380 hp
@ 3,300 rpm
SPEED (MAX/CRUISING):
41/36 knots
CONSTRUCTION:
composite

Riva couture or Riva art? Aquariva bridges worlds

This year, Riva, arguably one of boating's most recognizable luxury brand names, has reached out to partners in the world of couture and industrial design for two limited releases of its Aquariva model, initially designed by Officina Italiana Design in 2000. The Aquariva, built in composite, was created as homage to the iconic mahogany Aquarama that was all the rage on the Riviera into the 1960s. In Cannes, we discovered an Aquariva reinterpreted by Gucci's creative director Frida Giannini, painted Gucci white with mahogany accents and sporting a green windscreen. Gucci aficionados will recognize other touches of this other iconic Italian brand (celebrating its 90th Annniversary) throughout. It debuts in the United Sates at the Yacht & Brokerage Show in Miami Beach, Feb. 17-21.

In Monaco, Riva also unveiled the Aquariva by Marc Newson in a well-orchestrated event that had the stylish company's creative imprimatur. The boat, however, made its world debut in New York at the Gagosian Gallery (gagosian.com) as part of an exhibition titled "Transport".

Newson, an Australian-born industrial designer who has created everything from airplanes to jewelry pieces for Boucheron, reinterpreted the Aquariva while respecting its spirit. He gave it a masculine and sporty feel (enhanced by the boat's state-of-the-art electronics package) with innovative materials (phenolic textile composite, anodized aluminum, glass-reinforced plastic, multilayered tempered glass and Vipla) that recall the original but add a subtle industrial-age edge. Dual seats allow a passenger to enjoy the ride alongside whoever is lucky enough to slip behind the wheel. Only 22 will be built.

For more information, visit riva-yachts.com





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Wood you believe it? Artofkenetik's Hedonist is cold-molded construction

It's not your father's cold-molded boat. This futuristic-looking machine is built to impress. And it did—particularly when it blew past our boat at speeds that had to be close to the stated 40-knot top speed. Three 800-hp MAN engines coupled to Rolls-Royce Kamewa waterjets move *Hedonist*, the 63' mahogany-planked boat with an interior (on this hull two cabins, including an open master and lounge area) that is a cross between a bachelor's pad and a nightclub. The yacht carries its own 50-knot custom tender, housed neatly in a garage with a cover that contours the shape of the small boat within. The custom-built seats at the helm are incredibly comfortable and ideally positioned to view a range of screens, gauges and knobs, chosen as much for their ability to drive the boat as to look utterly cool. Art of Kinetic, based in Serbia and Germany, conceived and built this boat, which has to be an irresistible toy for a well-to-do playboy. While design is the primordial aim here, this boat features some very practical solutions to hide unsightly steps and turn the anchor into an object of beauty. The hinges in stainless steel are engineered and tooled to work smoothly and look great. Needless to say, the design emphasizes sleek, clean and flush lines. The one regret is that you do have to sacrifice the sun pad forward, but you can lounge comfortably aft within easy reach of a small fireplace/ice bucket.

LOA: 62'4" (19m)
BEAM: 17'4" (5.28m)
DRAFT: 3' (0.95)
ENGINES: 3 x 800 hp
MAN R6-800
SPEED (MAX/CRUISING):
40/33 knots
RANGE:
370 nm @ cruising
CONSTRUCTION:
cold-molded
DESIGN: Art of Kinetik
NAVAL ARCHITECTURE:
Art of Kinetik

For more information, visit artofkinetik.com

















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Predatory beautyGaleon Raptor Skydeck leaves us enraptured

A sea trial on the newest iteration of the Galeon 700—now available with a small fly—convinced us that Polish builder Galeon knows just how to thrill. This stylish 71' yacht, with a design by Tony Castro, gets to 33 knots with little effort with the largest engine package. It is as pleasant at mooring with all windows and doors open (they completely disappear into the sole), as it is at full speed. The console is attractive, with crisp displays by Raymarine, and comfortable dual Treben seats. Creative design solutions include an automated outdoor stepladder, which tucks away under the skydeck overhang to free up space on the flexible aft deck, equally suited for an afternoon lunch or a lazy afternoon in the sun. The skydeck takes nothing away from the sporty profile and adds an upper helm station for a thrilling ride in the open air. A garage contains a small tender or PWC, which is easily unloaded and lowered automatically into the water using a Bar system that includes remote-control operation of the cradle and swim platform. Inside, LED lighting highlights and softens the contemporary décor that combines dark veneers and tiles with white paneling. Très chic.

FOR MORE INFORMATION, VISIT GALEON.PL

LOA: 71'2" (21.74m) BEAM: 17'2" (5.22m) DRAFT: 3'9" (1.16m) ENGINES: $2 \times MTU$ 1,550 hp max; ALTERNATIVE ENGINE PACKAGE: $2 \times 1,100$ hp









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Charmed Vicem 78's cruiser is all but wooden

This new model is a bit of departure for Vicem Yachts in terms of interior décor. Just as previous examples we've seen, the new cruiser showcases attractive joinery. But the wood selection and finish (anigre) give the interior a slightly more contemporary feel than the shipyard had accustomed us to. It's no coincidence. In Cannes, CEO Alberto Perrone da Zara and his team said the builder intended to grow its European market, without of course losing its traditionally strong US-based clientele. No worries. This gifted and responsive cruiser (built in wood encapsulated in resins, which appears as a decorative element in the master stateroom) still features the classic exterior styling that has made Vicem Yachts a popular choice from Palm Beach to Newport, and the nautical décor is perfectly at home in Florida and the Bahamas. Range is up to 1,050 nm, and appropriately there is plenty of storage aboard for multiple-day cruises. Still, if need be, you can rally homeport quickly, as top speed is a dynamic 17 knots. This well-balanced hull comes equipped with Trac stabilizers for extra stability and bow and stern thrusters for maneuverability.

FOR MORE INFORMATION, VISIT VICEMYACHT.COM

LOA: 82'6" (25.15m) BEAM: 21' (6.4m) DRAFT: 5'9" (1.75m) ENGINES: 2 x MAN V8 900 hp Common Rail SPEED (MAX/CRUISING): 17/14 knots RANGE: 1,050 nm @ 10 knots CONSTRUCTION: cold-molded West System epoxy **DESIGN: Vicem Yachts**



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drying and available in clean, bright colors. So what does all this really mean? Simple. You can protect your hull and at the same time make an environmentally smart choice, all with just one slight twist of your screwdriver.







LOA: 78'8" (23.98m)
BEAM: 18'10" (5.75m)
DRAFT: 5'5" (1,64m)
ENGINES: 2 × MAN V12 1,550 hp
SPEED (MAX/CRUISING): 36/28.5 knots
RANGE: 400 nm @ 28 knots
CONSTRUCTION: composite
DESIGN: Can Yalman/Tommaso Spadolini
NAVAL ARCHITECTURE: Numarine



Numarine 78 Dynamic design reaches for global market

A new CEO, Patrik von Sydow, has recently joined founder and chairman Ömer Malaz at the helm of Istanbul-based Numarine with plans to help expand the brand globally. Already, some of the stylish yachts the shipyard has built have found buyers in the United States, and a fly version and hardtop version of the 78 presented in Cannes will make it to the US in a few months. The 78HT, designed by Can Yalman and Tommaso Spadolini, has good looks and great angular shapes. Hard to miss with its high-vitamin orange paint (it's also available in purple), it is innovative. Performance-wise, it also makes a bold statement with a 37-knot top speed and a stable ride even in a chop. Great areas to enjoy the ride include the very wellequipped foredeck area with comfortable sun pads. Numarine is working on its flagship 130 WB, which will make another bold and styling statement.

FOR MORE INFORMATION, SEE NUMARINE.COM





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LOA: 93'6" (28.50m) BEAM: 23'1" (7.03m) DRAFT: 5'11" (1.81m) ENGINES: CAT C18 ACERT 747kW @ 2,300 rpm or MTU 8V2000 M72 720 kW @ 2,250 rpm (optiona) SPEED: 14/13 knots (max/cruising) RANGE: 1,500 nm @ 10 knots CONSTRUCTION: composite EXTERIOR DESIGN: Stefano Righini INTERIOR DESIGN: Carlo Galeazzi

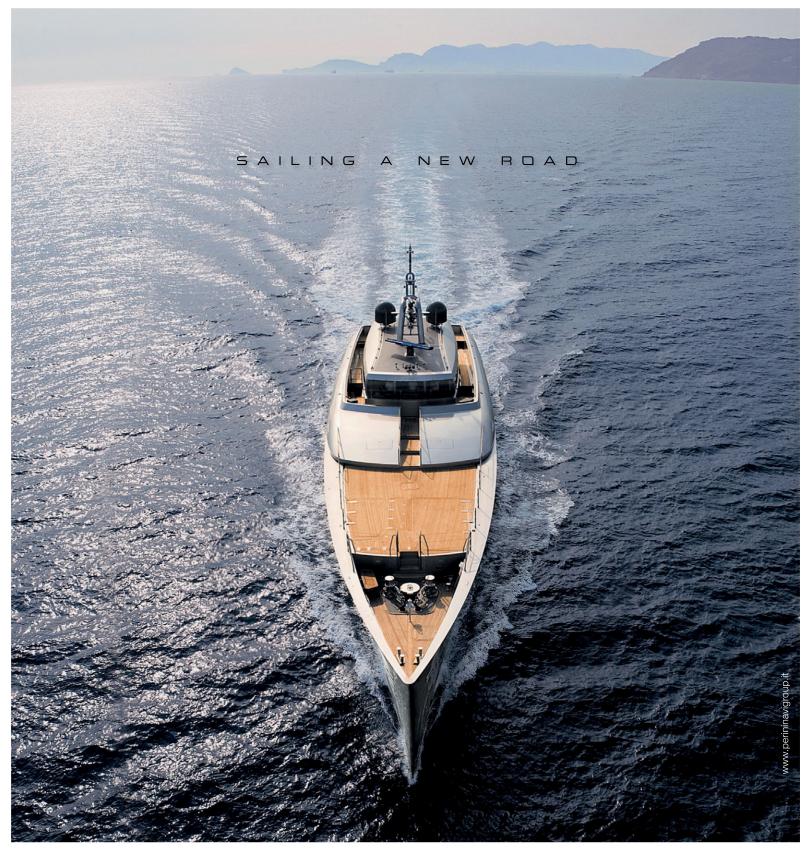
Big boats also come in smaller sizes Benetti Delfino 93

The new *Delfino* 93 left the Cannes boat show for a lovely Med cruise. Perfect weather and calm seas were no challenge for this gifted new mid-range cruiser from Benetti. This is a displacement vessel (105 tons lightship) designed for such pleasure cruising. At 10 knots, its (very) economical speed, seemingly the Delfino 93 can go on forever. But all good things must come to an end, and the yacht must return to the fuel dock before reaching 1,500 nm, its maximum range. The small ship, equipped with Twin Disc zero-speed stabilizers, is utterly comfortable at any speed. Onboard comfort also comes in the form of generously proportioned rooms (even with five cabins), big windows and plenty of outdoor room from the foredeck area to the spacious sun deck (tender and toys have been moved to the garage). Two different interior schemes by Galeazzi Studio are available—contemporary or classic, available in several variations. Our boat had an approachable modern interior with honey-toned woods, thick carpets and electric shades (operated by a multifunctional and pleasantly designed remote). The *Delfino* 93 is a lot of boat, and Benetti made room for three crewmembers, including the captain.

FOR MORE INFORMATION, SEE BENETTIYACHTS.IT







Picchiotti Vitruvius Exuma 50 m







LOA: 74' (22.58m)
BEAM: 22'5" (6.85m)
ENGINES: 2 x MTU 10V
2000 M94 1,550 hp or
MTU 10V 2000 M92
SPEED (MAX/CRUISING):
about 31.5/29 knots or
28.5/25 knots
CONSTRUCTION:
composite
DESIGN: Victory Design/
Centro Stile Ferretti/AYT

Revisiting a classicMochi Craft Dolphin 74

Mochi Craft with help from Ferretti's engineering division (AYT) rejuvenated this popular model with a few important touches that make a big difference in terms of everyday use. Among these changes are larger windows and an extended flybridge deck with a huge sunbathing area, a nice grill and dining area. The engine room was also redesigned as a more practical walkaround space, and the garage, equipped with a PWC launch system, was enlarged. At mooring, the crew can use the garagedoor entrance to walk through the boat without entering the guest areas. The charming classic interior uses plenty of wood and incorporates some of Ferretti's signature design features—large portholes and a breakfast nook in the master stateroom, for instance. This four-cabin boat has tons of charm, but the Dolphin 74 really expresses its personality underway. You'd never know it by looking at its seemingly quaint exterior, but this is a sporty boat. A comfortable and fuel-efficient cruising speed is 26 to 27 knots, and we easily reached the official top speed with the twin MTU M94s. This boat makes neat, tight turns in a riding style that is nothing short of exhilarating.

For more information, visit mochicraft-yacht.com







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LOA: 86' (26.22m)
BEAM: 22'9" (6.93m)
DRAFT: 7'1" (2.16m)
ENGINES:
2 x MANV8 900 mph
(2 x MANV10, 1,100 nm
optional)
SPEED (MAX/CRUISING):
14/12 knots
(standard engines)
RANGE:
1,500 nm @ 10 knots
CONSTRUCTION:
composite

Higher goals Navetta 26 Crescendo

Crescendo in music refers to a gradual increase in volume and intensity. The Navetta 26 Crescendo is based on the Custom Line model, reaching a higher plane in terms of comfort and technology. The word Crescendo has nothing to do in this case with louder sound. In fact, the Navetta 26 proved to be pleasantly quiet and ideally suited for a cruise at 12 to 13 knots with standard MAN V8 engines. This very attractive semi-displacement boat is beamy (about 23'), which results in generous interior space. Larger windows also help open up the space visually. Our test boat featured a light elm veneer and oak soles but other woods are available, as are additional layouts. The lower deck can be set with two large VIPS and identical twin-bedded cabins (like the one we tested), or two guest cabins and one full-beam VIP, nearly identical in size to the on-deck master stateroom. On the technical side, Custom Line has adopted a few big-boat features. Vulkan couplings help minimize vibrations throughout the propulsion system. ARGs, which the Ferretti group uses in many of its models, help minimize rolling motion for a comfortable ride at low speeds. A new flybridge adds to this already very well-endowed tri-deck.

For more information, visit customline-yacht.com









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Steely resolve, Italian style Sanlorenzo 46 Steel Lammouche

No one could peg Sanlorenzo's boss, Massimo Perotti, as a timid man. He invested in Sanlorenzo before the financial downturn, determined to make this Italian shipyard a big-time player. A party at the 2010 Monaco Yacht Show turned the Yacht Club into Sanlorenzo land, with flowing curtains and Champagne, a light show, sushi, and elaborate PowerPoint presentations and videos. There was much to celebrate. In early 2010, the shipyard launched its flagship, the 46m Lammouche, built in steel. With an interior by Francesco Paszkowski, who also worked on the stunning Sanlorenzo 40 Alloy, this 499-GT vessel officially ushers in Sanlorenzo's superyacht era. In fact, the shipyard recently became a member of the Superyacht Builders Association (SYBAss). The 150' Lammouche is all big boat. A 4,000-nm range at economical speed, bulbous bow, five decks, including a service tunnel running through the length of the boat, a professional, integrated bridge, a large garage, and of course a multi-function owners' suite, beach club, sun deck with Jacuzzi and crew quarters for nine.

FOR MORE INFORMATION, VISIT SANLORENZOYACHT.COM

LOA: 150'11" (46m) BEAM: 30'6" (9.3m) DRAFT: 8'6" (2.6m)
ENGINES: 2 × CAT 3512B 2,040 mph speed (MAX/CRUISING): 17/15 knots
RANGE: 4,000 nm @ 12 knots Construction: steel hull/
aluminum superstructure exterior design: Sanlorenzo
INTERIOR DESIGN: Francesco Paszkowski NAVAL ARCHITECTURE: Sanlorenzo









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American-style minimalism Heesen 50m SKY aims high

This fully custom steel-and-aluminum 50m yacht is the largest displacement yacht (650 GT) built at Heesen to date. Formerly known as *Rapture*, *SKY* offers plenty of wow moments. In contrast to many of Heesen's yachts, this big yacht features vertical pilot windows, yet the bow shape and fluid lines remain familiar. That's because the bold and elegant exterior is styled by Heesen's former in-house designer Frank Laupman, who has frequently collaborated with the Dutch builder since he opened his own firm, Omega Architects. The tuxedo-style smoky-gray-and-white exterior envelops a modern Makassar-steel-and-glass interior by New York-based Mojo Stumer Associates. *SKY* is this high-end residential and commercial interior design and architecture firm's first yacht project. The yacht is very much in the now, with carbon elements and natural fibers, up to and including the stylish, panoramic gym. Our guide encouraged us to plunge our arm into a tall container filled with small beans, an organic (and difficult) way to build muscle. Powerful MTU diesels provide a top speed of about 23 knots.

For more information, visit heesenyachts.nl

LOA: 165'8" (50.5m)
BEAM: 31'6" (9.6m)
DRAFT: 10'2" (3.10m)
ENGINES: 2 x MTUV8
4000 M70, 1,570 hp
SPEED: RANGE:
6,000 nm @ 10 knots
CONSTRUCTION: steel hull/
aluminum superstructure
EXTERIOR DESIGN:
Omega Architects
INTERIOR DESIGN: Mojo Stumer
NAVAL ARCHITECTURE: Heesen
Yachts - Van Oossanen Associates

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LOA: 236'3" (72m)
BEAM: 44'3" (13.5m)
DRAFT: 11'6" (3.5m)
ENGINES: 2 x Caterpillar
3516B, 5,364 hp
SPEED (MAX/CRUISING):
16.5 knots/15 knots
RANGE: about 6,000 nm
CONSTRUCTION: steel hull/
aluminum superstructure
EXTERIOR DESIGN:
Nuvolari-Lenard
INTERIOR DESIGN:
Nuvolari-Lenard/owner
NAVAL ARCHITECTURE:
CRN

Gastronomy at sea CRN's 72m Azteca enjoys the good life

This is by far the largest vessel built to date at CRN, although it won't be so for long. After a trying period, CRN, Ferretti's big-boat yard, is building an 80m and possibly a second yacht based on Azteca's 72m platform. This steel-hulled beauty entered the top 100 last year, under its previous name Clarena II. The original owner, who commissioned the yacht designed by Nuvolari-Lenard (who delivered elegant, slender but surprisingly conservative lines as compared to some of their previous designs) is described as a bon vivant. In a way, the yacht was designed around the party life, with a galley of gargantuan proportions plus a second one where the staff can cure ham and cater parties gathering on the upper deck. This airy deck was central to the design, a fresh approach paying homage to the pleasures of the open sea. CRN pioneered balconies and terraces in the owner's suite on the 43m Emerald Star and 50m Ability five years ago. So of course, here they are again on Azteca. The owner's suite is utterly comfortable from the Tai Ping silk and wool carpets—this must be how it feels to walk on air—to the exquisite his-and-hers marble bathrooms (she: mother-of-pearl, he: tiger's-eye) and cinema with 65" wide screen. The yacht is meant for long-distance cruising and top speed is a restrained 16.5 knots, while cruising speed is about 15 knots.

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eyond her simply stunning lines, the 76' (23m) flybridge motoryacht *Georgia* **is an important new motoryacht launch on all sorts of levels.**

For a start, she's the first of a new model in an entirely new Monte Carlo Yachts range of 60'-plus motoryachts that is being developed by the world's largest production boat-building operation, Groupe Bénéteau, which up until now has been noticeably absent in that sector of the market. The budget is big and the determination steely. Its aim within the next five years or so is to become a leading motoryacht builder above 60', and Monte Carlo Yachts is a key component of that strategy.

Also significant is the fact that Monte Carlo Yachts is an Italian company. The MCY 76 is built in Monfalcone, close to the Slovenian border in Northeast Italy. Thus far, most of Groupe Bénéteau's boatbuilding facilities have remained on French soil, save for the satellite operation it opened in the US in Marion, SC, almost 25 years ago to build mainstream sailing cruisers for the North American market and a small-motor-boat operation it has in Poland. But the choice of Italy was really inevitable from the outset. Apart from the fact that Italy is the spiritual home of the motoryacht and so much of the design talent and system expertise is located there, Monte Carlo Yachts

CEO, Carla Demaria, is Italian. And in so many respects, Demaria is Monte Carlo Yachts.

Up until Groupe Bénéteau hired her, Demaria had spent some 25 years in senior roles with the world's second-largest yachtbuilding group, Azimut-Benetti. For this latest challenge, she was handed a clean-sheet brief to develop a motoryacht range that would ultimately compete with mainstream players such as Sunseeker, Princess, Azimut and Fairline.

It will come as no surprise that the design talent behind Monte Carlo Yachts also happens to be Italian. Following the results of five invitations to tender to various Italian firms, Demaria hired the services of Dan Lenard and Carlo Nuvolari's Venice-based Nuvolari-Lenard, which for the more than a decade has been one of the world's most accomplished yacht design studios. They have been responsible for a huge assortment of award-winning yachts built by the likes of Palmer Johnson and Oceanco. In terms of external styling, the MCY 76 really stands out. The brief was for something timeless, a future classic. "This yacht has real personality, and personality

is so very important," says Demaria. The MCY 76 lines are just that, as distinctive as they are sophisticated. And some of the most obvious features are quite unique for this size of boat. For instance, what other planing motoryacht model under 79' (24m) delivers such a "terrace on the foredeck," a massive and mostly flat space that's open to client interpretation, or a Portuguese bridge (the walkaround decking outside the bridge)? The foredeck is truly class leading, and Portuguese bridges such as this are normally reserved for trawlers or explorer-style yachts. Both those features contribute to a unique character.

Also defining are the buttresses at the aft end of the superstructure—note the tinted-glass panels in them and the way they arc up into the superstructure molding, which mimics the curve of the picture windows it shields. And those signature hull windows complement the whole profile beautifully.

Then there's the optional flybridge—a huge and wonderfully comfortable affair compared to the standard hardtop and sport fly versions—, the chunky radar mast **BELOW:** A comfortable lounging area is close to the helm station while a stylish table and chairs are aft, close to the salon entrance **OPPOSITE:** This overall view shows how easy it is to go from cockpit to salon and vice versa





and the opening carbon-fiber T-Top, which is raked down ever so slightly at the front to give her a more sporty profile. That top has even been proposed with solar panels to contribute to onboard power supplies.

Inside, *Georgia* has a very Mediterranean décor. Whitened teak veneers for soles and furniture, plus leather tiling and clean lacquer-work keep her bright and contemporary.

The aft deck and almost all the main salon are on the same level, an unusual feature at this end of the market, and the aft-deck doors open up the whole space. It delivers a real loft feel. Only the bridge area under the windscreen is up a step.

The bridge itself functions well. The majority of the working space is under the starboard half of the wind-screen, with the wheel just a couple of feet off the centerline. The instruments and switches are sensibly placed on horizontal surfaces, and the high bench seat, with a small repeat armrest console, is suitably supportive.

As for accommodations, the interior can be specified

with three ensuite cabins and with the galley situated up or down. But this first one has four ensuite guest cabins and the galley down, with a two-bunk crew cabin.

The owners' cabin is aft and delivers a suitable wow, despite the fact the bedroom doesn't occupy the full beam. It's configured with the bed on the diagonal, which softens its presence. Its ensuite facilities are to port, concealed behind two sliding doors; and note the shower stall and head-and-bidet compartments aboard *Georgia* also have their own doors.

Then there's the VIP double forward and two twin-bed cabins amidships, each just as easily specified as doubles or as converting berths.

As for performance, *Georgia* has proved good for around 32 knots at half load thanks to twin 1,400-hp MANs, V-boxes, and conventional shafts and props. But the intention is for subsequent boats to be pushed along by ZF4000 pods and their contra-rotating props, which could cope with 450 hp less for a given top speed and significantly reduce fuel consumption—or push up











the top speed substantially given the same MANs. The MCY 76's wedge-shaped hull has been optimized for these pods.

The hullform, with its high flared bow, is the result of extensive tank testing by Seaway. And it's a stiff structure. The sandwich hull, complete with longitudinal stringers, was infused in one shot; it includes aluminum and Kevlar reinforcements.

The starting price for the MCY 76 is a very competitive €2.5 million (approximately \$3.5 million), which is getting on for 20 percent less than the major Italian competition. And interestingly, the price is the same regardless of key options, such as hardtop or fly, or three or four cabins.

Thus far, the builder has already sold the first three.

The second was due to launch in December, the third in February, and another four could be delivered before July 2011. Demaria also says she plans to have a boat at the 2011 Fort Lauderdale International Boat Show. Ultimately, the intention is to build around 17 of them a year, which means one every 20 days.

Plus, there are other models on their way. Demaria tells us there is an MCY 62 in progress, which will be the smallest in the Monte Carlo Yachts portfolio and should be shown at Cannes in 2011. Then following up behind will be a fill-in MCY 68 and then a bigger one, probably an MCY 86. And eventually, market permitting, there should be even bigger models.

Yes, the launch of Monte Carlo Yachts' new MCY 76 is a big deal on multiple levels.

ABOVE: The VIP is located forward and there is a third cabin with twin beds (it could easily be another double room), located amidships

ON BOARD





ABOVE: The optional flybridge is a comfortable affair; the bridge, located a step up from the main salon, functions well with its wheel a bit off centerline









MCY 76' Georgia

LWL: 73'4" (22.35m)
BEAM (MAX):
18'6" (5.65m)
DRAFT:
5'3" (1.59m)
AIR DRAFT:
26' (7.92m)
DISPLACEMENT (DRY):
45.5 tons (100,000 lbs)

LOA: 75'7" (23.05m)

DISPLACEMENT (FULL LOAD): 51.5 tons (113,300 lbs)

FUEL: 1,057 gal. (4,000 L)

WATER: 264 gal. (1,000 L)

ENGINES: 2 x 1,400-hp (1,029-kW) V12 MANs

GEARBOXES: 2 x ZF 665V (10°)

PROPS:
2 x NiBrAl 880-mm
diameter four-blade
GENERATOR: 20 kW Kohler
TOP SPEED: 32 knots
CRUISE (MAX): 27 knots
CATEGORY: CE-A
STYLING:
Nuvolari-Lenard

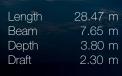
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hile practical, the term "series" is a bit inaccurate. In the 1990s, the Washington-based Westport Shipyards gave up custom yachtbuilding and quite successfully so. But this said, it does not build cookie-cutter copies and is perfectly willing to deviate within reason from its models' spec list to satisfy a client.

"[Westport President] Daryl Wakefield and his team have been very accommodating to me," says *Boardwalk* owner Tilman Fertitta, who's recently rewarded the shipyard's flexibility by acquiring his third Westport. Before the 164, he had a 130, and a 112 before that.

"I have made huge changes in several of them," he says. It is not that he doesn't appreciate what Westport does; in fact, he has returned to Westport precisely because the experienced builder has always delivered. Fertitta does not gamble with the little leisure and family time he can carve out of his action-packed schedule. "They've done the right thing every time; they offer a good warranty, and I have not had any problems, so why would I change?"







As far as his hands-on approach is concerned, he says, "Don't forget, I'm a builder and I enjoy getting involved." Even with its impressive scale (163'10" LOA, 490 gross tons, six staterooms, commercial-grade galley, diving locker, massive radar arch and helipad), Boardwalk pales in comparison with the multiple projects this energetic, 53-year-old Galveston native handles from his company's Houston headquarters.

Landside, one of his most recent projects is a Las Vegas legend, the Golden Nugget Casino and Hotel on historic Fremont Street. He's invested energy and a significant amount of resources into what once was the world's largest casino. After buying the resort in 2005, he built a lagoon, added a nightclub and a

couple of restaurants, and in 2008 broke ground on a 500-bedroom hotel addition—all this a good distance away from the glitzier and trendier part of town. At the time, a financial storm was brewing, and nearly everyone else was battening down the hatches.

In October 2010, Fertitta bought back Landry's Restaurants Inc., which he took public in 1993 when it had nine restaurants. A youthful and confident-looking Fertitta appears on the lead business page of *The Houston* Chronicle before closing on the deal, estimated at \$1.4 billion, including debt. Aside from Landry's seafood restaurants, the group that employs 24,200 people nationwide, also owns the Chart House chain and kids' favorite Rainforest Cafe.

ABOVE: The main deck layout is a bit more casual than most with an open floor plan from the aft deck to the dining room





ABOVE AND BELOW:

The ondeck owner's suite includes an office, a must-have for an active businessman, and the spacious bathroom has a TV set, concealed by a painting, right above the tub

As a father of four, Fertitta knows something about entertaining children, and as the head of a growing hospitality empire, he knows about comfort and keeps a handle on the latest trends. The changes he specified for *Boardwalk* (about nine pages of additions and deletions from the Westport spec list) certainly reflect that.

We toured the yacht with his long-time captain, Tristan Judson. The stylish passerelle in sturdy carbon and attractive teak by Nautical Structures (standard issue on the 164) leads to a roomy foyer with marble and tile flooring and elegant sconces by Wired Lighting. Several of the deletions made are readily apparent: no doors set the dining room and salon apart; the entrance to the foyer is wide; the galley is also open, and there is no elevator; instead, an elegant spiraling staircase is a

light conduit from the bridge deck.

The choices made in the main-deck salon and dining area accentuate the yacht's generous 31' beam. The lovely curves of a sprawling dark brown couch suggest it is welcoming and soothing—just like the deep cream carpet underfoot. A custom detail delineates the dining table set with elegant cream-tone leather chairs. But without dividers, columns or cabinets, the space is more inviting than most formal dining rooms. A colorful abstract painting is the work of Landry's artists in residence.

The galley is a large and appealing space with attractive granite countertops and big windows. Fertitta and his family love to eat healthy and often do what many families do at home—they congregate in the kitchen.









A comfortable leather settee and bar stools are ideal perches around a cooking island set under a large stainless steel hood.

The master stateroom is forward, past an office. That's a great workspace with a view, but workspace nonetheless. Even while exploring the Bahamas in winter or European coves in summertime, Fertitta must stay in touch with mission control, a.k.a. his Houston office, and multiple businesses nationwide. There is even a TV screen above the tub in the master bathroom. In fact, there are lots of TVs.

One obvious change to the Westport 164 is the radar arch. The one on Boardwalk is probably about triple the size of the "standard" arch on some of the sisterships. It is designed to support in style massive domes containing the latest in communications and streaming technology.

It's expensive, Fertitta admits, but the ability to roam and remain in touch is, well, priceless.

We take the interior staircase up to the bridge deck. Near the landing is a bar with a stylish restaurant-style open wine rack. There are a number of highly rated labels from an excellent year for Bordeaux-1995. Another curvy couch in the elegantly casual skylounge, scattered with toss pillows, is a tempting place to curl up to watch a game or a movie.

Forward is the pilothouse. A change Fertitta specified for the very well-equipped and attractive bridge is the settee. It's been curved and elevated, so that it is inviting and provides the best of views above the leather-clad helm console.

We climb up one more set of stairs to the sun deck. One surprise here is the presence of an upper helm **ABOVE:** This stylish staircase is the way to go up and down as the owner opted for no elevator; this decision helped maximize space on the lower deck where all cabins are of nearly equal size, as well as in the bridge deck VIP (with balcony)



ABOVE AND BELOW:

A restaurant-style wine rack is a nice focal point; the skylounge is a great spot to curl up and watch movies; the owner added his touch in the pilothouse where the settee offers a great vantage point

station forward of the Jacuzzi and several chairs ideally positioned to observe the action from on high. This has got to be fun. The yacht is speedy, with a fast cruising speed that flirts with 25 knots.

Gone is the helicopter that usually rides along. It's been sent back to the hangar until the family returns for a vacation. But there is a full assortment of toys, including four *Boardwalk* scooters. Accessing the lazarette from the large swim platform, which is wide enough to accommodate a fighting chair, we find a complete dive locker. The impeccable engine room (the captain has even ordered

special covers to protect the twin MTU engines while the yacht is docked and carpets to hide the metal floor) houses a number of fishing rods stored above the generators. The yacht also carries SeaBobs for the whole family. "Everyone is into everything," Fertitta says.

After a busy day playing, the family can retreat to ultra-comfortable staterooms (four on the lower deck, the full-beam on-deck master, plus the Westport 164 signature bridge-deck VIP with private balcony). All, of course, have their own entertainment centers, TVs and access to a full movie library. The color scheme—









beautiful veneers, dark caramel tones, beige carpets and subtle touches of color—is pleasing, but what add to it immensely are the carefully positioned lights. Sconces, lamps and rope lighting in the recesses of the ceilings or under furniture provide contrast and drama or a soft glow. The captain points out many additions made inside and out (including LEDs strategically angled to shine on the boat name at transom), all specified by his boss. "We probably have four times as many lights than any other Westport 164," says Fertitta. "I don't know how to write, but I do know where to place lights," he adds.

When he was a kid growing up in Galveston, Fertitta

dreamed of owning a yacht (a 60' Hatteras was his goal). With the Westport trilogy he has gone from a 112' bought in 2002 to the 164' flagship he owns today. We had to ask, and then what?

Fertitta says he has no intention of going for a larger yacht. He is not in this to compete with anyone. Owning a larger yacht would mean he'd have to sacrifice access and speed. "I like to go fast and I like to be close to everything," he says.

"What else would I need? It has everything you'd ever want," Fertitta says. After touring the yacht for a second time, we could not argue with that.

"Overall, I am a pretty happy owner."

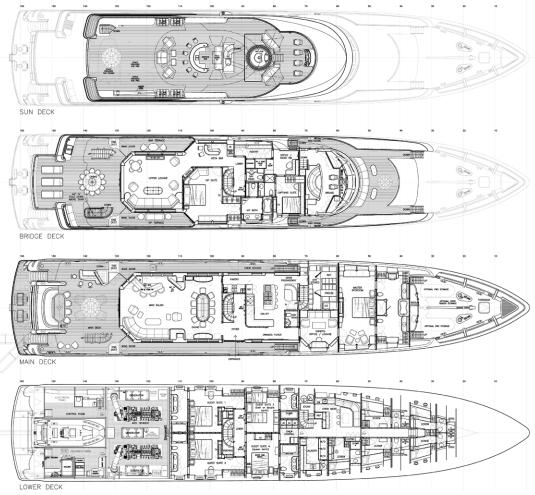
ABOVE: The large sundeck accommodates a helipad and a full complement of toys, including scooters and PCWs; a quiet place to feel the breeze is forward on the bridge deck BELOW: More space is available on the aft bridge deck





ABOVE:

Lighting is very important to the owner and a mix of halogen and LED llights were added inside and out for dramatic effect; Underwater Lights Limited contributed to the glow





For more information, visit WESTPORTYACHTS.COM

164' Westport Boardwalk

LOA: 163'10" (49.93m)
BEAM (molded): 30'10" (9.40m)
DRAFT: 7'6" (2.29m)
MAX DISPLACEMENT: 375 tons
(750,000 lbs.)

MAX. SPEED: 24–25 knots
CRUISING SPEED: 20 knots
RANGE @ CRUISING SPEED: 1,700 nm
LONG RANGE: 5,200 nm

HULL/SUPERSTRUCTURE: composite FUEL CAPACITY: 20,000 gal. (75,708 L) FRESHWATER CAPACITY: 2,200 gal. (8,328 L)

ENGINES: 2 x MTU 16V4000 @ 3,650 rpm GENERATORS: Main: 2 x 99 kW Northern Lights, 1 x 55 kW Northern Lights

WATERMAKER: Sea Recovery Coral Sea 3600 3 V/GDP YEAR LAUNCHED: 2010
PAINT:
Awlgrip high-gloss Westport white
NAVAL ARCHITECTURE:
Westport/William Garden
INTERIOR DESIGN: Westport/Owner
DÉCOR: Westport/Owner
EXTERIOR STYLING:
Donald Starkey Designs
CLASSIFICATION/CERTIFICATION: ABS A I



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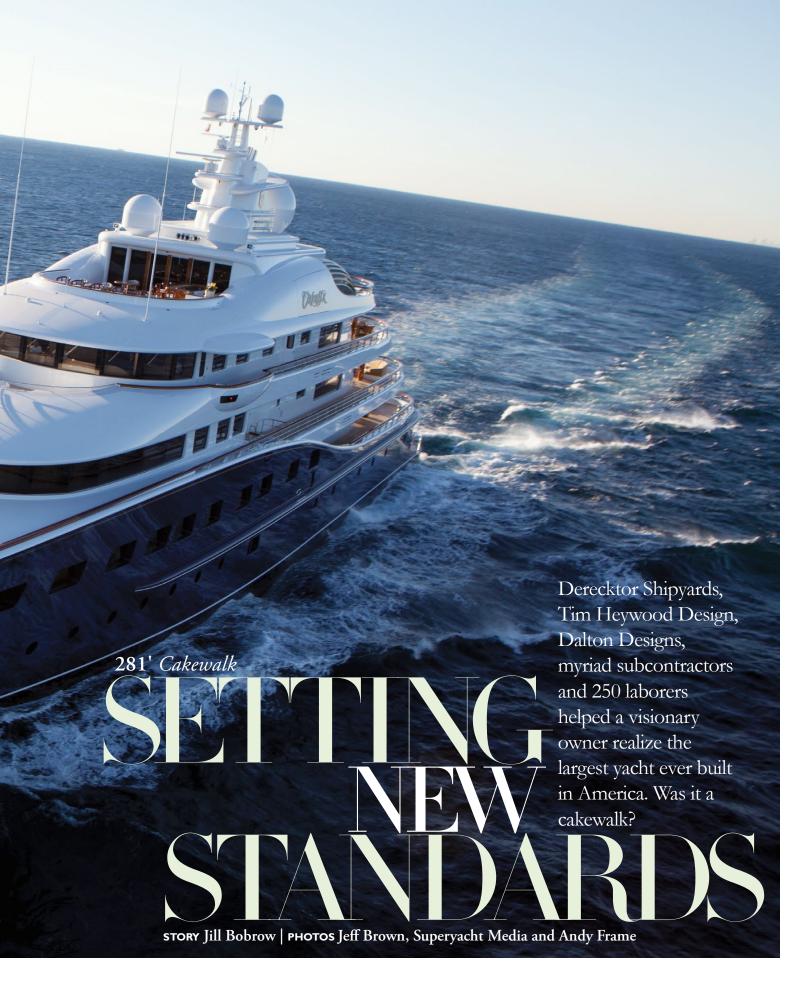
M/Y POLAR BEAR

Citadel's newest 102-foot *Polar Bear* is slated for launch January 2011. This tri-deck expeditionary yacht has a massive 28-foot beam and provides an interior square footage equal to yachts 20 feet longer. The Citadel 102 provides more space, more range, better economy while requiring fewer crew.













t's a cakewalk," in modern vernacular, indicates that something is effortless or easy.

The expression originated in the early days of American slavery and derives from a kind of strutting dance around a circle or a chalk line. The "cakewalk" dance hit its pinnacle of recognition at the 1876 Centennial of American Independence in Philadelphia; the winning performing couple of the "2/4 step dance" was awarded a gigantic cake. In 1902, Scott Joplin immortalized the term cakewalk in his folk ballet, *The Ragtime Dance*.

So does her namesake define the *Cakewalk* in these pages? Was this easy victory? Piece of cake? Child's play? ... Hardly. The making of *Cakewalk* has been an extremely challenging venture, but according to all involved with her creation, both the process and the results have proved extremely rewarding.

Cakewalk is arguably the most celebrated yacht built in the United States in decades. At 281' (85.6m), she is the largest American-built yacht by length since JP Morgan's Corsair IV was launched at the onset of the Great Depression, and just shy of 3,000 tons, she is the largest yacht by volume ever built here. Just as Corsair IV was, Cakewalk was built during a depressed economic time. Bill Zinser, Cakewalk's owner's representative, says the owner had "the guts to do the first real European-style superyacht at an American yard, taking a tremendous risk at one of the worst times in history." Zinser adds that "history will prove it was a smart move."

While *Cakewalk's* early beginnings can be traced back to 2005, the first metal was not cut until 2007. The scale model was unveiled at the September 2008 Monaco Yacht Show. That same week Lehman Brothers bit the dust and the credit crisis created widespread mayhem. The *Cakewalk* project forged full steam ahead.

Having followed the build, I had seen her many times at various stages of completion. Still, I was duly impressed when I saw *Cakewalk* in full glory at her grand debut party held in conjunction with the International SeaKeepers Society at the 2010 Fort Lauderdale International Boat Show. From every vantage point, *Cakewalk* makes a stunning statement.

The realization of this enterprising undertaking is attributable first and foremost to her visionary owner. Having owned several megayachts (including two Fead-

ships,) this Colorado businessman is no novice to the luxury yacht world. The owner and Zinser, his loyal captain for more than 16 years, investigated all possible yards before deciding to award the build to Derecktor Shipyards.

Much to-do has been made of this boat being US-built. It is common knowledge to anyone who has been reading about *Cakewalk* that the owner set out to prove that in America we can build a boat as well as the European builders. During an economic recession and with nearly 10 percent unemployment in the United States, this makes for a nice story, which has been broadly communicated to the international press.

While it is true that the boat was built at an American yard, *Cakewalk* was a collaborative effort involving people of many nationalities. Exterior designer Tim

OWNER'S DECK: This deck amounts to a seven-room suite with an oak-paneled bar and salon, which doubles as a cinema. The aft deck provides for elegant dining. A gym, yoga studio, beauty salon and massage room precede the bedroom









OWNER'S SUITE:

An office serves as anteroom to the master stateroom and its four-poster bed facing a surround of windows. His-and-hers bathrooms feature exquisite marble

Heywood and engineering designers BMT Nigel Gee are British; Azure Naval Architects' Hugo van Wieringen is Dutch, as are engineers Vripack and subcontracted airconditioning experts Heinen & Hopman. The engines are German-built MTUs, albeit purchased through US-based Detroit Diesel.

As on any yacht of high quality, the equipment and specification list is a mixed bag of manufacturing from Ohio to Belgium and Italy to New Zealand. Plus, on any given day at the yard, you meet workers who came from Jamaica, Portugal, Honduras, Italy or elsewhere, all expertly plying their craft in their new home. Just as America is the melting pot of the world, so is *Cakewalk* the melting pot of megayachts. *Cakewalk* embodies the true American Dream story.

Comments heard on the docks along the line that we in America are *finally* building something as well as the Dutch or the Germans are a bit surprising. After all, the United States has historically enjoyed a reputation of being excellent at building, producing and creating. The country still is the world's largest manufacturer, accounting for 20 percent of the global manufacturing output (followed by Japan and China, respectively). We are innovators in technology; how about the light bulb, the Internet, Google, all things Apple, the laser, the solar cell, GPS technology? And this is not the first "good" yacht that Derecktor Shipyards has ever built either.

Founded in 1947 by the legendary Bob Derecktor in Mamaroneck, NY, the shipyard has always enjoyed an impeccable reputation. Back in the day, Derecktor was well



















known for competitive sailing yachts, such as America's Cup defenders Courageous, Intrepid and Stars and Stripes. Of late, Derecktor has built many commercial boats and ferries at its larger and newer Bridgeport facility and has refitted many fine yachts in the Northeast and in its Florida shipyard. Yet, until Cakewalk, the yard had never taken on a project of such complexity and enormity.

President Paul Derecktor, Bob's eldest son, is a contemplative man in his early 50s. He has a rather serious demeanor but can easily break into a charming smile. Perhaps it is simply his New England reserve, but he is not given to verbosity or braggadocio. He admits with a chuckle that he wishes the yard had had a chance to work its way up instead of jumping into an 85.6m. The last sizable private motoryacht Derecktor launched was barely 120' long. But the shipyard had long-standing resources. Paul's brother, Tom, jumped back into the family business when the Cakewalk construction began, and he has proved to be invaluable as chief liaison with the workers, subcontractors and Bill Zinser's team.

"I think it came out pretty well, I am pretty happy," says Paul, summing the build in a few words. He dismisses talk of being late on launching. "Well, with the first big one, we were bound to be a little behind schedule, but compared to others, I think we did okay," he adds. When asked what he thinks Derecktor's srong suit is, Paul is quick to say, "I am old school. Like my dad used to say, the product should speak for itself." As laconic as he can be, Paul does get animated when talking about the experience of building for Cakewalk's owners. "They are wonderful, the best clients we have ever had," he says.

The owner and his wife are experienced yachtspeople who know what they like and know how to get it. Key to getting what they wanted was their long-time captain. Zinser, by anybody's standards, is a gentleman, unpretentious, amiable and forthcoming. And he gets the job done. The Bridgeport yard is a no-frill facility focused

BRIDGE DECK: The more casual bridgedeck salon is a favorite area for the owners and guests to play cards. The bridge itself features state-of-the art electronics by companies such as Raytheon and Furuno, plus offices for the crew and captain. A bird's-eye view shows some of the many areas available for outdoor dining and relaxation



MAIN DECK: The main deck salon provides many options for convivial groupings. Inside the main salon, the focal point is an elegant hand-carved Italian marble fireplace, flanked by bookshelves

on building boats and some of the offices are in trailers. That is where Zinser spent the better part of every week during the last three years.

As far as the rest of the *Cakewalk* team, the owner admired Tim Heywood's work——in particular *Carinthia VII*——and was confident in his ability to deliver the right look for hull shape and exterior styling. Heywood, a dashing icon who has built yachts for royalty, thoroughly enjoyed his experience with the owner and the shipyard. He says he was "always a fan of American engineering and never really understood why the yachting market in the States had never attempted to build larger boats." When discussing his feelings about the finished boat, he says, "The structure, the engineering and the finish are all without comparison, they are really first class." The Heywood hull swoop is in fact quite distinctive. Heywood, with a glint in his eye, calls himself "the king of curves." He says, "Try and build a straight line out of 50 meters of steel and

keep it perfectly straight. Curves can benefit a boat. When the sunlight hits the curves, it brings the boat alive."

Van Wieringen, from Azure Naval Architects, was key to execution. He worked diligently on structure, systems, weight and stability. He has vast experience. Moreover, he had worked with the owner as chief designer on a new build and a refit when he was at Feadship.

The owners have stayed largely in their comfort zone with their *Cakewalk* team. Interior designer, Elizabeth Dalton of Dalton Designs, had worked with the owners on their private homes and other yachts, so she too was reenlisted to help. With the core team and subcontractors in place, the build worked at a full crescendo. Like a classical piece of music, with a director leading string section, then percussion, then the horns, the build of *Cakewalk* was set in motion, each player coming in on cue.

So what about the boat itself? The owner of *Cakewalk* decided to build a boat of this enormity in part to fit in

everything he wanted. The boat, which started at 75m, kept growing in order to accommodate everything. Number one on that "want list" was the capability to carry significant tenders: a 10m limited-edition Aquariva 100 Cento, a custom Intrepid 350 Open Sportfish, an 11.3m Vikal limousine designed by Tim Heywood and four PWCs. Devising a 2,000-plus-sq-foot tender garage that complied with classifications and could allow maneuvering the boats on and off easily was no simple task. The rest of the boat was nearly secondary to the garage.

The boat comprises six guest decks and a tank deck. Some areas have extra-wide promenade walkarounds and others are full beam. A signature spiral staircase (similar to the other *Cakewalks*) connects the guest decks and provides a stunning bird's-eye view all the way from the top down to the main deck. It is easy to get lost on this boat,

so at the risk of sounding like a real estate agent, let's start at the top. The photos and captions on these pages will best describe each of the significant spaces. The sun deck has six-observation chairs forward and a cozy bar to sidle up to. There is a casual indoor lounge and the aft portion of this deck sports the spa pool and loungers. The bridge deck, which includes the sizable ship's office, features multiple stations for captain, crew, and navigation. Guests will find on this level what is affectionately called the card room.

Dalton—a perky, attractive woman—is not a hard-boiled interior "desecrator." She keeps a sense of humor and believes wholeheartedly in her projects. She calls *Cakewalk* an exuberant boat. The whole interior design concept is not that of a "yacht interior", but designed as a home. She worked closely with the owner's wife on this

MAIN SALON: Forward of the main salon is the magnificent oval-shaped dining room with custom-built dining table for 12, built-in breakfronts and an illuminated overhead with a chandelier designed by Elizabeth Dalton









Cakewalk. Perfecting the flow, she tweaked renderings two and three times until it felt right.

The style mixes European and American, classic and modern. The bridge-deck room is Palm Beachy with a pecky cypress overhead. The owners like to play bridge, poker and gin rummy with friends, so this area is meant to be relaxed and casual. The next deck down is the owner's deck. It is tantamount to a seven-room suite. The owner's salon, called the oak room, doubles as a cinema. Before entering the bedroom, paneled in cerused oak, you find both a gym and a yoga/beauty salon/massage room. Naturally, there are his-and-hers bathrooms and adjoining dressing rooms. The main idea behind all of Dalton's decisions was to ensure that every space had a fresh idea. There was definitely not going to be a stodgy man's club feel, no Persian rugs. She wanted everything to feel more modern and jazzy. The furniture is an eclectic mix of chinoiserie, antiques and replicas. Going down one level to the main deck, you find the salon/library where a faux fireplace in hand-carved Italian marble flanked by bookshelves serves as focal point. Overhead is a white-coffered ceiling, and on both sides are enormous picture windows. Forward is the dining salon, with a raised dome overhead and a round stainedcherry dining table with inlays of rosewood, boxwood and ebony under a chandelier designed by Dalton. The carpet in this area was loomed as one piece in Tibet.

Forward of the main deck, unusually, are all the guest cabins. Four feature king beds plus a day bed; two additional cabins have twin beds. The owners wanted their guests to enjoy prime real estate. Each room has a different décor and bathroom appointments so as not to feel too much like a hotel. To that end great effort went into creating different lobbies with special stonework, parquets and custom carpets. Picasso pen-and-inks, oils and antique lithographs are part of the varied artwork. "The people who have the money to charter this boat will have presumably traveled many places and will appreciate fine things," Dalton says.

Two subcontractors did the exquisite woodwork. Ohio-based Merritt Woodwork did the remarkable master suite and card room, among other areas, and Zepsa Industry in Charlotte, NC, handled the guest accommodations, lobbies and stairs. They did a magnificent job. Everywhere you look, you discover some new gem. It takes many visits aboard to appreciate all the nuances. Yacht brokers have their own adjectival phrases to describe the yachts they are touting. They may say something is Feadship-class, Lürssen-built or Oceancostandard. Zinser has coined the term Cakewalk-quality.

The next big one at Derecktor is bound to be a real cakewalk.

SUN DECK: The sun deck features a comfortable bar forward and a swimming pool and lounge area aft. The ceramic mermaid mural was commissioned for *Cakewalk*





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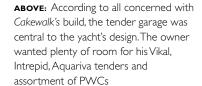
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OWNER'S DECK



MAIN DECK

281' Derecktor *Cakewalk*

LOA: 281' (85.60m)

LWL: 248' (75.08m)

BEAM: 46'11" (14.30m)

DRAFT: 13'11" (4m)

GROSS TONNAGE: 2,998 GT

PROPULSION: 2 × 16V4000 M71 MTUs,
3,306 hp @ 2,000 rpm

PROPELLER:
2 × Rolls-Royce 5-blade single pitch

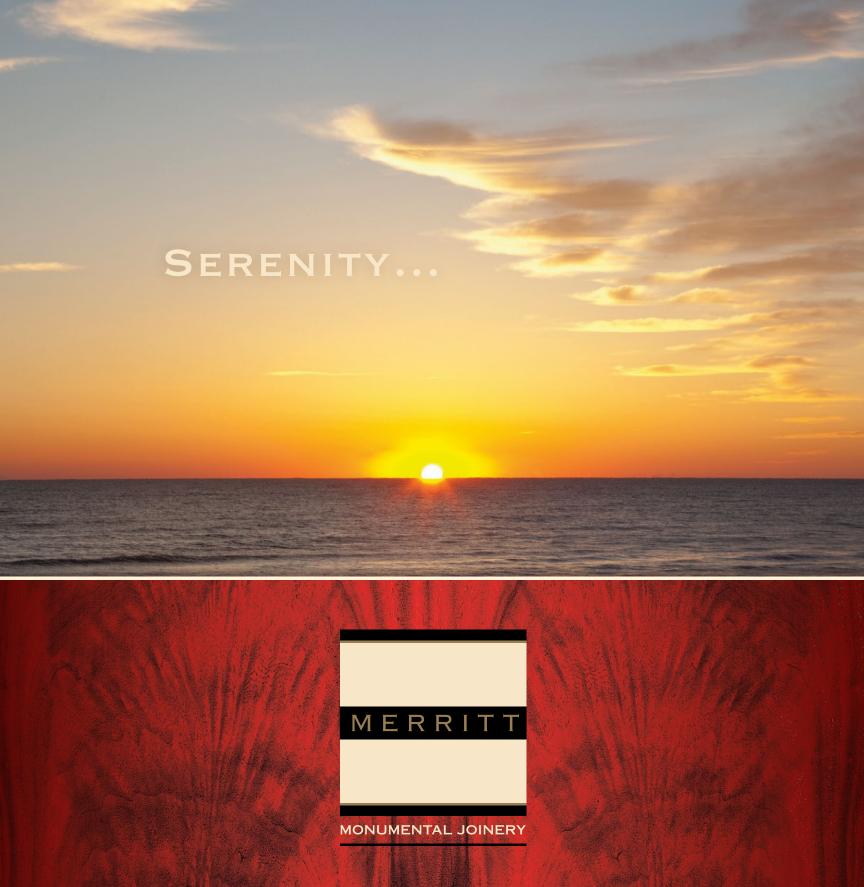
SPEED: 17 knots/15 knots

FUEL CAPACITY: 97,000 gal. (370,000 l)

RANGE: 5,000 nm @ 15 knots
GENERATORS:
2 x MTU 2000 series V12 M-40B @
660 ekW
2 x MTU S60 550 series @ 350 ekW
I x MTU S60 400 series @ 275 kW
STABILIZERS: 4 x Quantum ZeroSpeed
BOWTHRUSTER: Jastram 400 kW
WINDLASSES: Steen
PAINT: Awlgrip
EXTERIOR DESIGN: Tim Heywood Designs

NAVAL ARCHITECTURE: Azure Naval Architects
INTERIOR DESIGN: Elizabeth Dalton, Dalton Designs, Inc
TENDERS: Riva, Vikal, Intrepid, Zodiac
CLASSIFICATION: Lloyd's Maltese Cross 100AISSC yacht (P) mono G6
CONSTRUCTION: steel hull, aluminum superstructure
BUILDER: Derecktor Shipyards
YEAR: 2010

*Original dimensions are provided in the metric system



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Nordhavn 76' Eliana



Nordhavn's attractive aft-pilothouse design proves uniquely well suited to live-aboard cruising for an American couple seeking an active retirement and a different way of seeing the world.

For prospective yacht owners planning to measure their

time aboard in weeks or months, and their cruise itineraries in hundreds or thousands of miles, design priorities tend to skew more toward ensuring the permanence and sustainability of their seagoing environment, and perhaps less toward showy extravagance.

Not to imply that the two sets of attributes are mutually exclusive; indeed, durability and quality are, if not synonymous, certainly complementary terms, and if a first-rate liveaboard cruising vessel looks, acts and feels the part, then it's all the more likely to make each odyssey worthwhile.

Case in point: *Eliana*, a recent entry in Nordhavn's growing fleet of 76' aft-pilothouse motoryachts. From its headquarters in Dana Point, Calif., Pacific Asian Enterprises (PAE) has been busy with a flurry of deliveries to North American

STORY Jerry Stansfield | PHOTOS Steven Cridland



ABOVE: Quartersawn African Cherry keynotes the richly organic tones of *Eliana*'s interior; darker and lighter-hued furnishings add depth and contrast clients, and the 76 represents a healthy portion of that business. Not without reason, for its underlying design offers a functional arrangement within a purposeful exterior style consistent with its long-range mission. Built to its standard specification, the 76 presents an attractive package, but as PAE actively encourages client involvement, most if not all Nordhavns reflect some degree of customization, sometimes purely cosmetic but often considerably more extensive. Given the clarity of their vision and their eagerness to participate actively in its creation, *Eliana*'s owners, Rick and Debbie Heiniger, have placed their new yacht squarely at the custom end of the spectrum.

In general, the Heinigers were seeking a retirement lifestyle that they could enjoy as a couple. "We were thinking about a second home," says Rick, "but could never settle on a single location. We both enjoy traveling, but don't particularly like hotel life." If that sounds like a job description for a long-range yacht, the Heinigers would agree. But in which form would their boat best meet their objectives? The owners envisioned a "living environment that could move with the seasons to any location we chose. It needed to be small enough for just us, and at the same time large enough that we could comfortably have a few guests. Outstanding seaworthiness was paramount for both safety and flexibility." Mindful of the available time and flexible schedule more or less inherent in retirement—and equally sensitive to environmental considerations—Rick and Debbie opted for single-engine propulsion for their full-displacement yacht, and today, well into a busy inaugural cruise season, emphatically uphold that choice. "Cavalier attitudes





about fuel economy are out of date," says Rick, adding, "Our Detroit 60 (series) peaks torque at 1,200 rpm. At 1,400 we get 8-plus knots at less than a gallon per mile." A bulbous bow helps maximize range and, resistant as it is to pitching in open water, aids ride comfort; a Lugger 1064A wing engine powers selected hydraulic systems while providing backup propulsion if needed. Few destinations will lie beyond *Eliana*'s reach.

As planned, *Eliana* since commissioning has served as the Heinigers' primary residence, and so far has logged nearly 2,000 miles on an ambitious inaugural cruise schedule. Along the way, the owners have enjoyed their

yacht's inviting interior ambiance. While their original intent was to develop a purely traditional motif, a visit aboard another Nordhavn yacht (a creation by Northwest-based Ardeo Design, which has worked on many Nordhavn interiors) led them to favor a more contemporary look, a preference they articulated to Ardeo Design's Scott Cole upon enlisting his talents at an early stage of the two-year-plus project. The result is an understated-yet-welcoming theme anchored in geometric patterns and mid-tone joinery, and softened with eased cabinet corners and textured-fabric wall coverings. "We decided on a medium-tone, quarter-

ABOVE: Left, the galley features appliances by SubZero and Miele; overhead cabinets augment storage volume. Right, marble countertops complement joinery and accents BELOW: The sofa was custom-built to conform to the casual, elegant arrangement in the main-deck salon



BELOW: The master suite headboard wall, with its geometric, horizontal motif, emphasizes the wood grain of surrounding cabinetry and paneling

sawn, horizontal-grain African cherry wood joinery," says Cole, "combined with a woven wall covering above a minimalist wainscot for the interior architecture to create a lighter, more casual ambiance." For depth and contrast, light tones of anigre grace cabinet tops and, along with darker Alpi wengé on bed frames, nightstands and tables, complement the cherry. Alpi, a sustainable reconstituted wood product from Italy and certified by environmental organizations including the Forest Stewardship Council and OLB (Origin and Legality of Timber), offers a responsible alternative to less carefully managed sources. Botticino marble countertops and porcelain tile in the galley and the heads complete a richly organic palette extending throughout the boat.

The main deckhouse sole extends from the cockpit to the forward galley bulkhead on a single level, an attribute that has allowed greater flexibility in salon arrangement—and the inclusion of a six-place dining table in lieu of a built-in dinette—but also seems most

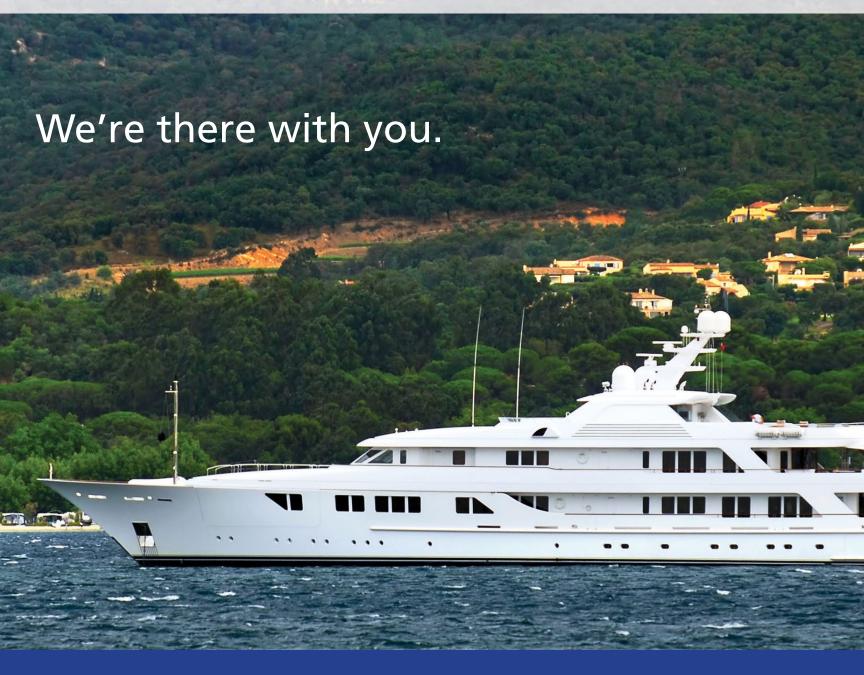
conducive to safe, unobstructed passage within the main cabin. The galley, replete with Sub-Zero and Miele appliances, occupies the forward starboard quadrant of the main-deck cabin; just opposite is a compact vestibule offering stair access forward to the master suite, down to guest accommodations and up to the pilot house, and to a dayhead at the port side.

Just three steps below main-deck level, the master stateroom cabinetry and paneling emphasize the joinery's predominantly horizontal grain. A king-size island bed faces forward toward a good-sized his-and-hers bath with large shower and a separate compartment for the w.c. Like all interior spaces—and many outside venues—this accommodation features extensive LED lighting, favored by the owners for their low-temperature operation, long service life and low power draw. Two guest cabins, both ensuite, occupy the lower deck amidships.

Behind its signature Nordhavn reverse-angle windshield, the pilot house provides good visibility from



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either of two Stidd helm chairs. Forward, aft and to the sides, large windows open up the view. For visibility and comfort, the shipyard also included windows in the forward and aft bulkheads of the captain's (or third guest) cabin. A raised banquette on the starboard side seats guests at a pedestal table sufficiently large for refreshments or casual dining. A navigation center with a swing-out stool is tucked beneath the flybridge access stairway on the port side, and a head just aft serves the adjacent stateroom or for daytime use. Dutch-style weather doors on either side open to walkaround decks for access aft to a sheltered lanai with a settee and table, or forward to a Portuguese bridge that leads to the foredeck. There, logically enough, the aft pilothouse design leaves plenty of deck space for a hydraulic crane and chocks for securing the ship's tender, and for the hardware capable of handling the yacht's twin 300-pound plow anchors.

On the flybridge deck is a second helm station with two additional helm chairs and an observation lounge arranged beneath a hardtop supported on a substantial signal mast. Aft at this level is a mezzanine sun deck overlooking the cockpit two levels below; with its gas grill and dining settee, it is an agreeable location for dockside entertaining. Here, a retractable fabric awning extends aft to shelter the entire cockpit area against sun and rain.

For its live-aboard amenities alone, *Eliana* delivers enviable creature comforts even if it were never to leave the dock. Happily, though, no scenario could be further from the yacht's capabilities or from the seagoing life that its owners have so readily adopted. From any of innumerable subtropical Mexican anchorages, Rick and Debbie can relax these days and contemplate the next legs of their open-ended float plan. Next on their schedule is a passage northward to spend the summer of 2011 exploring British Columbian waterways. And then? "We're undecided after that," Rick acknowledges, but adds, "One thing is certain, though; *Eliana* won't be a limiting factor."

ABOVE: Left, sinks and fixtures in the master head keynote a contemporary, minimalist theme. Right, the VIP stateroom offers a harmonious balance of dark, light and midtoned joinery BELOW: Left to right, screens display a range of navigation and monitoring data; the nav station nests beneath the flybridge access stairway; the observers' lounge offers views ahead and to either side







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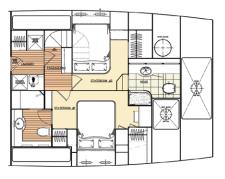
DEBUT





ABOVE: Left, at the main deck aft, a removable awning (not shown) extends aft from the overhead to shelter guests seated at the dining/refreshment table. RIGHT: the expansive foredeck accommodates tender, crane and anchoring hardware; note the large deck box beneath the davit boom







For more information, visit NORDHAVN.COM, ARDEODESIGN.COM



Nordhavn 76 Eliana

LOA: 76'3" (23.24m)
BEAM: 21'0" (6.4m)
DRAFT: 7'8" (2.33m)
DISPLACEMENT:
approx. 126 tons (252,000 lbs)
FUEL CAPACITY:
4,100 gal. (15,520 L)
FRESH WATER CAPACITY:
600 gal. (2,271 L)

GRAY WATER CAPACITY:
150 gal. (568 L)
HOLDINGTANK CAPACITY:
150 gal. (568 L)
HULL CONSTRUCTION: solid FRP
SUPERSTRUCTURE: cored FRP
MAIN ENGINE:
I X MTU series 60 14L, 535 hp
@ 2,100 rpm

GENERATORS:
Onan

RANGE AT CRUISING SPEED:
Approx. 3,300 nm

SPEED CRUISE/MAX:
8 knots/10.9-11 knots
DESIGN (INTERIOR):
Ardeo Design/owners
BUILDER: PAE, 2010

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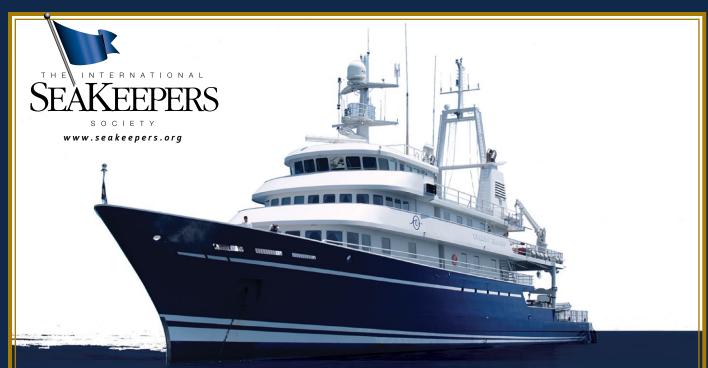






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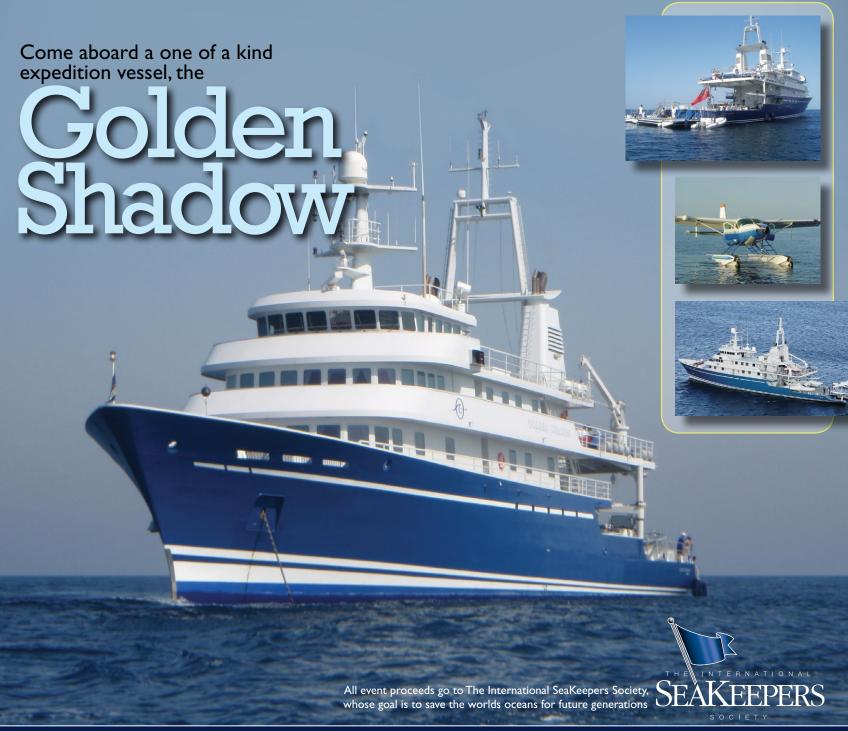






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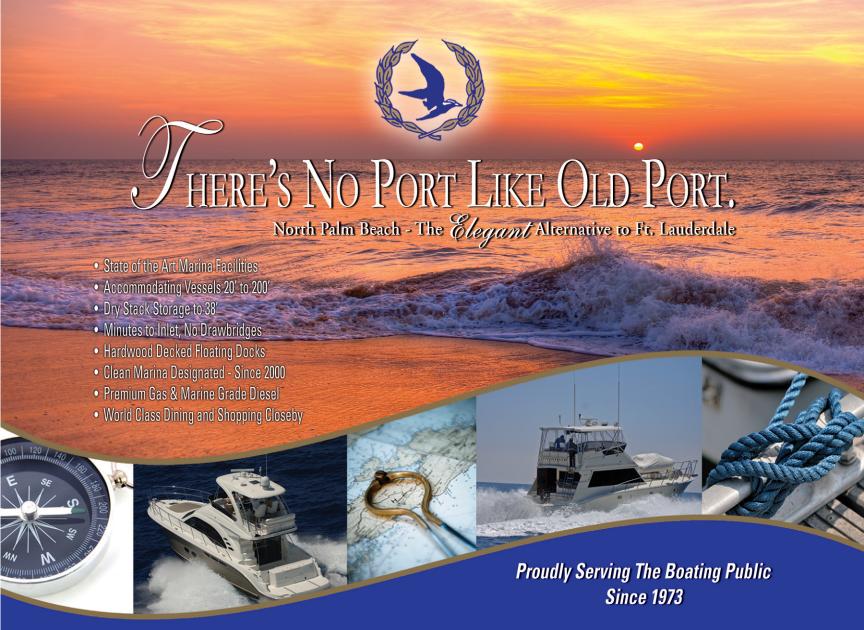














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ABOVE: Opulent neoclassic elegance is evident as guests enter the main salon and dining area

hief Stewardess Elizabeth Kavanagh takes a few steps from the skylounge barstool,

whose horsehair covering has been dyed to appear cheetah, and gazes at the decorative columns on either side of a black-panther portrait. The columns are not of the identifiable fluted or Corinthian variety; their design looks like oversized rose petals or fish scales climbing upward, lavishly bathed in gold leaf. "I call them the artichoke columns," Kavanagh says. "The owner designed them himself. They really bring his personality into the boat."

Bistango is, without question, a custom yacht that reflects its owner's vision and taste. At 203' LOA, the mid-2010 launch dwarfs the owner's previous Benettis, which include the 164' Alibella (owned for just a few months in late 2008) and the 150' Kaleido Beau, a 1991 build. Bistango offers a real evolution of the owner's tastes and, in particular, a refinement of interior style. Whereas Kaleido Beau might be called classically elegant, Bistango is a portrait of neoclassic opulence.





The modern take on sophistication is evident in everything from the master suite's majestic skylight, which is surrounded by burl wood panels, to countless Swarovski crystals embedded in black lacquer furniture. The décor features many custom design details, such as the dining room chandelier. Dozens of pieces of crystal dangling at varying lengths diffuse LED backlighting across 12 rounded, upholstered dining room chairs. The selection of fine Italian marbles (including Botticino, yellow Siena and gold Calacatta) is also noteworthy.

"The owner wanted the best yacht that he could build, the most luxurious and most opulent with the charter market in mind," says Captain Tony Griffith, who, like Kavanagh and Chief Engineer Paolo Figari, was involved from the project's inception. "I'm confident that we achieved that."

Bistango's owner put thought into what types of charter clients might be aboard, as well. Griffith says a great deal of discussion went into the design of the sun deck, for instance, so that high-profile guests can relax in privacy if seen from multiple angles. Similarly, every exterior window on the yacht is coated in a reflective, mirrored finish so that, as Griffith puts it, "no prying eyes can see inside." In addition, international business leaders will

ABOVE: A custom crystal chandelier, black lacquered pieces and fine Italian marbles help set the stage BELOW: The owner's suite makes room for work to enter the picture, and the yacht features V-SAT communications as well as Wi-Fi throughout



BELOW: The lowerdeck guest staterooms are equal in size and amenities (one features twin beds) and are thus ideally suited for all guests, including the charter clientele find VSAT, Wi-Fi and GSM telephone service designed to allow meetings from anywhere the yacht cruises. "If one system isn't working in a particular area, we have backups available," Griffith says. "It is intentionally designed that way."

That's because *Bistango*'s owner plans to explore farther afield than the traditional Mediterranean and Caribbean cruising grounds. Charter clients inquired about availability in the Indian Ocean, and that's just the beginning of *Bistango*'s options. "He wanted a boat that can go anywhere on the planet," Griffith says, "so we put extra insulation in for colder climates, and we upgraded the air-conditioning system so that if we go to the Middle East, we won't have rain inside from condensation. We were very diligent on that front, to make sure everything

will work no matter where we are."

Bistango was built to have a 5,000-nm range, but has exceeded that by an additional 2,000 nm at 12 knots, Griffith says. He attributes the significant change to the original 60m design being stretched by two meters, creating a longer waterline and more economical performance.

"Really, though, the boat is about the interior," Griffith says, "and all of the features for charter guests." They include a space on the sun deck, close to the helipad, where a nook for a treadmill is great for an open-air run. An air-conditioned gymnasium with Turkish bath is nearby, and there is also an outdoor Jacuzzi. Another guest-friendly detail is the skylounge's Yamaha baby grand piano, which can be switched into self-playing mode to entertain 12 charter guests and friends. In fact,





this deck's outdoor dining table comfortably seats 16 guests, if anyone should stop by for dinner in port.

Griffith's favorite outdoor feature is the mast on the foredeck, which folds down to provide unobstructed forward views from within the master suite. "It's something that I had experience with previously," he says. "We were at the Monaco Grand Prix one year, and the charter client asked if there was any way to remove the mast for a clear view, and we didn't have a way to do it. So when the owner broached the subject on Bistango, I said absolutely, let's do it."

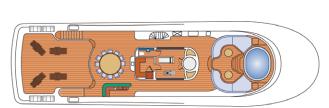
Overnight accommodations have been designed to suit owners and guests alike. The main deck's threeroom master suite's private salon features a sofa, which the owner designed for multiple modes of relaxation. The shimmering taupe sofa with painted black sequins frames four ottomans, which can be configured however guests desire. Bistango's VIP cabin is forward of the skylounge with large windows that provide outstanding natural light. Leather accents on some of the room's walls are a cowhide stamped to look like crocodile skin, Kavanagh says, and gold leaf details are especially intricate in the molding above the mirrored closet doors. "I watched them put tape over every half-inch slat in that molding to hand paint it in the shipyard," she says. "The attention to detail is amazing."

Four additional guest cabins are on the bottom deck, which is accessible via an elevator that services all levels. The aft cabins on the bottom deck, with queen-size beds, are slightly larger than the forward cabins. The forward port cabin has oversized twin beds plus a Pullman berth, and is the only guest cabin with a shower as opposed to a shower-bathtub combination. The forward starboard cabin has a king-size bed plus a Pullman berth. In all of these cabins, the crocodile pattern appears again on brown and green leather walls. A snakeskin-patterned bedspread in the king-bed cabin, which Kavanagh affectionately calls the Python Room, contributes to the animal theme. "It's Versace on safari, this boat," she says. "It really is."

ABOVE: The skylounge is plush and comfortable; a full entertainment system includes Benetti's Best, movies on demand and a self-playing baby grand piano (not pictured)

ON BOARD



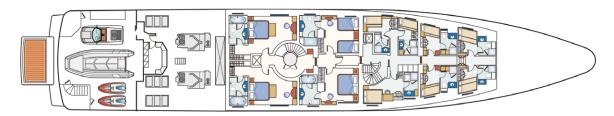




ABOVE: This yacht goes the distance, and the bridge is perfectly equipped for long passages; the outer decks offer plenty of options for dining, sunning and enjoying a cruise









203' Benetti Bistango

LOA: 203'4" (62m)
BEAM: 34'3" (10.5m)
DRAFT: 11'5" (3.5m)
HULL CONSTRUCTION: Steel
SUPERSTRUCTURE: aluminum
ENGINES: 2 x 1760 MTUs
(3,520 hp combined)
GROSS TONNAGE: 1,026 GT

MAX SPEED: 16 knots
CRUISING SPEED: about 14 knots
RANGE: 7,000 nm @ 12 knots
TENDERS: 23' Castoldi, 315 hp jet drive
16' Castoldi, 150 hp jet drive
Zodiac rescue tender
STABILIZERS:
Quantum Marine ZeroSpeed

DESIGN AND EXTERIOR STYLING: Stefano Natucci

INTERIOR DESIGN: Benetti/Mauro Izzo NAVAL ARCHITECTURE: Benetti Yachts

BUILDER: Benetti Yachts

CLASSIFICATION: ABS Maltese Cross AT EAMS - MCA compliant CHARTER MANAGEMENT: Burgess Yachts

*Original dimensions are provided in the metric system





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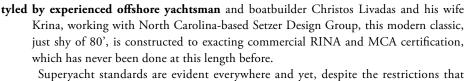
Call Quantum today to discuss the stability and comfort of your superyacht.







ABOVE: The aft deck is more like a patio opening onto a breezy salon with a beach-house feel



Superyacht standards are evident everywhere and yet, despite the restrictions that safety rules impose, the NISI 2400 somehow manages to achieve a relaxed, beachhouse feel, an aesthetic blending with the sea and its surroundings that is both pleasurable and palpable. "NISI embraces everything you need for a superior lifestyle experience: a mixture of relaxed chic, contemporary cool and understated elegance. She's a one-of-a-kind blend of cutting-edge sensibility, excitement and style," Livadas said.

We voyaged on the NISI 2400 soon after her launch. Observing her first from the dock, we note her lines sweeping back from a wave-piercing plumb bow to more flared aft sections (rather like a modern maxi racing yacht). Stainless-steel stanchions and lifelines accentuate the look. The advanced composite Kevlar hull is painted in a warm Alexseal metallic hazelnut color, and the mast is mocha.

A flybridge called an observation deck, a huge walk-through main deck with 11 enormous windows and ultra-sophisticated ensuite accommodations for eight in four state-rooms, plus a cabin for two crew aft and triple 600-hp Cummins engines with Zeus pod

propulsion (alternate engines include 2 x CAT C18s with ZF 4000 Pods or IPS Volvo Penta) cover the basics. But this does not begin to describe the amazing amount of thought and attention to detail that has gone into this boat.

The aft deck, reached from the swim platform where a 12' jet rib sits in its carbon fiber garage, is more like a patio, offering a large outdoor sun bed and spacious hardtop-shaded teak-veneer table surrounded by an Lshaped lounge and individual armchairs. When we got under way, guests soon gravitated to this area. Teak decking here and along the wide port and starboard companionways is laid athwartships (rather than fore and aft), giving the impression that the beam is nearly 20' wider than it actually is. But the first big surprise comes when the innovative curved, frameless doors fold back silently on Soss invisible hinges to reveal a large salon, modern galley and two-seat helm station, all blending seamlessly

with the outer patio décor.

Four huge windows are resplendent port and starboard, and three more face forward, so guests can stand in the salon and experience a quite startling 360-degree view. Another L-shaped lounger, in high-end white washable fabrics from Belgium, is set up here around a glass-andstainless-steel coffee table, which rises to dining-table height. Employing a further distinctly big-boat system, the ceiling is on hangers, and the salon sole and that of the master stateroom are floated on rubber (about two inches) for noise and vibration abatement.

Krina's kitchen has a raised glass top on stainless-steel supports above white Italian and Greek marble veneer countertops, made with a process perfected by a Korean company. No plastic or Corian anywhere on this boat.

The standard InSinkErator disposal clashed with a dishwasher in NISI's galley setup, so the shipyard custombuilt one to fit. Most other equipment is European. Kri-

BELOW: Great picture windows provide an instant connection with the environment: the coffee table can be raised for dinner



na bought, for example, one of those intriguing Kohler faucets that folds away upon itself when not in use, and the multi-purpose stove is from Siemens. Another custom option available, often favored by European owners, is to locate the galley one level down.

Steps descend to a lobby, where a fridge and freezer

Steps descend to a lobby, where a fridge and freezer face an enclosed utility and laundry with washing machine, dryer and fold-down ironing board. Then follows the smartest accommodations setup we have seen on anything smaller than a Feadship. The ensuite VIP stateroom is in the bow, with considerable locker and hanging space, and stretching aft from here is a stunning flush, white-suede-lined corridor, leading to two more ensuite guest staterooms. Most of the doors themselves are concealed in the suede.

The staterooms have full-length mirrors, whitewashed teak, self-opening and closing drawers and lockers,

individual entertainment systems controlled by iPhones, mood LED lighting and marble-clad bathrooms with Italian Faenza six-nozzle showers plus two more overhead (including a detachable one). Astonishing. Remember, this is a 78' boat, built under the 24m rule so that in Europe an owner can operate it with limited or no crew. Headboards in the staterooms are in champagne stingray skin, sourced from English company JMT, and bedspreads are white quilted affairs.

Continuing farther down the corridor, we encounter the beautifully designed master stateroom behind a large feature door. Made of 500 small strips of teak and mahogany, each of which was carefully crafted, sanded and oiled before it was carefully set around a central circular stainless-steel panel, this door alone took 12 weeks to complete.

The full-beam master features six-panel windows on











ABOVE: The bathroom sink was hewn from one block of marble and the faucets are by Ritmonio of Italy; a lounging day bed in the master cabin becomes a spa with a view

either side. To port of the king-size bed with its striking brown-and-white Mongolian pony headboard, is a red earth-colored faux-leather top that becomes a vanity, while on the other is a lounging day bed that, when the cushions are removed, reveals a deep marble spa bath offering views of the scenery.

A frosted-glass door, which opens at the command of a switch, leads to the bathroom where this time the marble basin has been hewn from a whole marble block—and never mind weight saving. After careful weight management, this vessel tips the scales at a fraction more than 40 tons anyway. Faucets in both spa bath and bathroom are of the attractive waterblade type, by Ritmonio of Italy.

The flybridge is reached from the patio by minimalist custom steps that Christos says he prefers because they don't take away from the sense of space on the main deck, but owners can also opt for a more traditional and substantial circular stairway. A sun bed area is aft aloft. Guests then walk through a "doorway" that supports the communications and navigation mast into a small-yet-

comfortable lounge area where another set of full controls are located. When the vessel is at anchor, the helm seat reverses so that the driver can share a glass of bubbly with guests.

A tour of the outer decks reveals some interesting touches. To comply with RINA charter regulations, the stanchions and lifelines need to be even higher, but as that would adversely affect the profile, Christos capped them at a modest height, with screw-in, screw-out stainless steel plugs atop. If RINA compliance is necessary for a charter, it is then possible to add an extra set of lifelines, which are carried aboard.

"It is a bit like safety versus sexy," Christos said. "When I said to RINA, the Italian classification society, that I wanted this vessel fully classed, which costs about \$400,000 extra, they said I was crazy, but I am building these vessels in my new yard in Zhuhai, China, and I wanted to demonstrate that workmanship can comply on all fronts. In the end, RINA said it was an engineering miracle. We already have the innovative Argos Gulf-







ABOVE: The cabin walls are covered with the white suede that conceals the doors; the galley features mostly European equipment, including a cool Kohler faucet; the joystick controls and a Skyhook system work in tandem with the Zeus pods

stream series successfully launched and shown in Florida, and I think NISI, which means island in Greek, will attract considerable interest at \$3.5 million non-classed, somewhat less than competitors in the same length, and with much better range and intrinsic value," he added. The NISI range includes the 2200, 2400 and 2600 (the model number indicates its length in meters.)

Christos showed us the custom spring mooring cleats, which cleverly roll over into a recess when not in use, and we moved forward to yet another sun bed, then to a see-through sky hatch over the VIP stateroom, plus a deck hatch that gives access to a large storage compartment, and finally to the custom anchor pocket, which is Monaco-based project engineer Don Marshall's pride and joy. "Fitting an anchor pocket on a plumb bow, which the NISI 2400 has, is very complicated. "It is really tricky to get the geometry of a big-ship anchoring system to work at this level. We built a balanced two-

fluke Poole-type anchor so that the flukes would trip just as the stock comes inboard, and thankfully it worked," Marshall said. A New Zealand-built Maxwell 2200 windlass complements the system.

Christos, still in his 30s, has owned multiple boats built in America, Europe and China after a successful early career in technology and industrial business ventures. He backed the NISI 2400 out of a tight berth at Club Marina Cove in Hong Kong, using joystick controls from the same SmartCraft company that supplied the state-of-the-art Skyhook system.

The boat doesn't have a bow thruster, but he handled it like a baby, back and forth, until we headed toward the marina exit. The day crew rushing around with fenders in case we hit anything eventually realized that would not happen.

Christos has also introduced a Tricon-designed yacht management system for the NISI 2400, with software

supplied by UK-based Energy Solutions, which allows the boat to plug in anywhere. It has a 120/220-volt 50to-60 cycle system compatible in America and Europe and adjusts onboard power use as required. If shore power is not enough, for instance, the system may start a generator or turn off something that is not needed. Engine performance and tank levels in seven different zones are all available at the flick of a switch.

Heading out into Hebe Haven and Port Shelter, Christos fired up the triple Cummins and Zeus drives, and after a more genteel inland passage cruise for the guests, headed straight into the nor'east winter monsoon swell toward Dai Long Wan.

A powerful police launch following us fell way astern, waves breaking spectacularly over its bow, as we overtook another motoryacht wallowing in the waves. The NISI

2400 was traveling at 20 knots. The sharp bow entry and hull notches deflected water well clear of the decks. Except for one rogue wave, the decks were almost dry.

Top speed with this engine setup is presently showing 28 knots in trials, but the Tricon Marine team that built the boat is confident a few adjustments (including increasing the prop size) will allow the boat to reach 30 knots. The ability to make 1,500-nm passages at circa 9 knots is already a given, and that is a whole lot more than most other boats this size can manage.

Back aft, the engine room is spotless and has a seethrough floor so that all-metal piping beneath the sole can be monitored. A cabin for two crew sits nearby.

In the endgame, Christos says he wants owners to rediscover yachting's simple pleasures, and he seems on track to achieve just that.

BELOW: Many details make this boat appealing, the comfortable and practical console on the "observation deck," the stylish stairs from the aft deck and the beautifully done teak and anchor







ON BOARD









ABOVE: Further adjustments and sea trials with the triple Cummins and Zeus pods yielded a 28-knot top speed, but the inviting sun pads on the aft deck and observation deck make the case for a more relaxed pace





NISI 2400

LOA: 78' (23.5m)

LWL: 74' (22.5m)

BEAM: 19' (5.75m)

DRAFT: 3.6' (1.12m)

ENGINE OPTIONS:

3 x Cummins, 1,800 hp

(other options available)

PROPULSION: Zeus pods

TOP SPEED: 28 knots
HIGH-SPEED CRUISE: 23 knots
RANGE @ 9 KNOTS: 1,500 nm
FUEL CAPACITY:
1,409 gal. (5,334 L)
FRESH WATER:
558 gal. (2,100 L)
BLACK WATER:
200 gal. (757L)

GREY WATER: 200 gal. (757 L)

CONCEPT AND DESIGN:
NISI Yachts/Setzer Design

CONSTRUCTION:
Advanced composite Kevlar

BUILDER: Tricon Marine Group

CLASSIFICATION: RINA Charter,
MCA Commercial (MGN 280)







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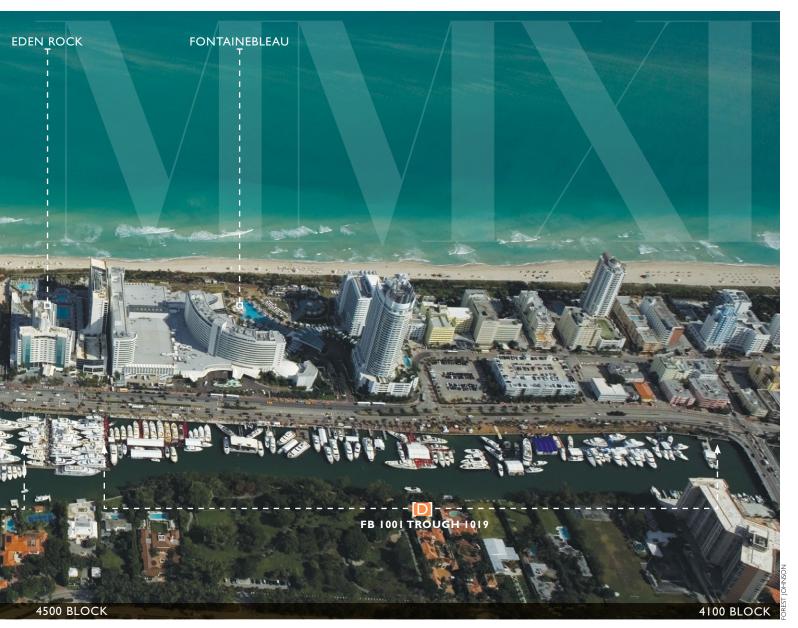
Kevin Bonnie +33.616.39.1959 kbonnie@iyc.com



The Yacht & Brokerage Show unfurls over 1.3 miles from 41st (Arthur Godfrey Road) on the south end to the 5100 block of Collins Avenue (A1A) on the north end. Ramp 1 in on the north end, and numbers go up, moving south.

- Organizers this year introduce Megayacht Row, regrouping yachts for sale through big boat-brokers such as Oceanstyle, Camper & Nicholsons and Denison Yacht Sales
- [B] Heading south, the fishing section with exhibitors such as Egg Harbor, Buddy Davis, Hatteras and Viking is next, just north of the newly created sportfish exhibit tent (4900 block, just north of the Miami Beach Resort)
- In the central brokerage section—slips 750 to 30, moving south—you will find boats in all sizes, including new yachts from builders, such as Christensen, Hargrave, Trinity Yachts (International Yacht Collection) and Westport. A trawler dock (slips 401 to 414) is across the 4700 block
- The new boat section—Slips FB1001 to FB1019—regroups new production boats from the likes of Azimut Benetti, Cranchi, Intrepid, Ferretti (and brands Bertram, Pershing, Riva, etc.), Princess and Sunseeker

The Miami International Boat Show spreads from Bayside Marketplace (Strictly Sail) to Sea Isle Marina (motor boats 14' to nearly 100' in length) to the Miami Beach Convention Center (smaller craft, tenders, performance boats and marine accessories). See map next page.



WHEN

February 17-21, 2011. Shows open 10 am daily

WHERE:

Miami and Miami Beach

WHAT

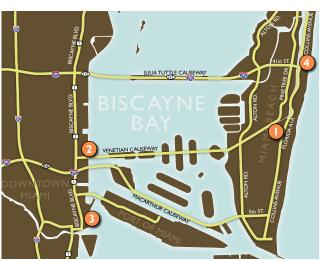
MIAMI INTERNATIONAL BOAT SHOW & STRICTLY SAIL TICKETS REQUIRED

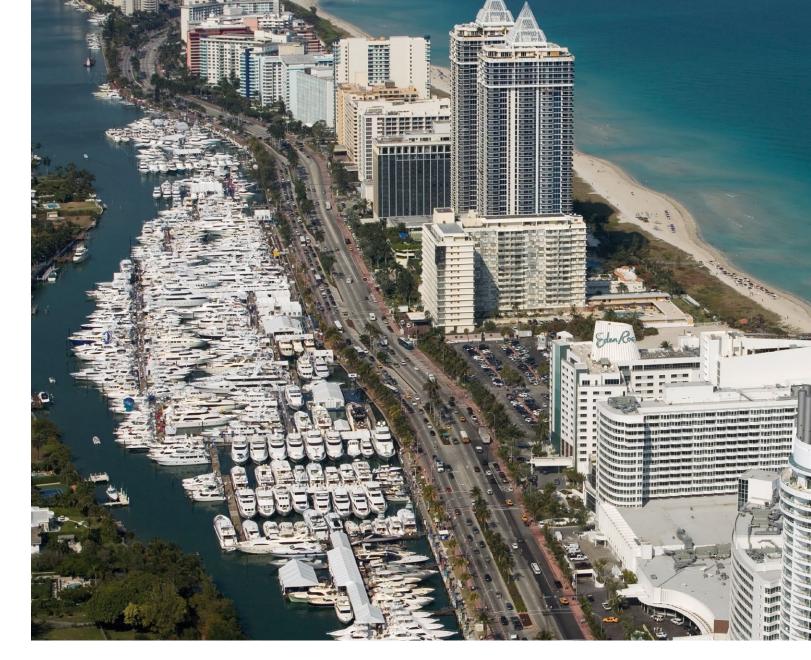
- Miami Beach Convention Center, 1901 Convention Center Drive
- ²Sea Isle Marina & Yachting Center, 1635 N. Bayshore Drive
- **3** Strictly Sail Miami at Miamarina at Bayside, 400 Biscayne Blvd. **MIAMIBOATSHOW.COM**

YACHT & BROKERAGE SHOW - FREE

Collins Avenue between 4100 to 5100 block

SHOWMANAGEMENT.COM





2011 MIAMI SHOW

SCENES FROM MIAMI BOAT SHOWS PAST:

The Yacht & Brokerage Show (above) and MIBS at Sea Isle Marina and the Miami Beach Convention Center; this year Strictly Sails returns to Bayside (not pictured)





It's that time of year again—time to salute our US presidents and head for sunny Miami to peruse the docks for a patriotic purchase: how about a yacht, a fishing boat or a tender? All (and more) are on display at the three boat shows under way Presidents Weekend, February 17 to 21. While the Miami International Boat Show (MIBS), Strictly Sail and the Yacht & Brokerage Show attract many international manufacturers, recreational boating is a source of thousands of jobs and helps support the local economy. In fact, acknowledging the weight the boating industry has, the Florida legislature recently capped the sales tax (formerly six percent applied to the entire transaction amount) to a maximum of \$18,000, making it more palatable to acquire a multi-million yacht in Florida. And, while the Miami shows traditionally are great to locate the hottest new small- to mid-size production boat—this is a veritable who's who of the boating world—, more superyachts have turned up, especially at the Miami Beach location (home to the Yacht Brokerage Show, which belongs to the Florida Yacht Brokers Association), with each passing year.

MIBS estimates 91,415 visitors viewed 1,970 exhibitors last year. The Yacht and Brokerage Show fills more than 1.2 million square feet with 500-plus new and brokerage yachts. In all there are thousands of craft, from less than 20' to close to 200' for waterskiing, fishing, racing, cruising, exploring and, in general, casting off.

SNEAK PREVIEW





BOAT LISTING

The following pages offer a limited sampling of new yachts making their Miami debut. Many more awaited confirmation at press time. In addition to the yachts, smaller-size boats from J Craft (new to MIBS) to Chris Craft, from fast boats to trawlers will meet in Miami. Suffice it to say, if you are looking for any kind of a boat and a winter getaway, this is the place to be.

Boats were confirmed at press time but attendance is subject to change.



CHRISTENSEN

162' REMEMBER WHEN

The 162' (49.38m) Remember When, the latest yacht in Christensen's Custom Series, was recently delivered to a repeat client and avid yachtsman. The composite yacht from Washington-based Christensen sports, among other refinements, a Navis Dynamic Positioning System. She accommodates 12 guests in six staterooms, plus a crew of 11. The interior by Carol Williamson & Associates features intricate marble work and full walnut joinery created in-house at Christensen. Remember When tops out at 17 knots, and at cruising speed, she has a 4,000-nm range.

LOCATION: YACHT & BROKERAGE SHOW, SLIP 507 CHRISTENSENYACHTS.COM



WESTPORT 164

Although it features many custom features specified by her owner, *Boardwalk* (our cover yacht) is a great example of the Westport 164 series, which began with *Vango* in 2006. Aside from a Westport 164, the Washington-based builder will show a Wesport 40m (formerly Westport 130), Westport 112 and Pacific Mariner 85.

LOCATION: YACHT & BROKERAGE SHOW, SLIPS 45-59, 63 WESTPORTYACHTS.COM



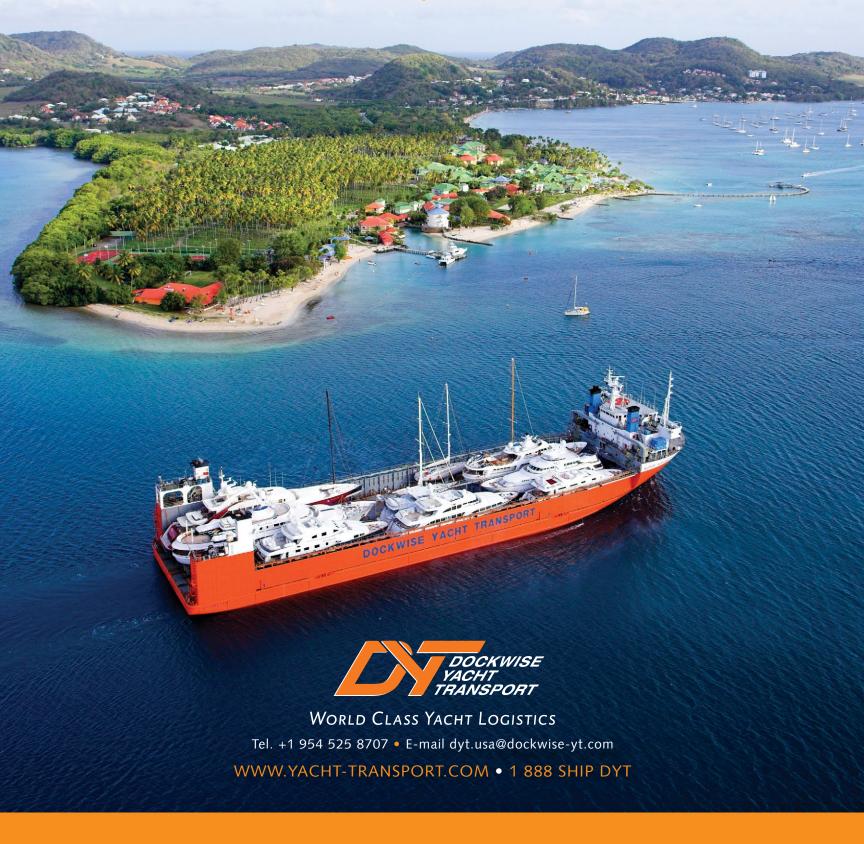
RICHMOND YACHTS 150' STATUS QUO

This voluminous yacht is a sensible, enjoyable vessel with spectacular cruising abilities (see *Yachts International* November issue for a complete review). Her luxuriously classic interior is designed primarily for comfort. The 150' (46m) tri-deck, built in composite in Canada, also serves as a showcase for the shipyard's prowess in fine cabinetry and

joinery. Plus it is the first Richmond to accommodate a helipad.

LOCATION: YACHT & BROKERAGE SHOW, SLIP 150 RICHMONDYACHTS.COM

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ITALYACHTS

141' AZUR

The reorganized Rodriguez Group introduces this Italian-built and designed 141' (43m) sporty flybridge yacht. With triple 2,400-hp MTU M93s and Kamewa transmission, Azur reaches a top speed of about 35 knots. A discreet flybridge with low-profile arch and large sun bathing area on the foredeck allow passengers to really feel the yacht's speed. With the sporty profile comes a modern interior décor. A variety of interior schemes are available, but the layout calls for a main-deck salon and dining table located aft of the elevated helm station, and lower-deck staterooms.

LOCATION: YACHT & BROKERAGE SHOW, SLIP TBD RODRIGUEZGROUP.COM



HARGRAVE 135' DRFAMER

The Hargrave Custom Yachts fleet's new queen, *DREAmer*, is a 135' (41m) tri-deck with a beam of 27'. The yacht also has a generous top speed of 20 knots, thanks to its twin Caterpillar C32 engines and a 10,000-gallon fuel capacity for longer cruises. Custom-built in Turkey for a three-time Hargrave owner, the yacht features contemporary styling outside, and a comfortable modern décor by Yacht Interiors by Shelley. The RINA-certified *DREAmer* features six staterooms for up to 13 guests and generous crew quarters for eight. This yacht is one of 10 yachts, including semi-custom ones, Hargrave is expected to display at the show.

LOCATION: YACHT & BROKERAGE SHOW, SLIPS 25-34 HARGRAVECUSTOMYACHTS.COM



FEADSHIP

128' GO

The latest in Feadship's SL39 custom series, *Go* is clearly different from her predecessors (*Ocean Mercury* and *Kathleen Anne*), even though De Voogt Naval Architects styled all three. As far as the interior, Feadship selected Dutch FPA Architects, who won the design challenge the builder had organized, with its modern and approachable décor. Flexible accommodations for up to 10 include two staterooms that combine to create two full-beam suites. With a good flow between crew and guest areas, this vessel is pure condensed Feadship quality and amenities.

LOCATION: YACHT & BROKERAGE SHOW, SLIPTBD FEADSHIPNI.





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IAGYACHTS

127' PRIMADONNA

One of the more interesting vessels to launch lately is this Italian-Taiwan build. *Primadonna* offers a sophisticated interior in a large-volume layout, advanced engineering and state-of-the-art entertainment facilities. Outfitting is in an appealing blend of oak and wengé woods, fabrics and leathers. After Miami, an encore appearance is planned for the Palm Beach International Boat Show (March 24–27). This is the first of several semi-custom and competitively priced IAG Yachts. More is to come. An IAG 100 series has started building in the shipyard's new tailor-made sheds.

LOCATION: YACHT & BROKERAGE SHOW, FB 1010 IAGYACHTS.COM



HEESEN 3700 122' PERLE NOIRE

OceanStyle is showing the 2010 Heesen *Perle Noire*, One of the latest examples—the ninth—of the Dutch builder's 3700 series. Built in aluminum like her sisterships and delivered in 2010, the black-hulled *Perle Noire* does not just look fast, she is. Top speed, maxing her twin 3,650-hp MTUs, is about 31 knots. She also has a 2,000-nm range at a more economical speed. *Perle Noire* is sophisticated inside (with a contrasted décor that resonates with echoes of post-WWI Art Deco) and out with her Omega Architects styling. Five staterooms include a great on-deck master suite. While discreet, the sun deck has room for a Jacuzzi and a bar. *Perle Noire* also has a huge sun bed up front and a large salon area with table on the aft deck.

LOCATION: YACHT & BROKERAGE SHOW, MEGAYACHT ROW, SLIP I OSYACHTING.COM; HEESENYACHTS.NL



MARLOW YACHTS FXPI ORFR 97F

Marlow Yachts debuts at least one hull of its new Marlow Explorer 97E flagship line. Marlow fans will recognize the distinctive Marlow lines, but this is an 11' leap in size from the previous flagship. Bigyacht features include a grand salon with separate dining room, five lower-deck guest cabins, a private commissary, full laundry facilities, plus crew quarters aft. Like on previous models, Marlow installed solar panels that help power onboard appliance. This Bureau Veritascertified yacht carries a full complement of toys. To discover more, visit the Marlow display at Sea Isle Marina & Yachting Center.

LOCATION: MIBS, SEA ISLE MARINA, 166–170
MARLOWMARINE.COM

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HORIZON YACHTS

E88

The new 89'5" (27.24m) Horizon Enclosed Bridge, built on a 21' beam, features four ensuite staterooms, plus two crew cabins and a crew mess. Both formal dining and a country kitchen with lots of storage fit into this layout. The skylounge offers up ample seating. An open flybridge is available as an optional configuration. Custom AV includes the Octoplex Switching System for yacht monitoring. The yacht also has hydraulic stern/bow thrusters, a watermaker, digital stabilizers and a 2,500-lb davit, plus all the standard Horizon features. Horizon will also show the new 76'9" Horizon V74.

LOCATION: YACHT & BROKERAGE SHOW, SLIP 414 HORIZONYACHT.COM



SANLORENZO

SI 88

Florida-based designer Marty Lowe has put her imprint on the newest iteration of Italian builder Sanlorenzo's 88' flybridge model. This model, built in composite, has been available for several years, but this new hull clearly reflects today's trends and tastes in terms of layout, colors and use of lighting. Natural light filtering through white shades and flowing curtains and warm wood soles (instead of carpets) soften the edges of modern furnishings in a large and open salon, formal dining room and four staterooms. The 88, sporting gray radar mounds, will be shown alongside a Sanlorenzo 72 and SD92, both also featuring Lowe's work.

LOCATION: YACHT & BROKERAGE SHOW, FB 1004 SANLORENZOYACHT.COM



VIKING

82 ENCLOSED BRIDGE

Viking's flagship since its 2008 launch, the 82 premiered in Miami in 2009. Despite tough economic times, the 82 has proved very popular. Viking shows one of the latest hulls in the 82 series in its enclosed bridge version. In addition to a possible five-stateroom layout (also found in the 82 convertible), the enclosed bridge version has a climate-controlled wheelhouse—effectively a second salon—with raised settee, teak table, AV, refrigerator and wet bar. The cockpit has a mezzanine with ample gear and tackle stowage, plus engine-room access and a walk-though transom door with lift gate.

LOCATION: YACHT & BROKERAGE SHOW, RAMP 9

From concept to completion.



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FERRETTI YACHTS

FERRETTI 800

The Ferretti 800, featured in the 2010 issue of *Yachts International*, is a flybridge yacht that stands out in spite of its strong affiliation with other Ferretti Yachts. Big windows brighten the interior, tastefully decorated with leather and warm elm wood. The 800 also features a versatile galley and panoramic breakfast nook a few steps down from the main deck and four lower-deck cabins, plus crew quarters for four. Twin MTU 12 V 2000 M93 engines give the yacht a 30.5-knot top speed (a more powerful package yields 32.5 knots.) Also making its US debut is the Ferretti 620.

LOCATION: YACHT & BROKERAGE SHOW, FB 1001 FERRETTI-YACHTS.COM



NISIYACHTS

NISI 2400

The 78' (23.6m) NISI 2400, designed in cooperation with Setzer Design, is built to RINA class by the Tricon Marine group. Please see the full review of this very interesting and first yacht in the new NISI series featured in this issue.

LOCATION: YACHT & BROKERAGE SHOW, SLIP 406 NISIYACHTS.COM



VICEM YACHTS

V78 CRUISER

The Vicem V78 Cruiser spotted in Europe earlier this year features light wood interior and a "double crème shade" paint, which provide stylistic twists to the more classic Vicem look. An able cruiser, the V78 reaches a 17-knot top speed, but at 10 knots goes for 1,050 miles. Also debuting in Miami is the new Vanguard 45, shown alongside the 72 Fly and 54 Bahama Bay, equipped with IPS.

LOCATION: YACHT & BROKERAGE SHOW, SLIPS 302–317 VICEMYACHT.COM



AZIMUTYACHTS

AZIMUT 72S

The quick and limber Azimut 72S line with discreet fly makes a repeat appearance in Miami. Naval architecture and a generous power package ($2 \times 1,800$ -hp MAN Common Rail engines) allow the 72S to flirt with 40 knots. This is one of several new boats 38' to 82' the builder is showcasing this year.

LOCATION: YACHT & BROKERAGE SHOW, FB 1007 AZIMUTYACHTS.COM YACHTS + RESIDENTIAL + AIRCRAFT

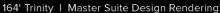


164' Trinity | Main Salon Design Rendering

167' Trinity | Main Salon and Bar Design Rendering



G III Private Aircfraft Interior





167' Trinity | Main Salon Design Rendering

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PRINCESS 72

Viking Sport Cruisers introduces two Princess models to the US market, the Princess 72 Motor Yacht and the Princess 64. Quintessentially Princess, the 72 has a resin-infused deep-V hull, raised bulwarks and clean-flowing lines, plus four staterooms and a crew cabin. Two CAT C32A engines come standard. The 64 also boasts a four-stateroom layout (an optional aft crew cabin is available), plus a huge flybridge with teak table and enough seating for all. The aft deck provides more outdoor seating, and just in case, there's a sunbathing spot on the bow. A hydraulically controlled swim platform helps launch and retrieve a small tender of PCW.

LOCATION: YACHT & BROKERAGE SHOW, FB 1009
PRINCESSYACHTS-US.COM



AXCELLYACHTS

AXCELL 650 CATAMARAN SPORT YACHT

This attractive-looking cat with styling by JC Espinosa was 14 years in the making. The result of an enterprising boater's long-time dream and more than a decade's worth of research into hull efficiency, the 66'-plus catamaran was built at Vectorworks Marine in Titusville, Fla. Tampa-based Lazzara Yachts built the interior. Twin 1,150-hp Caterpillar C18s Acert and Arneson surface drives are designed to allow the 59,000-lb boat, built in composite, to reach a 40-knot top speed and cruise at 36 knots, putting the Bahamas within easy reach of the Florida coast. This is the first Axcell Yachts and more are in the plans.

LOCATION: YACHT & BROKERAGE SHOW, SLIP 411
AXCELLYACHTS.COM



HATTERAS

GT63

The Hatteras GT63 is the newest entry sportfishing convertible in the builder's GT series featuring elegant Carolina styling. Designed for tournament anglers, as well as more casual fishermen, it can reach 41 knots at to speed (with twin 1,900-hp Caterpillar C32s) and features a tournament-class cockpit. A beautifully crafted and open interior provides a great sense of space. Multiple layout options include a four-stateroom, three-bathroom layout. Also debuting in Miami is the GT54.

LOCATION: YACHT & BROKERAGE SHOW, RAMP 7
HATTERASYACHTS.COM

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■ MIAMI BOAT SHOW GUIDE 2011



FAIRLINE

TARGA 58 GRANTURISMO

Fairline showcases the recently introduced Targa 58 Gran Turismo. Light is at the core of the Targa 58's appealing design. The spacious three-cabin express cruiser features an especially roomy master suite with space for a recliner (one of three cabins) and optional fourth cabin with a single bunk (ideal for crew.) The main-deck galley is convenient to the cockpit, accessible via the salon's sliding door.

LOCATION: YACHT & BROKERAGE SHOW, TBD FAIRLINE.COM



SESSA MARINE

SPORT COUPÉ C54

Another US debut comes by way of Italy's Sessa Marine Sport Coupé C54, featuring cutting-edge design by Christian Grande. Capitalizing on its successful C68 (featured in *Yachts International*'s April 2010 edition). Sessa has given the C54 a few of its larger sister's characteristics. It has three guest cabins plus a crew cabin. A Volvo IPS2 system gives the C54 racy acceleration and agility—not to mention a top speed of 34 knots. Sessa's recently introduced C38 is also on display.

LOCATION: YACHT & BROKERAGE SHOW, TBD SESSAMARINE.COM



MARQUIS YACHTS

420 SPORT BRIDGE

Designed by Nuvolari-Lenard, the 43'7" (13.3m) 420 Sport Bridge is the latest addition to the Marquis Yachts line. It features a streamlined, spacious and comfortable open bridge. The rest of the yacht follows the "open" dictate, with a roomy salon, galley, cockpit and large swim platform. The yacht accommodates six in two staterooms. Volvo Penta IPS propulsion (in varying packages) makes it speedy and maneuverable.

LOCATION: YACHT & BROKERAGE SHOW, FB 1006 MARQUISYACHTS.COM



RIVA

33' AQUARIVA BY GUCCI

This model helps mark the Italian fashion powerhouse's 90th anniversary. Fashionistas and boat lovers everywhere will love the boat's glossy Gucci white paint paired with Riva's classic varnished mahogany, waterproof fabric in the iconic Guccissima print, green-red-green web detailing edging the floating line, a green windscreen and, of course, the 41-knot top speed and stellar agility.

LOCATION: YACHT & BROKERAGE SHOW, FB 1001
RIVA-YACHT.COM





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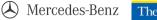






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109' Amnesia I Veb J. Warnke I 1990/1999 | USD \$3,200,000 4 guest cabins all on main deck, great open spaces & light interior, classed Bureau Veritas. Twin engines, 2200nm @ cruising speed of 10 knots great open layout with huge galley, master on main deck, tons or room for toys.



90' / 100' All Ocean Yacht | USD \$7,480,000 Built in steel or GRP, RINA & MCA classed, Master on Main deck,

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120'/126' Inace Aft House Explorers
One each under build, 5000nm range, Luiz de Basto design, Midship master, 4 guest suites. Room for tenders & toys. Starting at USD \$11,550,000.



92' All Seas Yachts | 2010 | USD \$7,500,000 The ALL SEAS 92 is new, turn key, and ready to explore. 5000nm. US built, steel hull, stunning mahogany interior joinery, Hull #2 currently under construction in San Diego.



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MARCO POLO 45m (147') | Cheoy Lee | 2007

Proven Global Cruiser. Five cabin configuration, very private master cabin on bridge deck, gym and cinema. Excellent efficiency using just 26.4 gallons per hour at 10 kts offering a range of 6,000 NM. Steel hull and composite super structure. Lloyds classed and MCA compliant. Very well proven vessel in excellent condition. Motivated seller. Recent \$1,000,000 PRICE REDUCTION.

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FIGHTING IRISH 44m (145') | Westship | 2004 | 12,995,000 USD

Handsome and big volume cockpit motor yacht, five guest cabins, large sky lounge, large deck spaces. Roomy family orientated yacht with great areas for entertaining. Has cruised North America, Caribbean and the Med. In S. Florida and ready to be sold. Seller will consider smaller boat or RE in trade!





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KEIKI KAI 30m (100') | Benetti | 2005/2010 | 6,950,000 USD

Benetti's innovative 6 deck layout of the Tradition series is found only in much larger yachts. Her stunning satin finished interior joinery and artistic stainless steel work are the true hallmarks of what we have come to expect from the craftsmen at Benetti. Under full professional yacht management since delivery she has just had a complete new exterior paint and her Lloyd's class certification renewed. Lying Ft. Lauderdale.

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OHANA | 32m (103') | Cheoy Lee | 1992/2002 | 2,900,000 USD

Rarely does one of these Hargrave designed long range full displacement models come to the market. On deck master, sky lounge, 2 VIP's, economical Cats, new teak decks. Has cruised Eastern Pacific, the Americans and the Med.

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SUNSEEKER 105 | 32m (105') | Sunseeker | 2002/2010 | 4,495,000 USD Beautiful contemporary styling with good performance. Layout includes on deck master, 2 twins plus VIP. Jacuzzi on flybridge. MTU's provide 22 kts cruise. 2450 hrs with W-4 completed. Significant refit work in 2010.

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NORTHERN MARINE | 46m (151') | 2012 | 23,995,000 USD

Five or six stateroom layout, elevator, huge volume with 31' beam and full beam sky lounge. The semi displacement hull is built with vacuum infused composite construction. Cruising speed 18 knots max 20 knots and 3500 nm range@12 knots. Amazing value. Josh Gulbranson \mid Ft. Lauderdale + 1 954 463 0600 \mid josh.gulbranson@fraseryachts.com



PINK SHRIMP | 32m (105') | Expedition Yacht | 2000/2009

Four en suite guest cabins. Handled by minimum crew, but with the characteristics of a much larger ship. 4500 NM range, zero speed stabilizers, 28' Herreshoff sailing tender, 26' military RIB. Well equipped for diving. Amazing interior. Low profile image and extremely safe.

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GALILEE | 32m (106') | Westship | 1994/2002 | 2,695,000 USD

Five stateroom Westship. Desired design in the charter market. Priced very aggressively for a immediate sale. Located in Fort Lauderdale.

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TRILOGY | 31m (103') | Broward | 1988/2010 | 1,585,000 USD

Well refitted vessel with many custom upgrades. Fantastic interior, new paint and engines recently rebuilt. Just had a major price reduction. Ready to go cruising.

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DOLCE VITA | 22m (72') | Uniesse | 2007

Spectacular performance with upgraded 1550 HP engines. Four guest cabins plus Crew quarters for 2. This is an innovative and stylish yacht that is easy to handle. Just completed annual maintenance. Maintained by full time crew of two. Josh Gulbranson \mid Ft. Lauderdale +1 954 463 0600 \mid josh.gulbranson@fraseryachts.com



ONCE AROUND | 29m (95') | Sunseeker | 2003 | 3,450,000 USD

Best priced Predator on the market. Very well maintained, recent work includes new teak decking, new hull paint, two new 5-ton A/C condensers and W-5 engine service completed in 2009. Excellent condition throughout. Seller will accept trades. Ready to cruise this spring. Josh Gulbranson | Ft. Lauderdale + 1 954 463 0600 | josh.gulbranson@fraseryachts.com





MEDUSE | 60m (199') | Feadship | 1996/2006

MEDUSE is one of the best known Feadships, complete with helicopter landing facility, six staterooms including two on deck, cinema, gymnasium, elevator, decompression diving chamber and large tenders.

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MYSTIQUE | 50m (165') | Oceanfast | 1988/2010 | 17,900,000 USD

This extraordinarily beautiful and unique yacht was designed by Jon Bannenberg and built by Oceanfast. She is shallow and fast which make her ideal for Bahamas and East Coast cruising.

 ${\tt Jody\ O'Brien\ |\ Ft.\ Lauderdale\ +\ 1\ 954\ 463\ 0600\ |\ jody.obrien@fraseryachts.com}$



MAJOR WAGER | 49m (160') | Feadship | 1988/2008

Five stateroom Feadship with helicopter capability. Light and bright interior, full beam owner's stateroom, 2 full width VIP staterooms, 2 queen staterooms and exceptional water access and deck spaces.

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FIGHTING IRISH | 44m (145') | Westship | 2004 | 12,995,000 USD

S.Q.N. | 39m (127') | Alloy Yachts | 2003 | 10,900,000 USD

S.Q.N. is a high pedigree vessel, with 4 generous staterooms plus a gym. She has an exquisite flybridge designed for outdoor entertaining, plus a Jacuzzi. The styling and engineering is exceptional, with systems usually seen on far larger vessels. Jody O'Brien \mid Ft. Lauderdale + 1 954 463 0600 \mid jody.obrien@fraseryachts.com



TOUCH | 37m (120') | Louisbourg | 2004 | 7,900,000 USD

Large volume yacht with 4 staterooms. Huge upper deck master with access to private aft deck. Spacious sundeck with exercise equipment. Very successful charter boat. Josh Gulbranson | Ft. Lauderdale + 1 954 463 0600 | josh.gulbranson@fraseryachts.com Jeff Partin | Ft. Lauderdale + 1 954 463 0600 | jeff.partin@fraseryachts.com

SEA BIRD | 34m (112') | Westport | 2000/2008 | POA

Beautifully maintained Wesport 112 with numerous upgrades and custom features, complete interior refit 2008-09. KVH broadband, all new AVIT, new Teak decks, Tender & Mechanicals done in 2009. Seabird is the absolute nicest 112 on the market! Jeff Partin | Ft. Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com



MARLENA II | 31m (103') | Overmarine | 2005 | 4,250,000 EUR

BLACK PEARL | 18m (58') | Donzi | 2006 | 1,950,000 USD

This is a 58' express sportfish built by Donzi Yachts with CAT C32. New paint & in pristine condition. She is a serious anglers dream.

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80' CUSTOM CHEOY LEE COCKPIT MOTORYACHT 2006

Desirable Enclosed Bridge/Skylounge, full walk-around decks, open aft deck with dining, Country Kitchen style Galley, (4) owners cabins plus Captain's cabin, upgraded stabilizers with Datum option and 12 fins, bow and stern thrusters. A fruly nicely engineered yacht with a famous Fexas hull design. Call Wayne Cannava, Central Agent.



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 gense's, bow and stern thrusters, waste treatment....the list goes on and on. Call Jeff Stanley, Central Agent.



88' FERRETTI FLYBRIDGE MOTORYACHT 2005

Gorgeous four stateroom plus crew motoryacht with speeds up to 30 knots. Jet ski garage aft turns into a "teak beach". Very low hours, Mitsubishi ARG "at rest" stabilizer system, stored undercover. Shows beautifully. Price just reduced. Call Jeff Stanley, Central Agent.



65' PACIFIC MARINER PILOTHOUSE MY 2000

Without a doubt the nicest layout, best engineered yacht of her size combined with sea-kindly, efficient hull make this one Owner, low hour motoryacht a rare opportunity. Twin 800 hp CATs, standup engine room, three staterooms, three heads, walk-around decks. A MUST SEE! Contact Wayne Cannava, Central Age 1. 954-646-5099.



76' HORIZON PILOTHOUSE MOTORYACHT 2001

Three staterooms/three heads plus two cabins and head aft, good sized galley, dependable 3412 CAT mains, full walk-around decks accented by varnished teak cap rail. Great option. Asking \$1,450,000. Call Joe Majcherek.



66' GRAND ALASKAN FLUSH DECK 2005

Seattle location offers opportunity for Northwest cruising. Built for extended touring, walk-around decks, bridge w/hardtop, enclosure & sky bar, on-deck Day Head, open galley up, 4 staterooms. Unique. \$1,395,000. Call Wayne Cannava, Central Agent.



68' VIKING ENCLOSED BRIDGE 2008

Under 500 hrs on 2400 hp MTU common-rails, 35 kt cruise, 4 cabins and heads with granite countertops and vanities, teak cockpit with comfy mezzanine. Super clean, loaded with top quality gear – better than new. Call Joe Maicherek for details.



70' HORIZON FLYBRIDGE MY 2000

3412 CATs, two gensets, bow and stern thrusters, Horizon trademark wood crafted interior, large aft deck with Euro-transom, bridge and lower helm controls, two staterooms plus crew, three heads – his + her master. Asking \$995,000.00. Call 954-525-8112 for information.



65' JOHNSON-HIGH TECH MOTORYACHT 1994

Cruise in comfort at 24 knots with Naiad stabilizers. Four staterooms plus crew for two. Great outdoor spaces including fore deck, aft deck and flybridge. All new soft goods inside and out in 2008. Two boat owner! Call Jeff Stanley, Central Agent.



65' WEAVER BOATWORKS 2001

Original owner, pampered with care and updates-recent complete Awlgrip + all new electronics. Very comfortable 3 cabin layout in cherry wood, MTU with top speeds over 40 kts, beautiful teak trim, she stands out in any marina. Call Joe Majcherek for specifics.



62' AZIMUT FLYBRIDGE MOTORYACHT 2004

Best priced 62' AZ in the US! Under 600 original hours, davit/ Novruania tender, custom Pipewelder's top, full teak decks, Yacht Controller with remote, underwater lights, onboard computer system and spare props. Call Joe Majcherek for specifics.



54' CUSTOM CROSSWATER POWERCAT 2005

Economical twin 370 hp Cummins capable of cruising at displacement speeds or top end well into the 20 knot range. Two staterooms plus superb pilothouse with 24'6" beam. Amazing spaciousness. Call Jeff Stanley. Central Agent.



50' BERTRAM SPORTFISH

1994 with tower, 1995 with hardtop Each has rebuilt Detroit 12V71TIs with low hours, galley up, three stateroom/two head layout. Legendary tourney winners. Both are updated. Earnestly for sale. Call Jim McKee, Central Agent.

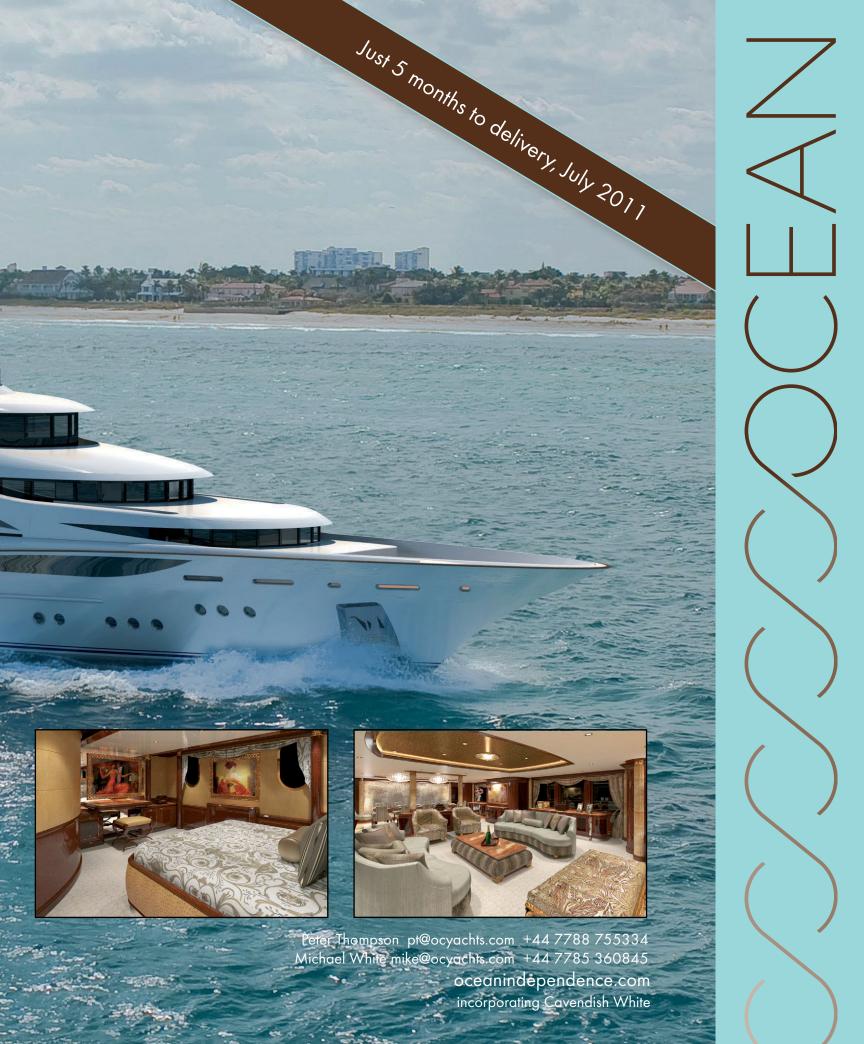
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MI SUEÑO 190' (58M) TRINITY 2010. 7 SR'S C.A. Mark Elliott 305.794.1167 C.A. Kevin Bonnie +33.616.39.1959



QUANTUMOFSOLACE 170' (52M) BENETTI 2001/09. 6 SR'S. J.C.A. Mark Elliott 305.794.1167



WHEELS 164' (50M) TRINITY 2009. 6 SR'S C.A. Chany Sabates III 954.604.2253 C.A. Mark Elliott 305.794.1167



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



ANJILIS 161' (49M) TRINITY 2009. 5 SR'S C.A. Frank Grzeszczak 954.494.7096 C.A. Chany Sabates III 954.604.2253



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ONE MORE TOY 155' (47M) CHRISTENSEN 2001. DOMANI 145' (44M) BENETTI VISION 2004. 5 SR'S C.A. Mark Elliott 305.794.1167 C.A. Frank Grzeszczak 954.494.7096



BLIND DATE 134' (41M) LURSSEN 1995. 4 SR'S J.C.A. Kevin Bonnie +33.616.39.1959



KIMBERLY 128' (39M) PALMER JOHNSON 2000. 5 SR'S C.A. Jim Eden 954.258.3434



VICTORIA DEL MAR 121' (37M) MOONEN 2001/08. 5 SR'S. C.A. Jim Eden 954.258.3434 C.A. Kevin Bonnie +33.616.39.1959



ANTITHESIS 108' (33M) VIKING 2002/03. 4 SR'S C.A. Simon Gibson 561.779.9534 C.A. Michael Mahan 954.439.5049



BAC O BOOC 87' (27M) OCEANFAST 2000. 4 SR'S C.A. Bob Anslow 561.248.5122



LADY DI 84' (26M) MONTE FINO 1998. 3 SR'S C.A. Bruce Schattenburg 954.328.4329



JEANNIETINI 75' (23M) LAZZARA 2007. 4 SR'S C.A. Brad Topovski 754.422.9781

DISPLAY 115 RAMP 20





LADY LINDA 187' (57M) TRINITY-DELMERY 2011. 6 SR'S C.A. Frank Grzeszczak 954.494.7096 C.A. John F. Dane 228.223.7144



FOUR ACES 183' (56M) BENETTI 2005/08. 6 SR'S C.A. Noell Vawter 954.391.3550 C.A. Mark Elliott 305.794.1167



MIA ELISE 164' (50M) TRINITY 2010. 6 SR'S C.A. Mark Elliott 305.794.1167 C.A. Michael Mahan 954.439.5049



MINE GAMES 164' (50M) TRINITY 2007. 5 SR'S J.C.A. Chany Sabates III 954.604.2253 J.C.A. Frank Grzeszczak 954.494.7096



LOHENGRIN 161' (49M) TRINITY 2006/2007. 5 SR'S. C.A. Bob McKeage 954.646.3090



SORAYA 153' (47M) SORAYA 2010/11. 5 SR'S C.A. Kevin Bonnie +33.616.39.1959



CARPE DIEM II 150' (46M) TRINITY 2002/06. 5 SR'S C.A. Michael Mahan 954.439.5049 C.A. Simon Gibson 561.779.9534



MARLENA 144' (44M) TRINITY 1998/2005. 5 SR'S C.A. Kevin Bonnie +33.616.39.1959 C.A. John F. Dane 228.223.7144



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



PENNY MAE 138' (42M) RICHMOND 2004/09. 6 SR'S C.A. Mark Elliott 305.794.1167



CRILI 132' (40M) TRIDENT 1999. 4 SR'S C.A. Bob McKeage 954.646.3090



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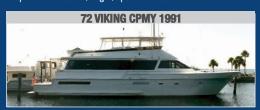
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112' Westport RPHMY 2007/2008 — Bryan Long, C.A.



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



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92' Broward MY 1989 Mark Peck, C.A.



88' West Bay 2003 Andrew Miles, 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.



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75' Hatteras 2001 Alex Rogers, C.A.



74' Jones-Goodell PHMY 1990 Bryan Long/Scott Hauck, C.A.'s



74' Hatteras 1998 Mark Peck, C.A.



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70'Viking 2008 Andrew Miles, C.A.



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



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



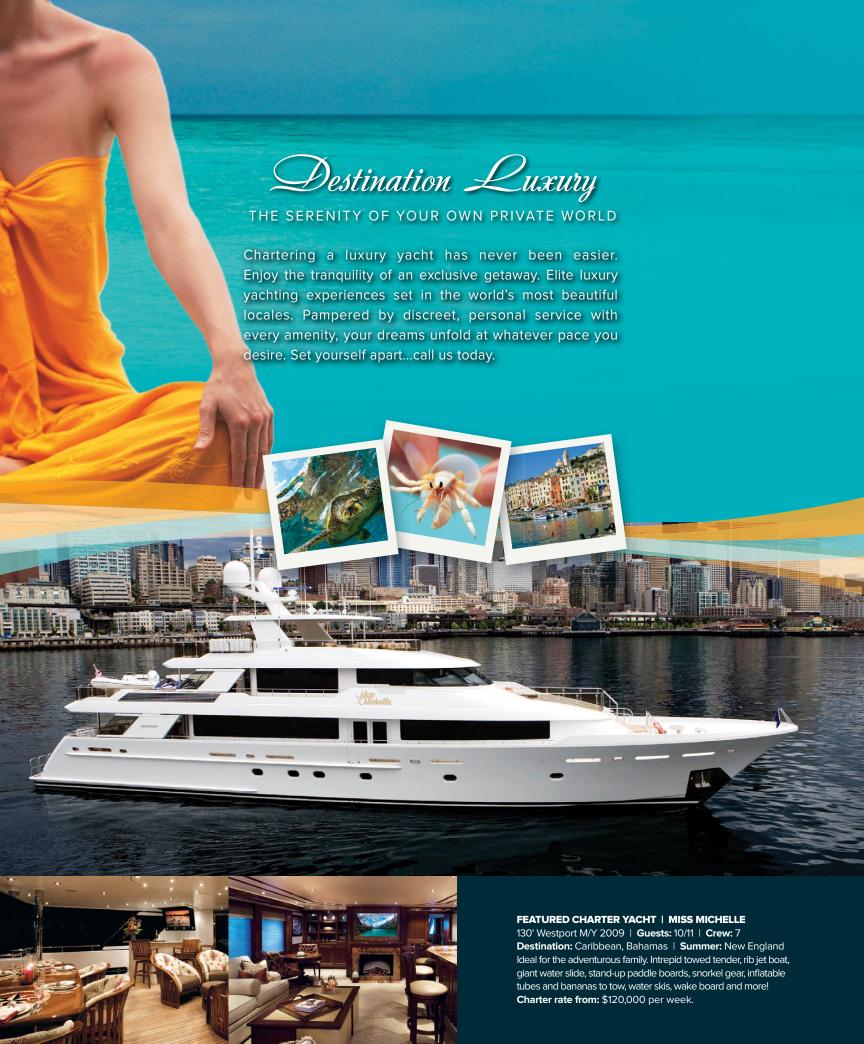
64' Queenship 2000 Mark Peck, C.A.

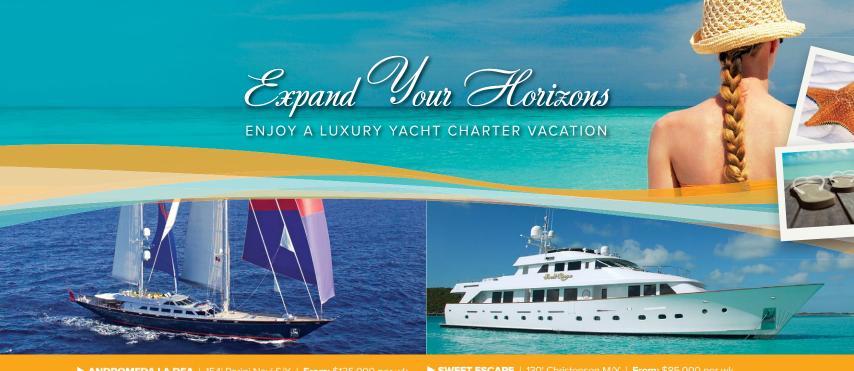


62' Azimut 2008 Mark Peck, C.A.



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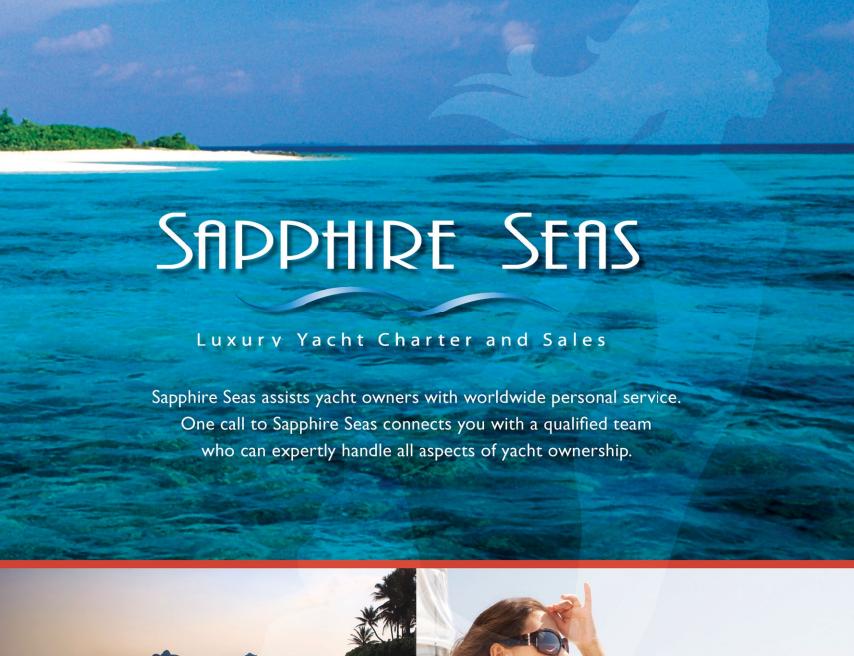








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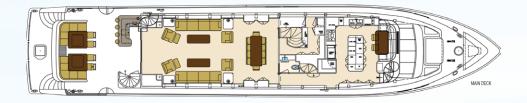




125' 2012 Hargrave Raised Pilothouse | \$14,300,000

This brand new mega yacht is something to inspect carefully. Rather than trying to cram as many little cabins as they can the designer has used open space in a truly impressive way. A four cabin layout means that even the guest suites have king sized berths making her perfect for entertaining your most sophisticated friends and clients! Powered by Cat 1825 hp C-32 Acert engines, 45kW Cat generators, and Naiad At Rest Stabilizers she is going to take some lucky owner to a whole new level of excitement and enjoyment in the world of yachting.







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135' 2011 Hargrave Tri-Deck "DREAMER" | \$19,000,000

The new flagship of the Hargrave fleet makes her world debut at the upcoming Miami Show in February. Impressive by any standard, this fully classed 27' beam vessel can accommodate 13 guests in six suites, great crew quarters and captain suite on the bridge deck. She will reach 20 knots with her Cat C-32 Acert 1850 hp engines and has trans-Atlantic range with 10,500 gallons of fuel. State of the art equipment including zero speed stabilizers, Atlas power systems, etc.

115' Hargrave "MISSY B II" | \$5,900,000

Over \$1,000,000 spent in past 12 months including new flybridge, new paint job, fresh bottom paint, all systems updated and serviced, her superb interior makes this yacht the absolute best deal in our fleet right now. Top rated charter yacht with 5 full staterooms + crew, 40' sky lounge, and popular country kitchen. Powered by twin CAT 3412E engines. The Price just reduced \$2.0 million. Best buy in US market.



90' Hargrave "MY LADY M" | \$5,877,000

Shows like new throughout with only 200 hours total time since new. A spacious yacht with six separate entertaining areas, she feels more like a 110' yacht. Four large guests suites for owner and family and single crew cabin aft for 2. A stable, powerful offshore cruising yacht, C-30 Cats 1550 hp engines, full Naiad Stabilizer systems, bow and stern thrusters, and extensive list of optional electronics and audio visual equipment. She is just delightful to show.



78' Hargrave 2007 "GOOSE BUMPS" | \$3,275,000

Major Price Reduction! Owner is motivated and wants to start his new build. Full walk around side decks. Large TNT swim/dive platform. Custom built flybridge Hard Top for extra visibility, Air conditioned flybridge. Open Floor Plan great entertaining, 4 Staterooms with en suite heads, plus crew quarters aft. Twin CAT C-32 with extended warranties gives 20 knot cruise, no expense was spared in maintaining this vessel. This is the perfect quality yacht for extended cruising in southern waters.



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"SPLASH" 100' RAYBURN MY 2008

An exquisite custom built Motoryacht that is virtually new. Popular C-32 Cat engines, 1650 HP, 2 Northern Lights gen sets, electrical power converter, bow & stern thrusters. Equipped with state of-the-art electronics & equipment & built to the highest standards. Superior joinery w/African Sapele Mahogany wood & custom inlays. A spacious 4 stateroom layout w/2 additional staterooms for crew. The spacious salon is very comfortable with custom furnishings. There is a formal dining area for 8. The galley is open & very spacious including an island cooking station and breakfast dinette. The enclosed sky lounge features navigation & helm station, aft is a dinette seating area w/a full sit down wet bar and L-shaped dining settee. The outside bar and seating is underneath a hardtop. Aft of the sky lounge is a 6 person custom Jacuzzi w/a very spacious boat deck. A must see! *Not for sale or charter to U.S. residents while in U.S. waters.



"D-FENCE" 106' PRESIDENT MY 2008

This 2008 President 106' Tri-Deck Motoryacht sets the trend for larger fiberglass yachts being built with extremely high quality and craftsmanship. "D-FENCE" boasts a 24' beam with walk around decks. In addition, her lightweight construction enables her to cruise at displacement or planing speeds. This pedigree yacht is fully equipped with state of-the-art electronics, machinery and equipment. This Tri-Deck Motoryacht is ready to cruise. Her innovative design and spacious layout sets a new standard for mid-sized Tri-Deck Motoryachts in her class. Trades considered. *Not for sale or charter to U.S. residents while in U.S. waters.

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'GALE WINDS" 112' WESTPORT MY 2006

This wide-beam four stateroom Motoryacht is fully equipped with the latest technology in both entertainment and navionics systems. Her interior is finished in warm cherry wood, Italian marbles and polished granite. "GALE WINDS" has a wonderful layout providing plenty of space for entertaining and dining in several different environments including a spacious aft deck, flybridge bar and sun lounge. The 16V2000 series engines provide "GALE WINDS" the capabilities to achieve speeds of up to 24 knots. This shallow draft Westport Motoryacht is one of the most comfortable & quiet running yachts in her class.









"ISLAND TIME" 105' BROWARD MY

Extensive refit in 2006. Accommodations for 6 guests & 4 crew, spacious aft deck for lounging and alfresco dining. Sophisticated contemporary interior, country style galley with custom granite & stainless steel appliances. A/C Lazarette with dive gear, dive compressor, freezers, commercial ice machine, etc. Aft deck flat screen TV, spiral stairway to flybridge, sun lounge with Jacuzzi, flybridge flat screen TV, all the toys! Updated pilot house electronics including underwater camera system and underwater lights. A must see! Seller will consider aircraft trade. *Not for sale or charter to U.S. residents while in U.S. waters.

















"GOOD KNIGHT" 80' NOR-TECH SPORT YACHT 2009

Innovative design, quality construction. C-32 engines, 1635 HP, 55 mph, electric sliding roof/hard top, L-shaped lounge seating salon w/pop up flat screen TV, Hydraulic Bow/Stern Thrusters. 3 spacious staterooms with accommodations for up to 6 plus crew. Flat screen HD TV's, DVD, DTV, and stereo system w/satellite phone service. Fully-equipped galley w/granite counter tops. Salon has a flat screen TV, DVD, DTV, stereo system, controls for underwater cameras, wine cooler & wet bar, as well as, offering fax & wireless internet. Lazarette garage houses a dive center, snorkeling gear, fishing equipment, spear fishing area, a wave runner and a 12' inflatable. Fractional Shares offered.

CONTACT CLIFFORD ALLENBY

Tom George



"Kelly Sea" 112' Westport RPH, 2006



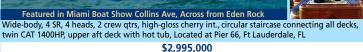


4 SR, 5 heads, 3 crew SR, twin MTU 16V2000/2000HP, wide body, passerelle, ASEA World Power Converter, \$800k in factory upgrades, includes a 32' Whaler. Located in the Caribbean

\$6,995,000

"Ajilati" 94' Hargrave MY, 2003





"The Daddy Rabbit" 77' Hatteras CV, 2009



Custom int., 2 master SR + 2 BR, 4 heads, twin MTU 2400HP, resin infused Flag Blue Hull, Alexseal paint, bow and stern thrusters, teak deck, only 450 hrs. Located in West Palm Beach, FL \$5,250,000

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

Featured in Miami Boat Show Collins Ave, Across from Eden Rock 5 SR, 5 heads, 2 crew qtrs, twin MTU16V2000/1800HP, low hours, new paint 2007, Crestron AV, marble and granite throughout. New tender, 2 Sea Doos. Located at Pier 66, Fort Lauderdale, FL

\$5,250,000



4 SR, 3 heads, 2 crew berths, Twin Cat 3412/1400HP, hydraulic swim platform with tender, bow thruster, Flag Blue Hull, updated AV flat screens. Located Tampa, FL \$1,995,000

"Svengali" 70' Hatteras CV, 1999



4 SR, 4 heads, MTU 16V2000-1800HP, large cockpit, raised mezzanine, all new interior soft goods, flats boat on bow with davit. Priced for a quick sale. Bring all offers. Located Boca Raton, FL \$1,175,000



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97' ALUMINUM MOTOR VESSEL NEW IN 2001. She offers a unique combination of five commodious double s/r's with ensuite baths plus USCS Certification recently renewed to carry up to 90 passengers. Upgrades in progress including new paneling, furniture, and Plasma TV for presentations in main salon. Canopy enclosure for upper deck. A rare opportunity. Contact Central Agent: Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com.



84' 1962 Trumpy 1962. Only one of its kind. 3 Guest staterooms. 3 owner's doubles with en suite heads. Crew quarters for 3. All new "state-of-the-art" galley equipment. Needs restoration. Contrat Gentral Agent: Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



NEW USTING - 57' 1995 Toll Craft M-Y. Twin Detroit Diesel GM8V92TA engines. Built & customized for original owner. Recent upgrades include Berber carpeting. Large 125 sq. ft. cockpit.. Spacious white ash interior. Ensuite master & 2 guest staterooms. Contact Central Agent. David C. Lacz. [401] 641-2951 or dclacz@bartbrak.com



67° 1988 Hatteras CPMY. Twin GM 12v71TAs-870 hp. 150 hrs SMOH. 20KW & 25KW Onans. Excellent electronics. Extra large salon plus many more features. Well maintained. Contact Central Agent. Dick Thursby [203] 613-8381 or dickthursby@bartbrak.com



68' 2006 Hatteras Flybridge Sportfish M/Y. Twin Cat C-32A Diesel Engines (1000hrs). 4 Staterooms. Contact Owners Agent: Andrew D. LeBuhn: (772) 678-0570 or alebuhn@bartbrak.com



57' 1995 Toll Craft M-Y. Twin Detroit Diesel GM8V92TA engines. Built & customized for original owner. Recent upgrades include Berber carpeting. Large 125 sq. ft. cockpit.. Spacious white ash interior. Ensuite master & 2 guest staterooms. Contact Central Agent: David C. Lacz. (401) 641-2951 or dclacz@bartbrak.com



65' 2004 Custom Classic Dinner/Event Yacht. USCG certified for 49 passengers plus 9 crew. Aluminum construction. Economical single 430HP Cummins diesel. Bow thruster. Handsomely styled to the Great Gatsby era. Located in NYC. Contact: Tom Babbitt (401) 447-2373 or tbabbitt@abartbrak.com



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57' 1962 Trumpy Flush-Deck. Complete interior & exterior refit in 2005. Twin GM8V71N's overhauled. Two owner's staterooms w/ensuite baths. Crew accommodations for two forward. One of the finest available today. Owner will consider trades or partnership. Contact Central Agent: Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



56' 1930 Jakobsen & Peterson. Beautifully restored classic and lovingly maintained. Great live aboard vessel. New Yanmar 4LHÅ-DTE diesels Westerbeke 11KW generator. Serious Seller. Contact Central Agent: Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



55' 1996 Neptunus M/Y. 2 x Detroit Diesel 8V92TADDEC, 760hp, approx. 100hrs SMOH. Extensive interior refit. New Electronics. Turn key & ready to cruise. Priced to sell. Contact Central Agent: David C. Lacz [401] 641-2951 or delera@hertrak.com



25' 2007 Hunt CC. 375hp Volvo, 28/42kts, 150 hours. Stand up head, dodger, full canvas, seats 10. Bow Thruster, Raymarine E-120 multi-function elecs. Great Sea Boat. Shows new. Contact Central Agent: Dick Thursby (401) 846-7355 or newport@bartbrak.com



36' 1996 Hinckley Picnic Boat. V-berth forward, storage in forepeak and below Galley to port w/ stainless steel sink & Grohe fixtures. Interior finished with satin varnished cherry. Ventilation hatches with screens. 110 volt 30 amp AC electrical system/shore power cable. Contact Central Agent: Joe Bartram [954] 328-7500 or jbbartjr@bartbrak.com



NEW LISTING - 34' 2001 SABRELINE CRUISER.
"ORIENTE" has low hour twin Yanmar diesel engines. Bunks for 4-5, with a full galley and head with a walk in shower. Nice electronics, well equipped and ready to go. Contact Central Agent: Andrew D. LeBuhn: [772] 678-0570 or alebuhn@bartbrak.com



NEW LISTING - 36' 1982 Grand Banks Classic. Single Screw Diesel w/ Generator. Tender & Davits on Stern. Asking \$115,000 Contact Central Agent: John Doty [561]281-4728 or jdoty@bartbrak.com



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IG - 108' 1998 Westship Raised Pilothouse. Country Kitchen. Accommodates 10 in 5 guest s/r's. Private crew entrance. Twin MTU 8V396TE94, 1525 HP. Full updated electronics. Contact David C. Lacz (401) 641-2951 or dclacz@bartbrak.com



112' WESTPORT 2001. Country galley. Full beam owner's stateroom. VIP plus two guests. Large saloon. Jacuzzi. Must Sell. Low Asking Price - \$6.9M. Owner will entertain all reasonable offers. Contact Central Agent: David C. Lacz (401) 641-2951 or dclacz@bartbrak.com

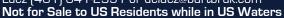
BOAT SHOW



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

NEW LISTING - 87' 4" 1984/2007 Feadship. Expletives will not adequately describe PATRIOT. Totally dismantled and reconfigured by Derecktor's over 2 years. Magnificent joiner work conceals galley, electronics, etc. Interior stairway to pilot house. Speeds to 30 knots. ONE OF A KIND. Must be inspected. Contract Central Agent: Joe Bartram (954) 328-7500 or

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NEW LISTING - 75' 1965 Trumpy Motor Yacht. Meticulous restoration in 2005. Seakeeper Gyro Stabilization installed 5/10. Engine re-build 8/10. Bow thruster. Truly a "Must See". Contact Central Agent: Tom Babbitt (401) 447-2373 or tbabbitt@ bartbrak.com



84' 1963 Trumpy Cockpit MY. Magnificent . 3 owners ensuite doubles, crew's qtrs. for 3. Lovingly restored, new interior, updated electronics, 15 knot cruise ONLY ONE OF ITS KIND. Contact Central Agent: Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



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BRAVO 100' CHEOY LEE COCKPIT MY 2007 - Beautifully appointed 4 SR layout, on deck master, enclosed pilothouse w/skylounge, 2 SRs in crew area w/lounge. Twin CAT C32, 1,650 HP give solid 22 knot cruise, twin 40kW Northern Lights gens. Contact Marty Isenberg 954-448-0561.



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NEW SERENITY SERIES 68' by CHEOY LEE - Luxurious 4 stateroom long range yacht built to stringent standards. 2011 Model on its way. Full warranties, being sold as new. All reasonable offers considered. Contact Cheoy Lee 954-527-0999.



MARQUIS 59' MOTOR YACHT 2005 - Beautiful layout in 3 stateroom arrangement. Hydraulic swim platform. Well maintained. Many new upgrades. Priced to sell. Contact Cheoy Lee 954-527-0999.



CHEOY LEE 58' CONVERTIBLE 1990 - Tom Fexas designed 3 SR with refurbished interior and new galley appliances. Original owner, new CAT 3412's in 2000, New Onan & rebuilt Westerbeke gens. Complete electronics. Must see to appreciate. Contact Richard Nathanson 954-895-1248.



BURGER YACHT SALES John Todd Julien Elfenbein

CUSTOM YACHTS OF DISTINCTION SINCE 1863.



106' (32m) Burger Flush Deck M/Y 1998

Definitely looks as-new and has a 1 year warranty. This spectacular 24' 4" beam Burger has luxuriant spaces and is of world class quality. Exquisitely decorated. Equipped with all the finest. Fast. 3000 nm range. S. Florida location. Central Agent.



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

Superb opportunity on very low hour yacht. Flawless inside and out; all the latest systems. Stunning English Brown Oak woodwork. Three double staterooms plus crew quarters. S. Florida location. 1 year warranty. Trades considered. Co-central agent.



81'(25m) Burger Raised Pilothouse M/Y 1972

Cummins diesels. Newly listed and priced to sell. Updated galley, heads, cherry wood interior. 3 staterooms plus crew. Stand up engine room. 2000+ mile range. Traditional aft deck salon and full walkaround side decks. Palm Beach. Central agent.



80' (24m) Burger Cockpit M/Y 1974

Beautifully updated to a higher standard than new. Three double staterooms plus crew. Fabulous aft deck and flybridge entertainment areas. Stand-up engine room shows meticulous care. Lots of room for toys on top with low profile davit to launch them. First time offered. Central Agent.



63' (19m) Burger Cruiser M/Y 1962

Major interior and systems upgrades in recent years. Looking proud with fine interior varnish on much new cabinetry including an all new mahogany galley. Elegant and traditional. Equipped with stabilizers, etc. Priced to sell. Central Agent.



107' (32m) Burger Raised Pilothouse M/Y

Extremely large volume yacht with four staterooms, country kitchen, full walkarounds. Cherry woodwork. Fully updated and maintained to perfection. Low hours on twin 16V2000 MTU's. Palm Beach. PRICE REDUCED! Central Agent.



105' (32m) x 24' 7" Flush Deck Poole Chaffee M/Y 1976

Huge space in two aft decks and salon. 24' 7" beam. Immense flybridge. Four staterooms ensuite. Good crew quarters. Miserly on fuel. Long range. Passarelle. Power converter. Excellent condition. Central Agent.



93' (28m) Burger Raised Pilot House M/Y

Long range Burger design.
Twin CAT diesels. Classy teak
interior. Beautiful condition.
Stellar ownership history. Three
double ensuite staterooms. Tub
in master head. Generous crew
quarters. Walk-in engine room.
Located in Ft. Lauderdale.
Central Agent.



78' (24m) Burger Cruiser 1982

Exquisite design, construction, performance and care. Far better than many much newer yachts. Distinctive look admired by all. A gentleman's yacht in every sense. Three private staterooms aft each ensuite. Crew forward. Please call for materials.



63' (19m) Burger FB Cruiser 1963

Rare "yachtfish" S&S design substantially updated by her "aficionado" owners. Perfect shallow draft, nice range, comfortable amenities. Classic natural wood interior. Updated galley with modern appliances. Three double cabins each w/ private head. Central Agent.

FLORIDA'S NEW \$18,000 SALES TAX CAP TOOK EFFECT JULY 1, 2010.





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YACHT MARKETING

LARISSA 49 metre 162 feet

Built by Amels, Holland, this bespoke pedigree yacht has seen little use and is offered for sale for the first time by original owner.

Accommodation for 10/12 guests Never chartered Donald Starkey interior Fabulous deck areas

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RICHMOND

"STATUS QUO" 150' Tri-Deck Motoryacht 2010

Twin 16V2000 MTUs, 6 staterooms including on-deck master w/his and her heads. Stunning commercial galley w/butler's pantry. Call HMY today for your private showing.



HARGRAVE

"DA BUBBA" 99' Raised Pilothouse M/Y 2005

1550hp C-30 CATs, quality construction and design, beautifully detailed with many custom features. Spacious 4 stateroom layout. Too many other options to list.



LAZZARA

"LADY R" 84' Motoryacht 2007

C-30 CATs, beautiful 5 stateroom layout, all the best equipment and options and upgrades galore. Call HMY today for your private showing.



HORIZON

"WIN WON" 73' CPM/Y 2006

Desirable C-30 CATs w/5 year Platinum warranty, 3 stateroom plus 4th crew or additional guest stateroom aft. Well equipped.



WESTPORT

"ORAS" 130' Tri-Deck Motoryacht 2008

23 knot cruise; top end 27 knots, 5 staterooms plus crew with master on deck, extended upper salon. Lying in the Med. See full specs at www.hmv.com.



LAZZARA

"UNPLUGGED" 94' Motoryacht 2001

12V2000 MTUs, 3 stateroom plus crew quarters. Extremely well equipped, flawless condition. Aggressively priced. See photos and full specs at www.hmy.com.



HORIZON

"PRIME TIME" 82' Skylounge 2007

C-30 CATs, 3 staterooms/3 heads plus on deck day head, country kitchen with granite countertops, recent price reduction. Call HMY today for your private showing.



HARGRAVE

"CONTESSA" 68' Motoryacht 2004

3406 CATs, impressive 3 stateroom layout with crew aft, custom interior. No detail was left untouched on this splendid yacht.

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Peter Kehoe & Associates

Yacht & Ship Brokers



2007 151 NORTHERN MARINE TRI-DECK Magnificent Super yacht offering a voluminous interior 30'9" beam with classic elegance in the Hull shape and lines. For complete details contact Peter Kehoe.



2010 150' RICHMOND TRI-DECK. Brand New, MTU 2000 hp Mains. 6 Suites plus Captain & crew. Elegant Pavilk interior. Touch & go helipad. Excellent space on all levels for entertainment. Contact Peter Kehoe.



"BELLA DONNA" 2008 87' JOHNSON MOTOR YACHT. Like new, light use, 4 staterooms plus crew. This custom yacht is luxurious throughout with an abundance of amenities. Contact Joe Stetson.



"MARIA" 2001 68' AZIMUT MY, 4 staterooms plus crew. Her sleek style of Italian engineering and craftsmanship is carried throughout the entire vessel. Upgrades in '09. Contact Peter Kehoe.



"PARAMOUR", 1998 92' TARRAB, 1350 hp CATS. 4 stateroom all with en-suite baths. 2 crew cabins. Perfect yacht for entertaining family & guests or for charter. On display at the Miami Brokerage Show. Contact Peter Kehoe.



"CLUELESS" 1993 80' PALMER JOHNSON MY, Fexas Design with 1150 hp MTU's. 2 staterooms plus Captain Cabin. Magnificent interior with imported African wood. Upgrades in '09. Contact Peter Kehoe.



"JOJO" 2005 50' CRUISERS. 275 hp CATS. This express has style, performance and is in pristine condition. 2 stateroom with queen master. A perfect yacht for family entertainment and Island cruising. Contact Peter Kehoe.



"PRETTY MUCH" 2003 59' FERRETTI. This 3 stateroom European Express has style, comfort and gives top performance; 1050 hp MAN's. Upper and lower helm has complete electronics. Contact Peter Kehoe



"IN REEL DEEP" 2006 58' DAVIS SPORTFISH.
"ESTATE SALE" Lightly used with low hour
1675 hp Caterpillars. 3 staterooms 3 heads.
Queen master midship. Excellent Condition!
Contact Peter Kehoe.



"LADY SINCLAIRE" 59' FAIRLINE MY. A European style yacht with sophisticated styling and superb craftsmanship. A perfect Island cruiser with accommodations for 6 guests in 3 staterooms. Contact Peter Kehoe.



2007 36' TIARA EXPRESS. Low hour 380 hp Cummins. Highly maintained in Pristine Condition! Fully equipped for fishing and perfect for all boating adventures. Contact Peter Kehoe.



2001 49' CUSTOM SLOOP. Merrill Stephens design, 135hp Perkins low hrs. 2 staterooms. Solid teak cabin. Interior has floral pattern fabrics for berth, salon and dinette. Top electronics. Our CA.

Main Office: Sands Harbor Marina



Fractional Yacht Ownership is the absolute best value in yachting today



"In A Nutshell"

WHY CHOOSE FRACTIONAL?

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.

rance

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 Advantage	Individual	Fractional
 Specifications 	New • 100'	New • 100'
Total Purchase Price	\$3M	\$300,000
Annual Operating Expenses	\$600,000	\$40,000
• Crew	3	4
Destinations	Caribbean	Caribe/Med
Actual Annual Use	4 Weeks	4 Weeks
Pride of Ownership	All	All
 Aggravation 	All	None



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170' LATITUDE	\$ 99,000/week	12 Guests
168' JAMAICA BAY	\$210,000/week	12 Guests
161' TE MANU	\$224,000/week	12 Guests
120' ZENITH	\$ 75,000/week	12 Guests
157' SCOTT FREE	\$215,000/week	12 Guests
147' AQUASITION	\$127,000/week	10 Guests
140' NEVER ENOUGH	\$130,000/week	10 guests
130' ARIOSO	\$ 95,000/week	10 Guests
112' NEW MOON II	\$ 42,500/week	8 Guests
112' ALICIA	\$ 49,500/week	8 Guests
110' INTREPID	\$ 39,500/week	6 Guests
103' DIAMOND GIRL	\$ 47,000/week	8 Guests
102' BANYAN	\$ 29,900/week	6 Guests
100' TURNIN' LEFT	\$ 29,500/week	9 Guests
97' GIGI	\$ 43,000/week	8 Guests

87' 4MAL	\$ 33,000/week	8 Guests
85' SEAS THE MOMENT	\$ 37,500/week	8 Guests
85' ANDIAMO	\$ 25,000/week	6 Guests
84' CAPTIVATOR	\$ 23,000/week	6 Guests
83' ALEXANDRA BEAR	\$ 27,500/week	7 Guests
80' PF FLYER	\$ 21,000/week	6 Guests
78' BELLA SOPHIA	\$ 15,000/week	6 Guests
76' TEMPTATION	\$ 19,500/week	6 Guests
76' TRES HERMANOS III	\$ 19,500/week	6 Guests
74' INVICTUS	\$ 14,000/week	6 Guests
73' SARITA	\$ 15,500/week	6 Guests
66' LEXINGTON	\$ 10,000/week	4 Guests
62' FELICIA	\$ 24,000/week	4 Guests
58' REEL LEFT	\$ 12,000/week	4 Guests
55' FABIOLA II	\$ 11,000/week	4 Guests





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Horizon E88

The new Horizon E88 enclosed bridge built on a 21' beam features a four stateroom/ two crew cabin layout, as well as both formal dining and a country kitchen. Built with CAT 32 1700hp engines, custom AV and electronics, hydraulic stern/bow thrusters, digital stabilizers, and water maker, available for delivery.



Horizon | V74 |

The new Horizon V74 features an enclosed bridge with day head, country kitchen, full beam master cabin and separate crew area. The 20'6 beam and open layout create the feeling of a much larger yacht. Equipped with Twin CAT C18 1000 HP engines, digital stabilizers, hydraulic bow/stern thrusters, and custom AV and electronics.

DELIVERY AVAILABLE 2011



Horizon EP148

Built to BV Ice Classification, the new Horizon EP148 is designed with a steel hull, bulbous bow and 29' beam for comfortable long-range cruising. Luxury is not lost with the 5 stateroom layout, which allows room for additional creative design. Powered by Twin MTU 12V 4000 M60 1770HP engines, the innovative EP148 is the epitome of style, class and safety out on the open sea.



Horizon EP110

Combining stability and comfort in a long-range explorer with a steel hull and composite superstructure, the new EP110 is a no-compromise, ocean going yacht. The Horizon EP110 features 5 staterooms, including an on-deck master, and a 25'3" beam. The twin MAN Type D 2842 1100HP engines, bulbous bow and efficient hull design give the EP110 a range of over 3,000 miles in comfort and style. Available for delivery in late 2011.



Horizon EP66

The new Horizon EP66 is characterized by her 19'6" beam and roomy accommodations for 6 plus crew with an open layout, large salon and country kitchen. Available April 2011.



Horizon RP110

Take a sleek, compelling design, couple it with superior sea-keeping ability, and behold the new Horizon RP110.
Collaboration between the Horizon Design Team, Donald Blount and JC Espinosa produced this unique blend of luxury, safety and performance.



87' Queenship Convertible | 2001

The Mary P features four double staterooms with five full heads, an enclosed pilot house with a fully functional fly bridge on top, a large country kitchen style galley just forward of the spacious salon and the inviting mezzanine deck, plus much more. She is tastefully decorated with Anigre wood, custom carpet, light weight granite, and Channell Art glass. Having successfully fished Australia, the east and west coasts of North and South America and the Caribbean, she is well equipped for serious fishing, diving and cruising. Located in Mobile, Alabama at \$3,499,000.00.



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> 1000 NW Avenue A | Carrabelle, FL 32322 Tel: 1-850-545-5300

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www.amyachts.com



58' Monterey Sportfish | 1990

The Gaynel is a proven offshore fishing machine having successfully competed in numerous tournaments through out the Gulf of Mexico and the Caribbean. Her 1000 HP 12 cylinder MAN engines provide a fast and economical cruise (30 knots at 60 GPH) and with her continual care and professional maintenance she is nearly perfect. The Ice Blue paint job is distinctive and complimented by the recently replaced teak decks. New refrigeration and A/C compressors, fresh varnish, audio video equipment, carpet and more. Located Ft. Lauderdale, Florida at \$699,000.00.

Camper Nicholsons









NORTHCOAST 125 125.60ft (38.30m) Northcoast Yachts | 2011 model | Fort Lauderdale | USD 19,950,000



SWEET PEA 165.03ft (50.30m) Feadship | 2000/2008 | Florida | USD 33,000,000



TUSCAN SUN 147.00ft (44.80m) |zar | 2006 | Florida | USD 24,950,000

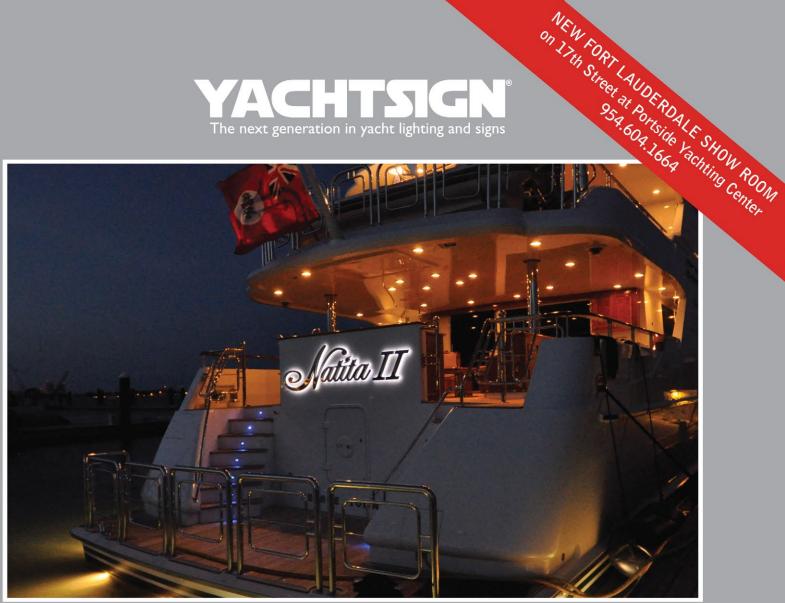


BELLA BRI 151.00ft (46.00m) Northern Marine | 2008 | Florida | USD 23,900,000



ASPEN ALTERNATIVE 120.00ft (36.58m) Sovereign | 2002 | Florida | USD 6,450,000

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