

YACHTS

INTERNATIONAL

2011 MEGA NEWS

THE TOP 100

CRN's 72m Azteca
NUVOLARI-LENARD CLASSIC

Heesen's 55m SKY
STUNNING MOJO STUMER INTERIOR

Once on a Blue Moon
REDISCOVER MARTINIQUE

INNOVATION & DESIGN

TWIZZLE SIZZLES
WIDER EXPANDS
AXCELL EXCELS





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OBSES



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Somehow overlooked as a yachting destination in the past decade, Martinique is poised to regain her status as a hub of Caribbean yachting. The charter yacht *Blue Moon* helped us rediscover this forgotten gem.



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Sometimes words are simply inadequate.



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ON THE COVER: *Azteca* PHOTO: Maurizio Paradisi



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MAGINE THAT!

During my first semester of journalism school I used an IBM Selectric to write papers. It was a great typewriter, actually, and quite hip with its “type ball”. Used in place of the more conventional ribbon, this element (akin to a golf ball carved with characters) allowed typists to change fonts and correct mistakes easily. This feature, plus the typewriter’s availability in various colors, made the Selectric a huge success for IBM, which manufactured them for more than 20 years. Many were still around way past the time IBM stopped production (in 1980 IBM had its first meeting with Bill Gates to discuss writing software for its personal computer). By 1984, when IBM pulled the plug on its successful typewriter, personal computers had become more commonplace. So the tan Selectrics eventually disappeared from our classrooms and we learned how to back up our work on diskettes (remember those?) as we switched to PCs with finicky hard drives.

As the years went zooming by, I vaguely noticed computers changing shapes and colors. They got smaller; the screens got larger. And then came the smartphone and the tablet. Truly, I can’t wait to see what will come next. Soon we will not even need a conventional computer at all, and the keyboard could be next on the extinction list.

Now we have QR codes. A Japanese invention, this data matrix looks like a blurry bar code. While you won’t be able to decipher the message, your appropriately named smart phone, equipped with the proper app, will have no trouble at all scanning the image and take you to a site that contains additional information, instructions, photos or videos. You will notice more and more of these Quick Response codes throughout newspapers, on signs and of course throughout magazine pages. We had a few in the past issue of *Yachts International*. This month you will see more of them.

This is our annual Top 100 issue, always popular and well read. People love the big yachts, and several of these superyachts already have their own fan pages and mobile apps. The QR codes will add a fun, interactive element to our annual obsession. This also happens to be our second Innovation & Design issue, so what better time to introduce a bit of novelty?

If you have an iPhone, Android or another kind of smartphone, give it a try. All you need is a reader (which takes seconds to download if one is not already included in your phone). Point, click and see what happens.

There is no telling where technology will take you next.

So long, Selectric.

Cecile Gauert EDITOR IN CHIEF

Ready to give it a try? This QR code gives you you instant access to *Yachts International* Web page. If your mobile device doesn’t already have a code reader, visit The Market on Android, the App Store on iPhone or visit www.mobile-barcodes.com/qr-code-software on the Web to download the application for free.





photos: Chris Lewis

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Interior layout, design and decor by Destry Darr Designs of Fort Lauderdale, Florida.



{ MAKING WAVES }



Proteksan Turquoise *Yogi* Noted Genoa charter show debut

Built at Proteksan-Turquoise in Turkey, the 197' *Yogi* owes her refreshing styling to the yard's in-house design team and French designer Jean-Guy Vergès, the same team was behind the innovative *Vinydrea*, introduced in Monaco in 2008. The yacht, part of the Burgess fleet, will be available for charter starting summer 2011. Guests will enjoy a large Jacuzzi on the sun deck, a large temperature-regulated swimming pool with a skylight to the beach club below, a massage room, a multimedia play lounge and a sun-deck Teppanyaki bar. CNI's Miami-based Fernando Nicholson sold and project-managed the yacht.

For more information, visit PROTEKSAN-TURQUOISE.COM

LOA: 197'5" (60.20m)

BEAM: 30'8" (9.40m)

GROSS TONNAGE: 792 tons

OWNER & GUESTS: 12

SPEED: 17 knots max,
15 knots cruising

RANGE: 4,000 nm @ 14 knots,
5,000 nm @ 12 knots



Glass or steel, you choose All Ocean series gives you options

Explorer yacht specialist John DeCaro and yacht designer Luiz de Basto have joined forces to create the new All Ocean series. The partnership so far has yielded two models, a 90-footer and a 100-footer, both available in either steel or composite and sharing the same fuel-efficient, long-range abilities. “No other boat offers that option,” says DeCaro, who says many yacht owners have definite preferences when it comes to composite or steel. So, to appeal to all the expedition-yacht set, DeCaro had the idea to do complete engineering for the same model in both materials. To the casual observer, very little differentiates the two, except that the composite version has a slightly larger interior volume since that construction method does not require framing. They are equally tough and feature amazing volume.

Also involved in the design and consulting were composite-engineering specialist High Modulus; naval architecture firm Vripack, which consulted on hull form and stability; and Bray Yacht Design, a specialist in hull efficiency.

The yachts are designed to be environmentally friendly, and the interior will feature many of the new eco-friendly materials in vogue today, including bamboo wood and fabrics. Owners can choose from several available layouts, including the choice of a captain cabin aft of the wheelhouse or on the lower deck.

For more information, visit ALLOCEANYACHTS.COM

Trinity Launch 198' Areti

Trinity Yachts recently launched the 198' *Areti* soon after delivering *Carpe Diem* to her owner. While vastly different yachts, these sisterships are based on a similar platform, and they are among the largest aluminum semi-planing hulls Trinity has built.

When asked specifically for versatility—the yacht will spend considerable time in both Caribbean and Mediterranean waters—the designers at Trinity met the challenge head on. The result? *Areti*, while very large, has a draft less than 8', making it possible for her owners to visit those hard-to-reach Caribbean islands they favor. Designer Patrick Knowles, known for his virtuosity with wood, worked with mahogany-veneered panels, cherry burl inlays, beautiful Pacific Northwest madrone and redwood to go along with marble mosaics in an impressive array of colors and patterns. The full-beam master suite is an elevated split level with his-and-hers heads, sweeping staircases and full-forward panoramic views. Six additional staterooms span two decks. Other amenities include a custom hot tub, gymnasium, steam room and sauna, changing rooms, dayhead and a full complement of water toys. The galley is equipped with a large walk-in refrigerator and freezer, and the ship's systems use the latest technological advances available, which, with a cruising range of 3,500 nautical miles, will allow for plenty of uninterrupted voyages.

For more information, visit TRINITYYACHTS.COM



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Hakvoort Delivers *SnowbirD* “Art Boat” hits the high seas

Most superyachts are works of art in and of themselves, but *SnowbirD* is one of the few to literally serve as a floating modern-art gallery. David Ostrander, principal of the Illuminus Design Group and the owners' son, designed the interior with his family's collection as the central focus. “Art is the purest form of human expression to our family and it made perfect sense to make this the centerpiece of *SnowbirD*,” he said. The art spans a wide range of styles and artists from the early 20th century to the present. The overall design uses an array of unique materials from American alligator hide to vintage zebra skin, making each room its own showpiece. But a concentration on the artistic does not mean that the design team left the technical side neglected. *SnowbirD* also features the very latest technologies and systems to ensure guests' comfort, including high-end audiovisual equipment with full media server capabilities and iPod integration. She will be offered for charter through Edmiston & Company.

For more information, visit HAKVOORT.COM or EDMISTONCOMPANY.COM

LOA: 128' (39m)
BEAM: 26'2" (8m)
GROSS TONNAGE:
367 tons fully loaded
OWNER & GUESTS: 10
SPEED (MAX/CRUISE):
12.7 knots 10.5 knots
RANGE: 3,800 nm @
10.5 knots/5,500 nm
@ 9 knots

UIM Awards Ceremony The power of green

The Union Internationale Motonautique (UIM), the international voice of powerboat racing for nearly 100 years, recently hosted its annual awards ceremony in its hometown of Monaco. New to the celebration this year was the UIM's first environmental awards. That's right, while the sport of motorboating is not now and likely will never be “green,” relying as it does on sheer horsepower for excitement, it does not exclude awareness and good citizenship. The UIM, operating in a new era of conservationism, is looking to recognize those who make power engines more efficient and the whole motorboating industry more environmentally friendly.

The first environmental awards honored the Ferretti Group for its Long Range 23 Mochi Craft (previously featured in *Yachts International*), Seaway Group LTD for its Greenline 33 Hybrid and Italian boatbuilder Fiart Mare Spa for its Fiberglass Boat Life Cycle Assessment. More than 400 guests from 30 countries attended the event.

For more information, visit UIMPOWERBOATING.COM





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Deluxe San Diego

YACHTING SEASON OPENER

The inaugural Deluxe San Diego, a luxury lifestyle event held at San Diego's Fifth Avenue Landing in April, by all accounts was a success. Many people these days try to emphasize the lifestyle of yachting, and the sellers of luxury products look for innovative ways to meet potential clients. With this in mind, event organizers tailored their event to a highbrow clientele seeking a fun, relaxing experience while browsing luxury products. The show was a brief three-day event opened in the afternoons and evenings to take advantage of balmy San Diego weather and great harbor views. Along with the ability to tour yachts, guests were able to test drive Lamborghini, Aston Martin and Rolls-Royce cars, try on jewelry and watches, nibble on delectable morsels, sip champagne, listen to music and watch artist Chor Boogie, who works in the unusual medium of aerosol, spontaneously create colorful paintings. The event opened with an invitation-only reception on April 14 and a preview day the next day,



offering guests the ability to view and experience the exhibits without competing with crowds. In any case, the \$250 fee kept the crowd quite select. Among the yachts to gather at the event was the motoryacht *Sojourn*, whose owner regaled his guests with a surprise wine tasting from his Sonoma vineyard, Windsor Oaks. Displays from Fraser Yachts, Lalique, Hawker Beechcraft, Jonata wines, a vintage convertible Bugatti (brought by Blackhawk Collection) and much more kept everyone fed and entertained throughout the weekend. *Yachts International* was the media sponsor.

Deluxe San Diego struck the right balance between showcase, entertainment and shopping opportunity. It even was a great venue for a fundraiser for the Scripps Institute, which kicked off a sit-down dinner with a cocktail reception aboard the 56m Perini Navi Zenji.

Deluxe San Diego got it right on the first try, and their next event is already scheduled for April 19 to 21, 2012.

For more information, visit DELUXESANDIEGO.COM

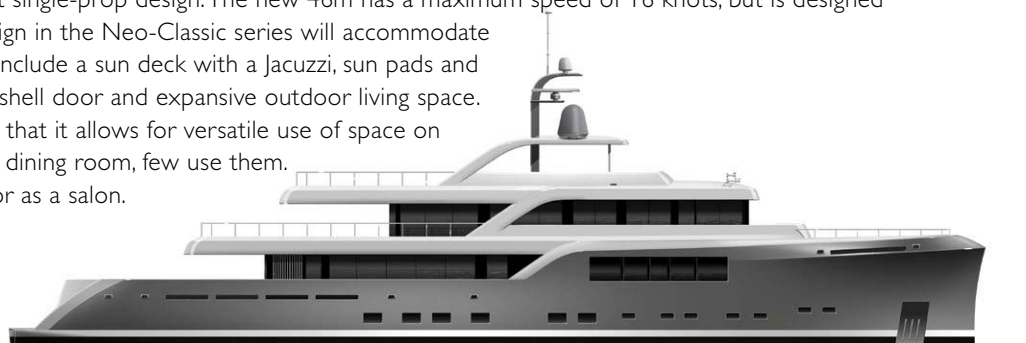


MCC Unveils New Long Range Yacht

Two engine options

Is it possible to look backward and forward at the same time? MCC's newest design does just that. "I took my inspiration from the ships that were built early in the last century, [their] no nonsense efficiency [and] the shape of the bow," says naval architect Kasia Milewska. And that inspiration is obvious in the profile of the 150' (46m) yacht. Milewska, naval architect of the recently launched *Mazu*, is a staunch advocate of single-engine vessels. Yet, while it has more than proven its reliability and efficiency in commercial shipping—to say nothing of MCC's first build, the green-hulled Marco Polo series—it's a setup the yachting set still seems reluctant to embrace. So MCC, which builds its vessels at the Cheoy Lee shipyard, has developed the concept for both conventional twin engines coupled to twin props or the more fuel-efficient single-prop design. The new 46m has a maximum speed of 16 knots, but is designed for long-range cruising at 14 knots. The first design in the Neo-Classic series will accommodate 10 guests in luxurious staterooms and will also include a sun deck with a Jacuzzi, sun pads and a bar, a foredeck garage accessed by a portside shell door and expansive outdoor living space. Another really nice feature of this new design is that it allows for versatile use of space on the main deck. While most yachts have a formal dining room, few use them. So the main deck can be configured for dining or as a salon.

For more information, visit MCC-MARCOPOLO.COM



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Nordhavn's 120 Shaping Up

New flagship is right on track

Pacific Asian Enterprises (PAE), builder of the expedition-style vessels known as Nordhavn, reports that Hull No. 1 of its new flagship, the N120, is progressing smoothly and on schedule. Fort Lauderdale-based Destry Darr has created the custom interior for the owners. African cherry is the primary essence in a simple, elegant and contemporary interior. Although the N120 is much bigger than her sisterships and is a full-displacement yacht with transoceanic range, her fuel-efficient diesel engines will keep her carbon footprint on the lighter side.

For more information, visit NORDHAVN.COM

LOA: 120'7" (36.75m)
LWL: 108'4" (33.02m)
BEAM: 27'11" (8.51m)
DRAFT (FULL LOAD): 9' (2.43m)
DISPLACEMENT (FULL LOAD): 424 tons
FRESHWATER CAPACITY: 2,800 gal. (10,600 L)
FUEL CAPACITY: 17,500 gal. 66,245 L



POGO Alarms

Theft Deterrent

Powerful portable protection

Walter Dethier, a veteran boat dealer who was a victim of boat theft three times, and offshore racer Christopher Cestaro developed POGO (Power Off-Game On) Alarms. They describe their device as an innovative, cost-effective and deceptively simple marine alarm system. And, in fact, it does sound simple. Presumably, to steal a craft of any kind, a thief would have to untie it from the dock. Along with ropes, the boat is usually hooked up to a power source. That is where POGO comes in. As soon as the shore-power cord is disconnected, a piercing alarm goes off, alerting everyone in the vicinity. It is a compact unit akin to a battery charger, weighing less than three pounds, which means it can be installed even on a tender. Requiring no hard wiring, it works with any boat connected to a power source.

For more information, visit POGOALARMS.COM

Couach Launches Arion

CNC celebrates its first launch of 2011 in Bordeaux

Chantier Naval Couach delivered the 121' Arion in early April. Featuring a Ken Freivokh interior, the newest hull of Couach's 3700 Fly series is the first yacht to come out of the yard in 2011. It likely will be a momentous year for Couach, which is planning the September launch of its first 5000 Fly, the flagship of the line.

For more information, visit COUACH.COM





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Sunset Harbour Yacht Club Private club celebrates “re-berth”

South Beach's only private yacht club, Sunset Harbour Yacht Club (SHYC), is a harbor of peace, close to Miami Beach's high energy and nearby Alton Road's restaurants. The club has hosted a number of great parties to showcase its facility, including a kick-off party for the Miami Yacht & Brokerage Show last winter. Show Management, organizers of the show and parent company of *Yachts International*, was one of the title sponsors for the elegant event.

The marina offers a good alternative for dockage in the slip-starved Miami area, with 125 equity-club slips that accommodate vessels from 45' to 160'+, depth is 10' at the dock. Slip owners get access to a fitness center and Olympic-size pool with views of an attractive landscaped waterfront. SHYC is a full-service marina with restrooms, showers, laundry facilities and dry-cleaning facilities. Transient rentals are also available.

For more information, visit SUNSETHARBOURYC.COM

Delta's New Build Construction begins on 216' steel hull

Delta Marine, builder of one of the world's largest yachts—the 240' *Laurel*—recently signed and sealed a contract for a 216' (66m) yacht with an ice-strengthened hull. The Delta Design Group will complete the naval architecture, space planning and exterior styling with special attention to outdoor spaces. The yacht will feature a fold-down fully equipped beach cabana at the stern, an extra large sun deck with pool and a private owner's deck off the master stateroom with floor-to-ceiling windows. Diane Johnson Design is working on various interior themes, incorporating raised paneling, beamed overheads, fluted columns and polished finishes in traditional veneers. Additionally, the spaces have been planned for multiple uses and will easily be convertible for entertaining large or small parties. Mechanically speaking, this yacht will boast all the usual suspects, including a 50,000-gallon fuel tank that will give this transoceanic ship a 5,000-nm range at 12 knots. Delivery is expected in 2013.

For more information, visit DELTAMARINE.COM



National Marine Suppliers expands NEW ST. MAARTEN FLAGSHIP STORE

St. Maarten has a new storefront for megayacht owners and captains since National Marine Suppliers (NMS) opened its doors on the Dutch side of the island in February. Conveniently located to serve customers by land and water, the store will serve as both a supply station and a secure outlet for overnight deliveries from NMS's main facility in Fort Lauderdale. "As the yachting industry continues to expand, St. Maarten has become a centralized hub for the Caribbean season. We felt it necessary to take on the responsibility of opening a storefront in this location, not only to assist our vessels in a service aspect but to save them both time and money," NMS Dean Du Toit said.

For more information,
visit NATIONALMARINE.COM

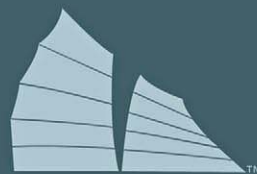
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BRINGING BUYERS AND SELLERS TOGETHER

Active Interest Media (parent company of *Show Management* and *Yachts International*) has recently acquired the classified website BoatQuest.com from founder Edward Agabs. General Manager Mike Dickman, a long-time boating industry figure, recently gave us insights into his goals and expectations for the revamped site.

You could say a boating career came naturally to Mike, whose grandfather and father both had lasting careers in the marine business. Mike's first position in the industry was with the Marine Industries Association of South Florida, a non-profit trade organization that owns the Fort Lauderdale International Boat Show. He spent time in Tallahassee and in Washington, D.C., as a lobbyist in the years following the passing of the luxury tax. Over the years, Mike exercised his marketing skills with Bertram, Ferretti and Pershing, among others, and owned a boutique ad agency, which he sold when he went to help with the family business.

YM: What is BoatQuest?

MD: BoatQuest is a classified listing site for yacht brokers, new-boat dealers and for sale by owner, which was founded in 1999.

YM: Aren't there enough classified sales sites for boating?

MD: Is there enough space on the Internet? There is always room for competition, and there is always room for a business model that is different from the others. And I think what BoatQuest can bring to its customers is a strategy that includes partnerships with *Yachts International* magazine and with the boat shows. Through cross-marketing efforts across print and boat-show events, we can put BoatQuest in front of hundreds of thousands of boat shoppers (visitors) each year.

YM: What have you done to the site since you took over?

MD: The first thing we did was to give it a facelift. We called it a refresh project. We removed quite a few of the links for RVs and planes and some of the other things that we felt were distracting to our mission.

YM: Is there a type of boat you want to attract to the site?

MD: There is no specific boat type. What we want to do is very similar to what the magazine and the shows do, which is bring buyers and sellers together. And because we are able to rely on the strength of our parent company, we have media resources, both print and Web, that will address the needs of our total customer base.

YM: What is your take on the general market, and what role do you see the Internet playing in how people find their dream toys?

MD: I think that the curve of the number of people shopping for boats on the Internet isn't on the same steep climb as it once was. But seven or eight years ago, traffic on these sites wasn't close to what it is today. There's a certain saturation point because there are only a certain number of boat buyers in the world. Customers are very well educated now. This provides an opportunity for us because we want to provide our members with tools and services that can help bring them one step ahead of the competition. For BoatQuest, there will be a dramatic increase in traffic because of what we're going to be able to do with the magazine, the shows and the content.



FOREST JOHNSON

YM: When you use a search engine to find listings for a particular kind of boat, will BoatQuest come up?

MD: It depends on search terms and phrases that are used. That said, we are very aware of the importance of search terms. Approximately 80 percent of our traffic comes through the search engines.

YM: There's no limit to the number of boats you can put on the site, is there?

MD: Exactly. Any kind of site like this is basically a database. Think of it as an Excel spreadsheet, and all the data in it with all the columns and rows are just multiple ways to sort the information, only with pictures. Sellers or brokers provide all the data.

YM: What are your major goals in the next year or so for BoatQuest?

MD: Our next big goal is rewriting the site, bringing it up to date with the most current code. This will allow us to provide functionality for both users and members that is currently not available. The ultimate goal is to provide what we believe to be a comprehensive usable site to again put the buyers and sellers together. ■



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STORY AND PHOTOS Cecile Gauert



At Last's First Mate Nick Riebe is doing a sort of "bull shark" dance, taking the 30' Intrepid *At Last* in a series of tight circles in the deep blue water of Danger Reef. Bait of bologna and shrimp goes overboard and soon a swarm of fish rises up from the bottom, like giant helium-filled balloons released from the hand of Poseidon. A bull shark, then two, then three and pretty soon too many to count, chase away the giant grouper that first appeared. Guests aboard the tender shriek as the awesome creatures skim the surface inches away from their downcast faces. A few hands reach out for the fins, delighting in the unexpected contact with rugged sharkskin. On the starboard side, someone has spotted a giant loggerhead turtle swimming a few feet away, probably stirred by the commotion. All rush to the other side pointing cameras with the hope of capturing more than a brownish stain on top of water.

A giant head rises revealing a wise old face, but the ancient creature chooses a prudent retreat into the aquamarine depths. We've only been in the Exumas a few hours after an overnight in Nassau, docked near the sprawling Atlantis resort (named after the sunken island of the Greek legend, said to be the dwelling of Poseidon) and already everyone in our group has fallen under some kind of a spell.

That is exactly what the organizers of the "Bahamas Flotilla" were hoping for. We are in the Bahamas' famed Exumas chain courtesy of International Yacht Collection, Robert J. Cury & Associates and Churchill Yacht Partners. All three companies manage yachts that frequently take charter guests to the Bahamian island chain. They invited European charter brokers, unfamiliar with the Exumas, hoping to encourage more of them to suggest the destination to their clients.



Scenes from a Bahamian adventure:
At Last, Big City, Independence 2
 and *Hooter Patrol 4* (in the background);
 landing on a private beach; going off
 on a fishing adventure and, above, snorkeling
 and diving with nurse sharks



From the looks of it, this amazing five-day familiarization trip should reach its goals. The deep turquoise water that never fails to stir and its colorful inhabitants have left a more than favorable impression. Toss in a few swimming pigs, affable nurse sharks so tame they've been deemed pets, giant rays and colorful reefs growing around a sunken airplane, and you have the perfect ingredients for an unforgettable adventure.

The Florida Yacht Brokers Association had in mind to organize such a trip for a while, and it finally materialized with five yachts and their crews joining in: *At Last, Big City, Hooter Patrol 4, Independence 2* and *Tuscan Sun*.

Each of the yachts followed a slightly different itinerary, making accommodations for their draft and speed, but all of their crew, well versed in the destination, delighted guests with stunning vistas, cave

diving, snorkeling, fishing (nothing much was caught but a close encounter with pilot whales more than made up for the lack of fresh catch) and, of course, delicious meals with plenty of fine wines.

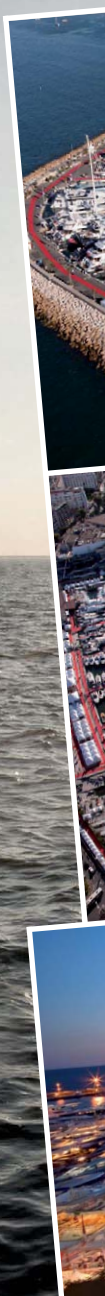
Stay tuned for a more detailed piece on cruising the Exumas in an upcoming issue of *Yachts International*.

For more information on these yachts, please visit
LYC.COM, CHURCHILLYACHTS.COM AND RJCYACHTS.COM



FOR ADDITIONAL CONTENT, SEE THE DIGITAL EDITION

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THE WORLD'S BEST REGATTA

THE St. Barths Bucket 25

AT
STORY Jill Bobrow | PHOTOS Dana Jenkins



T“There is no better regatta in the entire world than the St. Barths Bucket,” said Mike Slade, owner of the super maxi ICAP Leopard, when he was on stage receiving “The Hard Hat Award.” And what is the Hard Hat Award? It doesn’t really matter. With the Bucket Regattas, winning is not everything. The Escargot Award for the last in fleet, and the Skull-duggery Award get the same rounds of applause as First, Second and Third. Well, almost. This year there were nearly 40 entries—all stunning world-class vessels—in the fleet. Three days of racing combined

with champagne and shenanigans made for a festive atmosphere. The owners of the new *S/Y Marie* flew four vintage WW II planes down from Texas to put on an air show for the racers every day after the finish.

St. Barths’ president, Bruno Magras, took the stage at the awards this year. He enthused about the planes and thanked the organizers and participants for returning year after year, as the most important annual event on this small French island.

St. Barths is the Saint-Tropez of the Caribbean, attracting the rich



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and the famous from Hollywood to Hanover. The waters are deliciously turquoise and the sun is always shining. Combine French food, fashion and constant trade winds with mega sailing yachts, and arguably, you do indeed have “the best sailing regatta in the world.” This year marks the 25th year of the Bucket Regattas (Bucket as in champagne bucket... not a tub of a boat). The very first challenge took place in Nantucket, Mass., starting a friendly wager among a handful of owners who decided to see whose boat was faster. The idea caught on. The roster of yachts

this year ranged from J-Class, *Ranger* and *Hanuman*, to the giants, 75m *Mirabella V* and the 88m *Maltese Falcon* to the sweet 27m *Bequia*. While there are always many repeat Bucketeteers, several newcomers were on hand: the brand-new Pendennis *Christopher* had barely finished sea trials in England before bee-lining it for the Bucket; Huisman’s *Ethereal* and *Twizzle* were also on the list of first timers. The Bucket List gets bigger every year. It’s all about fantastic sailing and fun, fun, fun! ■

Contact: BUCKETREGATTAS.COM





ABOVE: Stylish, practical and versatile: breakfast nook, galley and aft-deck dining

OPPOSITE: A proven hull with classic lines envelops an interior that can be designed to fit any lifestyle

PROVEN, BUT NEVER STANDARD

Sanlorenzo prides itself in its ability to customize any of its series yachts. Not often do you find such commitment to individuality on a 72-footer. But the one that recently sold in the United States and the first to be brought here, with an elegant interior by Marty Lowe, is quite different from many earlier versions built for European customers.

T HIS HULL SHOWS FEW IF ANY STRUCTURAL CHANGES, but a completely different take on the décor and layout (which is the first to include an aft crew cabin in this series) amounts to an unquestionable difference in feel and style.

On the outside, the SL72, built in composite at Sanlorenzo's Ameglia shipyard, features long lines and more angular shapes than many recent designs. It has a certain impervious elegance that eschews trendy for proven chic, something that the Sanlorenzo brand tends to do across its production, whether building in composite, aluminum or steel (as is the case with its new 150-footer).

The SL72 features a very classic layout with the aft deck dedicated to a table/banquette combination, stairs to the sun deck simply organized between the salon area aft (which can be set according to the client's needs and desires) and the navigation area forward with practical helm on the starboard side and a very desirable spot for sunbathing on the port side. A built-in recliner faces toward the bow and allows taking in sun and wind while keeping the operator company.

On the inside, big windows contribute to giving the contemporary interior a loft feel. Lowe,

STORY Cecile Gauert | **PHOTOS** Forest Johnson

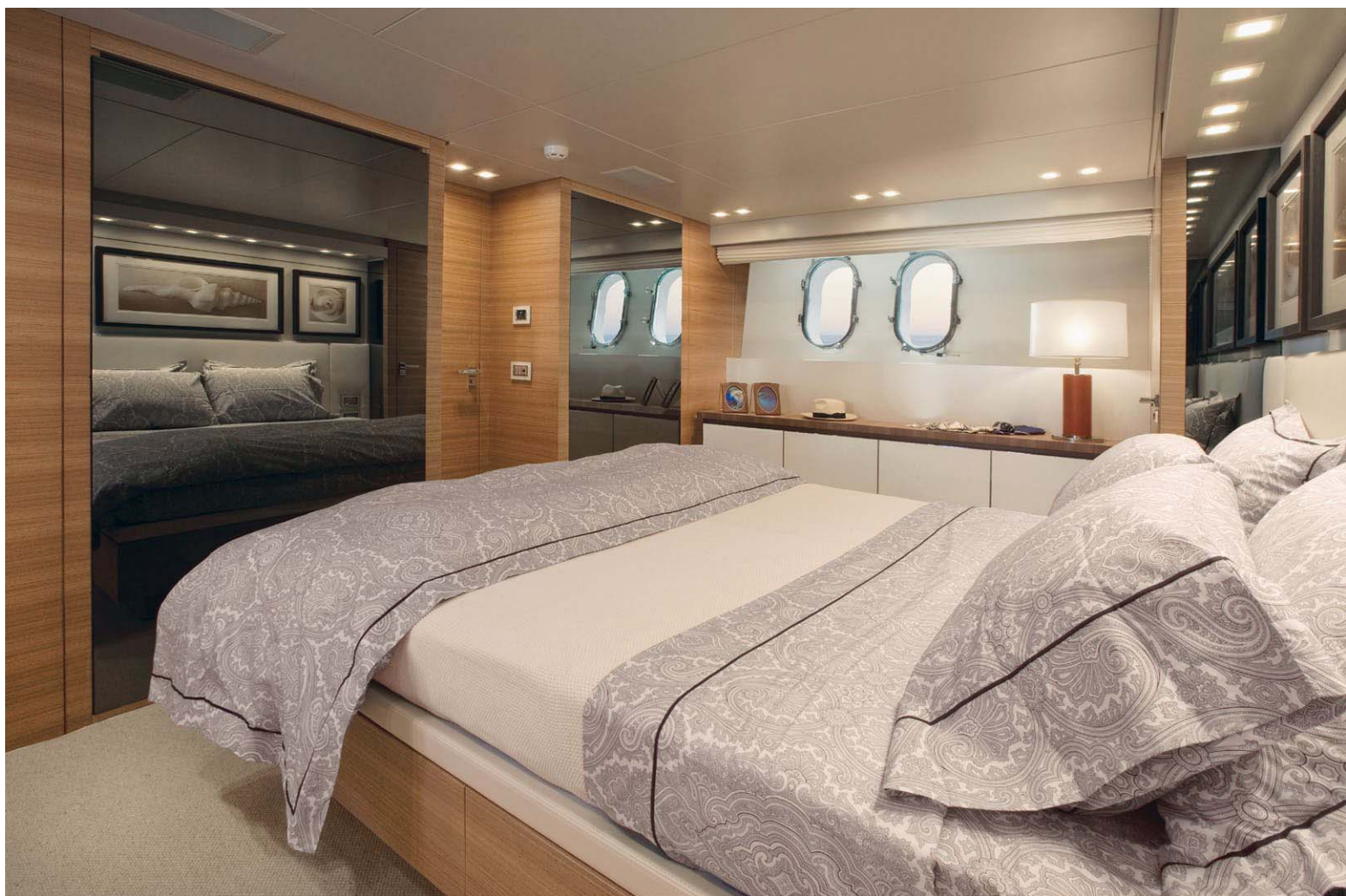
BELOW: Glass-covered doors add a modern touch to a zen-like master stateroom and VIP (next page)

who also did the interior layout, has given this boat the look of an elegant beach house. Low-profile furnishings let the water views take over. The salon is the kind that invites you to put your feet up, but to do it in style. To achieve that kind of casual elegance, Lowe chose stitched leathers, supple linens and textured rugs in sand and seashell colors, combined with contemporary materials that keep the ensemble supremely elegant. Cabinet doors, for instance, are made of back-painted glass sandwiched with a layer of fabric and suede-finished elm. It looks effortless, but it is thoroughly thought out and painstakingly put together, like an Italian woman looking glamorous in faded jeans and cashmere sweater. The galley with high-end appliances, including a fabulous combination convection oven by Miele, can be part of the scene or discreetly hidden behind a frosted glass panel, which recedes into the cabinetry. The compact console and helm seat are upholstered in the same warm caramel leather that dresses the settee in the breakfast nook on the port side. It's chic without sacrificing anything in terms of functionality. Two multifunction displays, speed depth indicator and autopilot control unit are all within easy view and reach, as we witnessed

during a recent sea trial. This flybridge is very pleasant at lower rpm for a quiet cruise on the Intracoastal, but also does quite well in the upper range, maxing out at about 28 knots when equipped with two 1,360-hp Man V12 engines. We tested the boat in exceptionally calm seas, and it was a great ride. But comfort is key to keep people boating. So the next SL72 Americas edition (slated to debut at the Fort Lauderdale International Boat Show in October) will have zero-speed fin stabilizers for added comfort at anchor and lower speeds. It will also have a hydraulic platform and a new ZF joystick steering system for even easier handling.

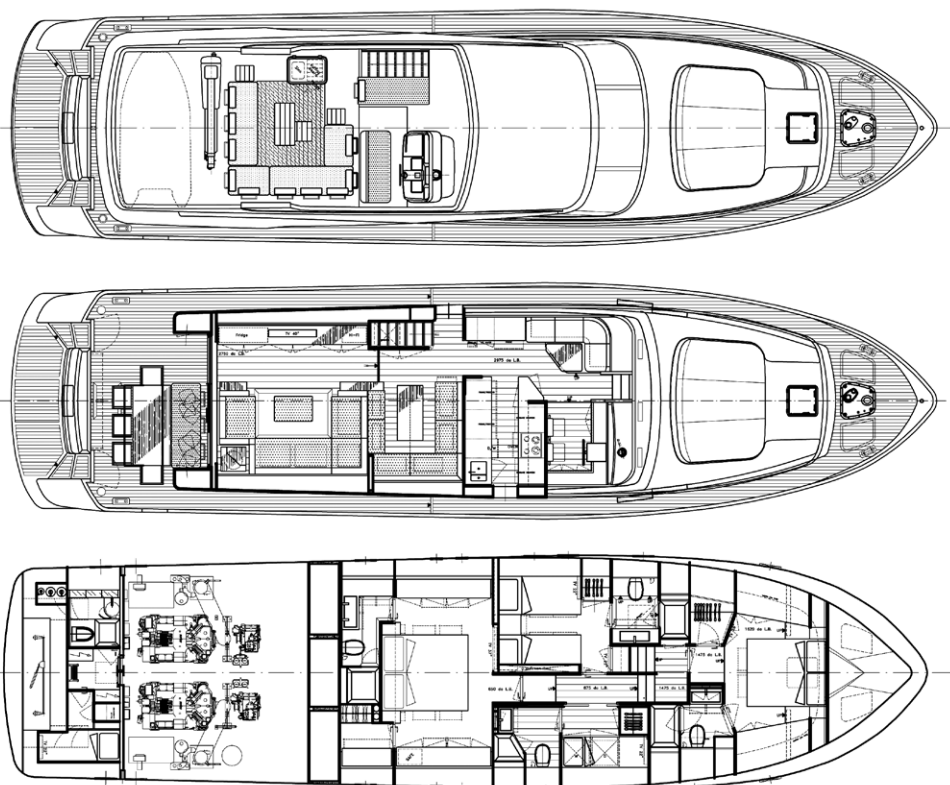
Another change will be the full four-stateroom layout. This one has a small cabin with bunks, enclosed with a pocket door, in addition to the full-beam master, forward VIP and twin cabin.

But Sanlorenzo can do many things to satisfy individual requirements. "Please remember, there are no two Sanlorenzos alike," says George Jousma, president and CEO of Sanlorenzo of the Americas. "We don't build a standard yacht; we offer a standard build of materials for the owner to design the yacht of their unique preferences." ■





ABOVE: The next hull of the SL72 Americas edition will feature four full cabins and added features, such as a hydraulic ZF joystick steering system for even easier maneuvering



San Lorenzo SL72

LOA: 72'02" (21.95m)

BEAM: 18'06" (5.5m)

DRAFT (MAX.): 6'03" (1.83m)

FUEL: 1,321 gal. (5,000 L)

FRESHWATER:
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STANDARD POWER: 2 x MAN V12 @ 1,360 hp

MAX. SPEED: 28 knots

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THE 2011 TOP 100 YACHTS



KLAUS JORDAN

INNOVATION LEADS THE WAY

The Lürssen *Phoenix*² pictured here, a new entry in this year's Top 100 list, is the first modern yacht to feature a figurehead, a symbol perhaps that things are looking up. Traditionally, the figurehead was a way for vessels' owners to show off their wealth.

And in this very select group at least, it does seem things have begun to turn around.

At a recent boat show, a builder expressed optimism that yacht sales were indeed improving. As evidence, he pointed to the return of Russian buyers, conspicuous by their absence the previous year. A couple of months ago, the *Financial Times* also noted the return of Russian billionaires who, more than any others, had been broadsided by the financial crisis. Recovering commodity prices helped. Roman Abramovich, who cumulates more feet of steel on the water than any other single yacht owner, finally took delivery of the world's largest yacht this year. Also, the Russian government bought the former *Leo Fun*, now named *Sirius*. At 174', this great Proteksan is hardly Top 100 material—the smallest entry this year is 228'—but by all other standards, she is a substantial megayacht. And there is no doubt that Russian owners seem to stretch boundaries of design and engineering. Their yachts also tend to be on the large side, 316' on average in the Top 100.

Yet, they still don't outnumber the traditionally active Middle East market—very present in this segment due in large part to a great number of state and royal yachts—or the very important group of North American owners. Not that it's a race. Still, a few interesting updates on the list from North America include the U.S.-built *Cakewalk*, the 281' Derecktor constructed for an American owner; the outstanding *Attesa IV*, now 330' after being reborn in Canada; and a few others built in Europe, which we hope to feature soon.

We have “retired” a couple of staples on the list, including *Loalat al Behar*, now a cruise ship, and *Giant*, which was rumored to be under refit for some time but has yet to re-emerge in active service.

2011 TOP 100 BY THE NUMBERS

New entries: **13**

Average length
in new entries: **318'**

Smallest
on the list: **228'**

Largest
on the list: **535'**

Average length: **344'**

STAFF REPORT



BENOIT DONNE

ECLIPSE [NEW]

LENGTH: 535' (163 m) **SHIPYARD:** Blohm + Voss, 2010, Germany

If you are inclined to charter the world's largest yacht, you now can. *Eclipse*—officially number one since her late-2010 delivery to her owner, yacht enthusiast Roman Abramovich—is now on the list of very select yachts available for charter from Superyachts Monaco, along with Abramovich's other yacht, the expedition-style *Luna*. The weekly charter rate is \$2 million. Highly anticipated as the new queen of the XL yacht fleet for several years, *Eclipse* is finally plying the world's oceans. She was spotted all through the Caribbean last winter, once in company of another Blohm + Voss-built superyacht, the Philippe Starck-designed *A*. Rather stylish for her estimated 13,000 gross tons, *Eclipse* owes her styling to UK-based designer Terence Disdale (who also worked on *Pelorus*, once the flagship of the Abramovich fleet). Owner Abramovich recently disclosed financial documents in connection with a parliamentary campaign in a Russian province, which points to a net worth in excess of 11 billion dollars and climbing. This may help with the yacht's operating expenses. *Eclipse* has been reported to have a crew of anywhere from 60 to 92, and an active rumor mill has spun many outlandish-sounding tales, which may or may not be true, of it carrying an anti-missile system and an anti-paparazzi device.

DUBAI (EX PLATINUM)

LENGTH: 531'6" (162m)

SHIPYARD: Blohm + Voss/Lürssen, 2003, Germany

Like *Eclipse*, *Dubai* was born in Germany but she was finished only after arriving in Dubai in 2001, along with 250 containers of spare parts. Platinum Yachts, the shipyard in charge of finishing the job, met the challenge head on. In spite of her 13,470 gross tons, *Dubai* can reach a 26-knot top speed. She features a lavish pool and helicopter station suitable for a helicopter up to 9.5 tons, plus an intricate interior of gold tiles, marble, onyx, lapis lazuli and malachite, and a stunning spiral staircase.





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3



4



6

AL SAID (EX SUNFLOWER)

LENGTH: 508'6" (155m) **SHIPYARD:** Lürssen, 2007, Germany

The Espen Øino International-designed yacht was built as *Sunflower* for the Sultan of Oman, Qaboos bin Said Al-Said, who has ruled Oman since 1970. The yacht, which is said to accommodate 70 guests and 150 crewmembers, usually lies at the port of Mutrah, in the capital of this strategically important country and oil producer. But whenever she travels she attracts lots of attention with her imposing size, helipad and pool; amenities to be expected on a vessel of its kind.

MAHROUSSA (EX EL HORRIYA)

LENGTH: 478' (145.7m)
SHIPYARD: Samuda Brothers, 1865, England

History tends to repeat itself, as an Egyptian historian pointed out recently, and 2010 has shown again that Egypt is not such an easy country to govern. King Farouk found out the hard way in 1952 when Egyptians revolted and he chose exile, cruising out of Alexandria aboard the royal yacht *Al Mahroussa*. Renamed *El Horriya* (or *Al Horreyya*) for a time, the world's oldest surviving yacht later served the Egyptian Navy. Now she seldom leaves the dock, hosting official delegations and diplomats.

PRINCE ABDULAZIZ (EX ABDUL AZIZ)

LENGTH: 482'4" (147m)
SHIPYARD: Helsingør Værft, 1984, Denmark

Regular maintenance and several refits have preserved this elegant yacht, originally the Royal Saudi yacht. The world's largest private yacht for 20 years, *Prince Abdulaziz* features naval architecture and design by Maierform and is said to have a top speed in excess of 22 knots, thanks to twin 15,382-hp, 12-cylinder Pielstick engines. She may have slipped a bit in rank, but remains one of the most distinguished yachts afloat today.

AL SALAMAH (EX PROJECT MIPOS)

LENGTH: 456' (139m) **SHIPYARD:** HDW/Lürssen, 1999, Germany

Deputy Prime Minister Sultan bin Abdul Aziz Al Saud, Crown Prince of Saudi Arabia, cruises on board *Al Salamah*, another big yacht involving Terence Disdale Design. She was launched under the code name *Mipos*, allegedly for "Mission Possible." Meeting exacting requirements in a limited time proved a challenge the team was willing and able to meet, thus the nomiker. The imposing and beamy vessel is speedy with twin 20-cylinder MTUs developing 8,056 hp each.



RISING SUN

LENGTH: 454' (138.4m) **SHIPYARD:** Lürssen, 2004, Germany

The distinctive *Rising Sun* now belongs solely to Hollywood's David Geffen, who co-founded DreamWorks with Jeffrey Katzenberg and Steven Spielberg. The legendary John Bannenberg designed the yacht for original owner and Oracle founder Larry Ellison who recently took delivery of a new yacht. *Rising Sun*, capable of a remarkable 28-knot speed, returned to Bremen, Germany late last fall for a major refit. The yacht is yet to emerge.

SAVARONA

LENGTH: 440' (134m) **SHIPYARD:** Blohm + Voss, 1931, Germany

One of the grandest yachts still afloat, *Savarona* has had a long and rich life. Commissioning owner Emily Roebling Cadwalader was a known socialite and granddaughter of the designer of the Brooklyn Bridge. The Cox & Stevens-designed yacht later became the presidential yacht of Mustafa Kemal Atatürk, the much-revered founder of modern Turkey. Brought back to life after years of neglect and leased from the Turkish government, *Savarona* has been one of the most recognizable charter yachts afloat.

SERENE [NEW]

LENGTH: 439'5" (134m) **SHIPYARD:** Fincantieri, 2010, Italy

For years the largest yacht built in Italy (in Viareggio) was the 282' *Nabila*, still on the Top 100 list as *Kingdom 5KR*. Then came the CRN *Azteca* (see article in this issue). The Espen Øino-designed *Serene*, launched at Fincantieri's Muggiano (La Spezia) shipyard in September 2010, takes a quantum leap. This may be Fincantieri's first private yacht, but this large commercial concern has built more than 7,000 vessels to date and other huge projects are shaping up in the sheds and on the drawing boards. The yacht's interior spans 4,500 square feet, half of which were designed by UK-based Raymond Langton Design. Technologically advanced, it also features two helipads, a submarine hangar and an internal seawater pool that doubles as a tender bay. The owner of the yacht, which is yet to be delivered, is rumored to be Russian.

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AL MIRQAB (EX PROJECT MAY)

LENGTH: 436'5" (133m)

SHIPYARD: Peters Schiffbau GmbH, 2008, Germany

Al Mirqab's owner's home is the Emirate of Qatar; but the massive yacht, with a 65' beam, frequently resides at Club del Mar in Mallorca, Spain, in company of other famous yachts. Known during her four-year construction as *Project May*, she owes her naval architecture to Kusch Yachts, exterior styling to designer Tim Heywood—who gave her a few well-known curves and a sweeping hull—and intricate interior to Andrew Winch. She is rumored to be speedy, with a large diesel-electric power plant.

OCTOPUS

LENGTH: 414' (126m)

SHIPYARD: Lürssen/HDW, 2003, Germany

This well-traveled yacht belongs to Paul Allen, co-founder of Microsoft and author of the recently published "Idea Man," a memoir about his life, startups and relationship with former business partner Bill Gates. Despite Allen's many accomplishments and charitable contributions, he somehow remains mostly well known for this distinctive Espen Øino-designed yacht—which carries a Canadian-built yellow submersible named *Pagoo*—and his other smaller yachts *Tatoosh* and *Meduse*. Allen often makes his yacht and accompanying submarine available for scientific missions.

KATARA [NEW]

LENGTH: 408'2" (124.4m) **SHIPYARD:** Lürssen, Germany, 2010

Another very large German-built white yacht was spotted throughout the Caribbean this winter. This one, formerly project Crystal, is attributed to superyacht builder Lürssen and Monaco-based designer Espen Øino. The steel and aluminum vessel's name and flag point to ownership in Qatar. The royal family already owns another Top 100 yacht, *Al Mirqab*.



16



13



14

A (EX PROJECT SF99)

LENGTH: 390'3" (119m)

SHIPYARD: Blohm + Voss, 2008, Germany

Philippe Starck and Martin Francis collaborated on the design of this strikingly innovative yacht built by the German shipyard Blohm + Voss for young Russian entrepreneur Andrey Melnichenko. The yacht has a 23-knot top speed, a cruising speed of 19.5 knots and excellent seakeeping qualities. Everywhere it goes, this yacht—love it or hate it (and there are plenty of both sides of the fence)—is impossible to mistake for another.

ISSHAM AL BAHER (EX PRINCE ABDUL AZIZ, AL SALAMAH)

LENGTH: 379'8" (115.7 m) **SHIPYARD:** Hellenic, 1973, Greece

The late Greek shipping tycoon Stavros Niarchos, who made his fortune by building supertankers, commissioned this yacht as *Atlantis I*. As *Issham al Baher*, the historic yacht with architecture by Maierform, has done a bit of navigating to the delight of yacht enthusiasts everywhere. In 2004 to 2005 Privatsea Projects installed a pool, replaced teak decking and furniture, completed a paint job and upgraded navigation equipment.

ATLANTIS II

LENGTH: 379'9" (115.8m)

SHIPYARD: Hellenic, 1981, Greece

Stavros Niarchos commissioned *Atlantis II* in 1981, nearly a replica of the earlier *Atlantis I*, to compete with his rival, erstwhile brother-in-law and fellow Greek shipping magnate Aristotle Onassis, who had commissioned the refit of the amazing *Christina*. Twin 12-cylinder, 4,800-hp Pielstick diesel engines power the yacht but, since Niarchos died in 1996, the yacht rarely moves from her berth at the entrance of Monaco's Hercule Harbor.

PELORUS

LENGTH: 377'4" (115m) **SHIPYARD:** Lürssen, 2001, Germany

Soccer team owner and Russian entrepreneur Roman Abramovich, owner of Number One on the list, purchased *Pelorus* from its commissioning owner in 2003. The yacht features a Tim Heywood exterior and an interior by Terence Disdale, who also worked on Abramovich's other yachts, *Ecstasy* (now sold) and the 160' *Feadship Sussuro*. Controlled by a single joystick and powered by twin 3,600-hp Wärtsilä engines, the well-traveled *Pelorus* is said to have a 20-knot top speed.



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LUNA

LENGTH: 377'3" (115m)

SHIPYARD(S): Stahlbau Nord and Lloyd Werft, 2010, Norway

Roman Abramovich's *Luna* unseats *Le Grand Bleu* as the world's largest expedition yacht. She is relatively speedy for this category, with a recorded top speed in excess of 17 knots. Newcruise did the exterior styling, deck layout and outfitting. The superstructure sits a bit forward, leaving room aft for a large pool surrounded by sun pads. A substantial beach club is also available at water level. Superyachts Monaco lists *Luna* on its ultra select list of private vessels available for charter. The weekly rate is \$1 million.

LE GRAND BLEU

LENGTH: 370' (112.8m)

SHIPYARD: Bremer Vulkan, 2000, Germany

A "green" prototype built under supervision of the late Claus Kusch for an American owner, this yacht had at the time of her launch state-of-the-art sewage and wastewater treatment plants, a water purification system, and nitrogen and sulfur exhaust emissions controls. *Le Grand Bleu* comes complete with a sizable speedboat and sailing yacht as well as a helicopter pad. Roman Abramovich once owned the yacht, but reportedly passed her on to business partner Eugene Shvidler in 2006.

DILBAR (EX OPAL)

LENGTH: 360'9" (110m) **SHIPYARD:** Lürssen, 2008, Germany

The graceful *Dilbar* bears a striking resemblance to *Pelorus*, which Tim Heywood also designed. Paris-based Alberto Pinto is credited with the interior. If a motoryacht of this size can be considered environmentally friendly, this is it. The yacht has particle filters for soot removal and efficient diesel-electric propulsion. The yacht's owner is metals magnate Alisher Usmanov, owner of Russia's largest newspaper, a significant shareholder of Facebook and of soccer team Arsenal.

RADIANT (EX DARIUS)

LENGTH: 360'9" (110m) **SHIPYARD:** Lürssen, 2009, Germany

Identical in length to *Dilbar*, and probably sharing her engineering and propulsion characteristics, *Radiant* also features a Tim Heywood design. Glenn Pushelberg, co-founder of Yabu Pushelberg, an award-winning interior design firm with an extensive portfolio of luxury hotels and high-end boutiques, is credited with the interior. Of late, ownership of the yacht formerly known as *Darius* has been attributed to Forbes-ranked billionaire Abdullah al Futaim of Dubai, developer of Festival City.

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NIEL RABINOWITZ

ATTESSA IV [NEW] (EX EVERGREEN)

LENGTH: 331'4" (101m) **SHIPYARD:** Hayashikane Dockyard, 1999, Japan

Though previously listed while she underwent her transformation from *Evergreen* to *Attesa IV*, we feel this vessel needs to be considered a brand-new yacht, so thorough was her transformation. The rebirth of one of the world's largest yachts has taken a few years, but it has been worth the wait. Relaunched in 2010, the yacht has been photographed in March undergoing sea trials off the British Columbia coast, and she looks nothing like her former self. *Attesa IV* received a hull extension and complete restyling. Glade Johnson Design worked closely with the owner on both exterior styling and interior decorating. The extensive work done at the Washington Group of Companies' Vancouver shipyard has brought the 2,854-gross ton yacht to MCA and Lloyd's class. Her two Wärtsilä engines give her a maximum speed of 25 knots, and with new naval architecture by Diana Yachts and Greg Marshall & Associates, she has a 7,660-nm range at 16 knots.

LADY MOURA

LENGTH: 344'6" (105m)

SHIPYARD: Blohm + Voss, 1990, Germany

Lady Moura was, at the time of her 1990 launch, one of—if not the most—expensive yachts ever built. Twin 6,858-hp Deutz diesel engines and controllable pitch propellers are said to move the yacht to a 20-knot speed. A Sikorsky helicopter takes guests to and from shore. The elegant yacht has had one owner since her launch. A Saudi entrepreneur with a doctorate in engineering, Nasser Al-Rashid also is a distinguished alumnus of the University of Texas at Austin.





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CHRISTINA O

LENGTH: 325'4" (99.2m)

SHIPYARD: Canadian Vickers, 1943, Canada

Once a Canadian river class frigate called HMCS *Stormont*, this vessel was reborn as one of the world's most famous yachts. Aristotle Onassis purchased the ship in 1954 to the tune of an estimated \$4 million and transformed the WWII veteran into a luxury yacht named *Christina*. After Onassis' death, the yacht was neglected. In 1998, a group of investors that included John Paul Papanicolaou, purchased the yacht from the Greek government and embarked on another major refit. The vessel was reborn yet again as *Christina O*, now of the most famous charter yachts plying the Mediterranean.

LIMITLESS

LENGTH: 315'9" (96.25m) **SHIPYARD:** Lürssen, 1997, Germany

Leslie Wexner's businesses, The Limited Brands, enjoyed a bounce-back in 2010. The company has done well for this self-made retail king who owns the largest yacht to fly the American flag. Designed in collaboration with Jon Bannenberg, *Limitless* features state-of-the-art electronics that include an F-16 joystick control. There is a carbon-fiber retractable light mast on the foredeck and underwater lights that provide the nighttime illusion of levitation. Wexner and his wife, Abigail, are active both in business and philanthropy.



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CARINTHIA VII

LENGTH: 318'11" (97.2m)

SHIPYARD: Lürssen, 2002, Germany

Designer Tim Heywood styled this spectacular yacht, which bears more than a passing resemblance to the owner's original yacht, *Carinthia VI* (now *The One*) designed by Jon Bannenberg nearly 30 years ago. She is, however, bigger, in part to accommodate a large garage. It houses tenders that look like miniature replicas of the mothership and a luxury car. Austrian billionaire Heidi Horten can also choose to catch up with her yacht by using a helicopter.

PALLADIUM (EX PROJECT ORCA)

LENGTH: 314'10" (96m)

SHIPYARD: Blohm + Voss, 2010, Germany

Michael Leach Design created *Palladium* to suit the lifestyle of an active entrepreneur they knew since they had worked with him on the 205' Amels *Solemar*, his previous yacht. The design reflects the owner's love for watersports. The designers needed to create ample headroom inside and sporty lines outside. They opted for design solutions that yield a radically new styling. The modern interior incorporates a modern glass atrium with large windows and mirrors amplifying natural light. Custom furniture builder Silverlining designed a dining table for 20, which appears to grow out of the floor. *Palladium* is built to SOLAS requirements.



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INDIAN EMPRESS (EX AL MIRQAB)

LENGTH: 311'8" (95m) **SHIPYARD:** Oceanco, 2000, Holland

Indian liquor tycoon Vijay Mallya (United Spirits) acquired this A Group-designed yacht, formerly known as *Al Mirqab*, in 2006. Fully equipped for business and available for charter, the yacht features an opulent interior, several elevators, a helipad, gym with sauna, Jacuzzi, one of Elton John's baby grand pianos, plus a beauty salon, massage room, full medical suite and expansive deck spaces. Mallya, like other yacht owners on this list, is also invested in sports (Formula One and cricket) and owns Kingfisher airline.

TATOOSH

LENGTH: 303' (92.4m)

SHIPYARD: HDW Nobiskrug, 2000, Germany

Paul Allen owns the Kusch Yachts-designed *Tatoosh*. The layout of the five-deck ship, with an interior by Terence Disdale, includes a top-deck master suite and salon, a French limestone fireplace, main-deck staterooms and a six-foot-deep swimming pool. The yacht can transport two helicopters, a custom 40' Hinckley powerboat and a Hinckley sailboat. The well-traveled *Tatoosh* was spotted in Fort Lauderdale in April.



EOS

LENGTH: 304'9" (92.9m), including bowsprit

SHIPYARD: Lürssen, 2006, Germany

If you include the bowsprit, this three-masted schooner is the world's largest sailing yacht. It hails from a shipyard not normally associated with sailing; German custom superyacht builder Lürssen has only built one other sailing yacht, the 133' *Twirlybird*, in 1993. U.S.-based Langan Design Associates designed this beautiful yacht, which features an interior by Paris-based designer François Catroux. Ownership is widely attributed to multimedia mogul Barry Diller and fashion queen Diane von Furstenberg, his wife.

MAYAN QUEEN IV (EX PROJECT SAFARI)

LENGTH: 301' (92m) **SHIPYARD:** Blohm + Voss, 2008, Germany

Tim Heywood and Terence Disdale collaborated once more on this yacht, launched in 2008 for 77-year-old mining billionaire Alberto Baillères, one of Mexico's richest entrepreneurs (some rank him second behind Carlos Slim). This much-admired yacht, once known as *Project Safari*, features awesome underwater lights and bottom-hinged side tender doors. Very little else is known about the yacht.



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NAHLIN (EX LUCEAFARUL, LIBERTATEA)

LENGTH: 300' (91.44m)

SHIPYARD: John Brown & Co., 1930, Scotland

Formerly the pride of Lady Yule, this beautiful classic yacht is linked to the abdication of two kings, Edward VII of Britain (who chose to marry American Wallis Simpson) and later King Carol II of Romania. She eventually became a floating restaurant on the banks of the Danube and fell into disrepair. Original designers G.L. Watson & Company helped restore the yacht, which spent years at Nobiskrug and then Blohm + Voss. She sailed into Devon last summer, looking rejuvenated and splendid. A British entrepreneur and inventor is reputedly the owner.

NERO

LENGTH: 295'6" (90.10m) with bowsprit

BUILDER: Corsair Yachts **SHIPYARD:** Yantai Raffles, 2008, China

Nero's designer and Corsair Yachts Principal Neil Taylor sought to achieve a delicate balance of modern and classic design in a stunning envelope. While it makes references to the 1930s, Nero is not a literal interpretation of any one historic vessel. She features an owner's deck, and guest cabins include two palatial lower-deck king-size suites with sitting rooms. The yacht carries three custom tenders, including a 31' vintage-style cabin cruiser. Nero, available for charter, is also currently for sale.

DUBAWI

LENGTH: 297'3" (90.60m)

SHIPYARD: Cantieri Navale Ferrari

CONVERSION: Platinum Yachts, 2009, Dubai

Dubai's Platinum Yachts converted a small passenger ship into a private yacht named *Dubawi*, which is also the name of a famous stallion. Outfitted with a gigantic master suite on the owner's deck, the yacht also features eight VIP suites, 12 guest cabins and berths for 71 crewmembers. *Dubawi* has a top speed of 15 knots and a range of 5,400 nm. Dubai crown prince Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, who breeds and rides horses, reportedly uses the yacht.

ICE

(EX AIR)

LENGTH: 295'3" (90m) **SHIPYARD:** Lürssen, 2005, Germany

Ice, formerly *Air*, incorporates energy-efficient diesel-electric power, sophisticated noise- and vibration-reduction technology and exhaust-emissions control systems. Designers Tim Heywood (exterior) and Terence Disdale (interior) collaborated on the first Lürssen yacht to be fitted with Azipod propellers. Eight 1,129-hp Deutz 16-cylinder generators supply electric power to the propellers and the waterjet thrusters. The owner, 45-year-old Suleiman Kerimov, is Russia's 19th richest man.



ATHENA

LENGTH: 295'3" (90m) including bowsprit
SHIPYARD: Royal Huisman, 2004, Holland

This modern classic schooner is getting a facelift at Orams Marine in Auckland, New Zealand. Netscape co-founder Jim Clark, who sails the new Royal-Huisman built J-Class yacht *Hanuman*, commissioned this yacht with impeccable credentials. Designer Pieter Beeldsnijder (exterior styling and interior design), decorator Rebecca Bradley, naval architects Gerard Dijkstra & Partners and craftsmen at Royal Huisman collaborated on the making of this three-masted beauty.

ASEAN LADY

LENGTH: 289'2" (88.15m)
SHIPYARD: Yantai Raffles, 2004, China

South Africa-born Brian Chang, one of Singapore's 40 wealthiest entrepreneurs, founded the Yantai Raffles shipyard in 1994. That is where *Asean Lady*, the world's only yacht based on a proa design (with a small outrigger hull), was built. *Asean Lady's* reduced wetted surface allows the yacht to have a single 2,000-hp Caterpillar engine coupled to a Rolls-Royce Aquamaster azimuth drive with twin rotating propellers.

MALTESE FALCON

LENGTH: 289'1" (88.1m) **SHIPYARD:** Perini Navi, 2006, Turkey

This ultra-modern three-masted schooner with a steel hull, rotating carbon masts and an innovative DynaRig sail design, unmistakable for any another yacht, remains in charter. *Maltese Falcon* was recently at the St. Barths Bucket, where her charming owner, Elena Ambrosiadou, took friends sailing on what is the world's largest sailing yacht by deck length. Ambrosiadou, founder and manager of one the world's top performing hedge funds (Cyprus-based Ikos), bought the yacht from Tom Perkins who dreamed up this unique vessel with Fabio Perini, of Perini Navi, Dijkstra & Partners and interior designer Ken Freivokh. The award-winning *Maltese Falcon* is available for charter.



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MUSASHI [NEW]

LENGTH: 288' (88m) **SHIPYARD:** Feadship, Holland, 2010

The largest Feadship launched to date was built at the DeVries Makkum yard. De Voogt designed the exterior and Sinot Design was responsible for the interior. Feadship kept the project under wraps and the summer launch was very discreet, but you can't keep such a vessel secret for long. Interest has been growing and speculations have already attributed ownership of this yacht to Larry Ellison, who recently sold his share of his former yacht *Rising Sun* to David Geffen. Clues leading to this conclusion include Ellison's fondness for all things Japanese. The design of the superstructure is also reminiscent of the Jon Bannenberg-designed *Rising Sun*. If that is the case, *Musashi* will likely turn up in San Francisco for the 2013 America's Cup, a competition Ellison, Oracle founder and avid sailing competitor, finally won last year.

ARCTIC P

LENGTH: 287'5" (87.57m)

SHIPYARD: F. Schichau Unterweser, 1969, Germany

Claus Kusch reinvented this former icebreaker tug converted in Malta in 1995. *Arctic P* became a luxury ice-classed expedition yacht, able to handle both the Polar region's ice flows and the warm water of the South Pacific. Australian media and gaming billionaire James Packer inherited the yacht from his father in 2005. C. Kidston and A. Sassoon designed the original interiors, which include an observation tower, cinema and screening room, Jacuzzi, swimming pool and plenty of water toys.





PHOENIX² [NEW]

LENGTH: 286' (87.2m) **SHIPYARD:** Lürssen, 2010, Germany

This new motoryacht marks the return of the prow figure but, unlike many of the traditional wood carvings found on the prow of earlier vessels, particularly common on 16th century galleons, this "figurehead" is a bird, not a warrior or a woman. According to a history of ship figureheads, one of their primary goals—aside from helping people guess the ship's name—was to reveal the ship-owner's wealth. This makes the stainless-steel sculpture on the yacht's bow not only beautiful but also quite appropriate. Builder Lürssen, designer Andrew Winch and broker Moran Yacht & Ship reunited on this second *Phoenix*. The original 197' (60m) Lürssen was delivered in 2004 to the same private owner. Renderings on the broker's website reveal a luxurious Art Deco-inspired interior with big windows and evocative artistic pieces, including a mural. The exterior styling is stunning, with a dark hull and feet of custom stainless steel railings. The 50' beam accommodates 12 guests and 26 crewmembers.

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KINGDOM 5KR (EX TRUMP PRINCESS, NABILA)

LENGTH: 282'2" (86m) **SHIPYARD:** Benetti, 1980, Italy

Adnan Khashoggi was this Jon Bannenberg-designed yacht's original owner under the name *Nabila* until real estate developer and one-time owner Donald Trump renamed her *Trump Princess*. Since 1991, the yacht has been known as *Kingdom 5KR*, a name it acquired from its current owner, the dashing and media-savvy Prince Al-Waleed bin Talal bin Abdul Aziz Al Saud. The largest individual stakeholder in Citigroup is said to await a new 561' yacht, rumored to be under construction at a well-known German superyacht builder.

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SEVEN SEAS [NEW]

LENGTH: 282'2" (86m) **SHIPYARD:** Oceanco, 2010, Holland

Oceanco, Nuvolari-Lenard, Azure Naval Architects and the Wright Maritime Group collaborated on this beautiful vessel, spotted this spring in Fort Lauderdale and the Bahamas, following a busy season in the Caribbean. She is likely to appear in the Med this summer, as her American owners designed her as much for their personal enjoyment as to entertain large parties. She is also expected to be available for charters. Movie night will be extra special aboard *Seven Seas*, which is equipped with a main-salon cinema with professional-grade projection system, screen and two rows of comfortable movie-grade seats. Also, the back wall of the glass-enclosed pool on the main deck doubles as a projection screen. *Seven Seas*, powered by dual 4,680-hp/3,492-kW MTU engines can reach a 20-knot top speed.

ECSTASEA

LENGTH: 282' (85.95m)

SHIPYARD: Feadship, 2004, Holland

De Voogt Naval Architects and Terence Disdale designed *Ecstasea*, which was built under strict confidentiality at Royal Van Lent. Before long, however, Roman Abramovich became known as the owner of this speedy vessel. In 2009, he sold *Ecstasea* to a new owner. Equipped with a gas turbine and 3,100-hp MTU engines, the recently refit yacht is said to have a top speed flirting with 30 knots.





CARL GROLL

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VALERIE [NEW] (EX PROJECT FIREBIRD)

LENGTH: 275'6" (84m) **SHIPYARD:** Lürssen, 2011, Germany

Espen Øino and Raymond Langton Design, the same team that was behind the spectacular *Kismet*, collaborated on the new *Valerie*. Known as *Project Firebird*, she was launched earlier this year as a very discreet project. Renderings showed her as a blue-hulled beauty, but the yacht has been photographed outside of the Lürssen shipyard with an all-white color scheme.

CAKEWALK [NEW]

LENGTH: 281' (85.6) **SHIPYARD:** Derecktor, 2010, USA

This American beauty needs no introduction. At her Fort Lauderdale debut, she hosted a steady flow of admirers and visitors who wanted to see if the long-awaited new queen of the American yachtbuilding industry—she is the largest yacht built in the United States since the 1930s—had hit her marks. They were not disappointed. Designer Tim Heywood gave her all the right curves. Her interior designer, Elizabeth Dalton, made the yacht's huge interior approachable and even homey. The woodwork is outstanding. *Cakewalk* has a huge garage with to die-for tenders and many other toys. She is now available for sale. Please see *Yachts International* March/April edition for a complete article.



PACIFIC [NEW] (EX PROJECT JOSI)

LENGTH: 279'6" (85.2m) SHIPYARD: Lürssen, 2010, Germany

This alluring yacht, formerly *Project Josi*, features styling and naval architecture by Buenos Aires-based Frers Naval Architecture & Engineering and an interior by Bannenberg & Rowell. Germán Frers and son have designed more than 1,000 sailboats and motoryachts, emphasizing the connection between the owner and the sea. Frers admits to having been a reluctant powerboat designer at first, but he now likes the challenge of designing powerboats that are both simpler and more efficient, more in keeping with sailing yachts. *Pacific* is a very secretive yacht and not much is known about her up to this point. We hope to see more of her in the near future.

SUNRAYS (EX Y-705)

LENGTH: 280'6" (85.5m) SHIPYARD: Oceanco, 2010, Holland

This yacht is based on the tried-and-true Oceanco Y-string of custom yachts and features naval architecture by Azure. Bjorn Johansson Design gave the yacht its appealing styling, enhanced by a bold teal hull color. The interior by Terence Disdale emphasizes flexibility and privacy. For the most part, while guests can see out, they are shielded from the outside world. The owners insist on a very low public profile. This yacht has won several industry awards for design.

VIBRANT CURIOSITY (EX Y-704)

LENGTH: 278'9" (85m) SHIPYARD: Oceanco, 2009, Holland

Despite her enticing name, this yacht is leaving many enthusiasts hungry for more. The Forbes-ranked retired German industrialist who owns the yacht has not satisfied anyone's curiosity, preferring to enjoy this spectacular Nuvolari-Lenard design in channels less traveled. Recently, she was spotted in South America. Azure Naval Architects designed the steel hull, which has twin 4,680-hp MTU engines, a cruising speed of 18.5 knots and a range of 5,000 nm.



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SARAFSA

LENGTH: 269' (82m) **SHIPYARD:** Devonport, 2008, England

An all-British team built *Sarafsa* at the Devonport Royal Dockyard. The Andrew Winch-designed *Sarafsa* features a "winter garden" dining area. On the sun deck, an inside/outside spa complex showcases a retractable roof with an external bar positioned forward of one of two helicopter landing areas. Twin MTU 2,682-hp engines power *Sarafsa*, which has a 6,000-nm range at a cruising speed of 13 knots. A member of the royal Saudi family is said to use the discreet yacht.

ALFA NERO

LENGTH: 269' (82m) **SHIPYARD:** Oceanco, 2007, Holland

This Nuvolari-Lenard-designed yacht is a head-turner with its black hull stretching from bulbous bow to sprawling aft deck. There you find the infinity pool, which conveniently doubles as a helipad. Once on board, the wow factor becomes the environment, pouring in from all windows. Alberto Pinto designed the supremely elegant interior. Guests certainly won't mind retreating inside and lowering the shades, as the interior matches the exterior for luxury ambiance. The multi-award-winning *Alfa Nero* is now on the market.

BASRAH BREEZE

(EX OCEAN BREEZE, AL YAMAMAH, QADISSIYAT SADDAM)

LENGTH: 269' (82m) **SHIPYARD:** Helsingør, 1981, Germany

The fate of Saddam Hussein's former yacht is still unknown. French courts settled an ownership dispute, but in the end the Iraqi government prevailed and claim the yacht for its people. Rumor has it she was used as a cruise ship after being returned to Iraq. The yacht had an opulent interior suitable for 28 guests and 35 crewmembers—and less common features, such as bulletproof windows, machine-gun storage, a missile-launching system and a secret passage to an escape mini-submarine.

AIR [NEW]

LENGTH: 265'9" (81m) **SHIPYARD:** Feadship, 2011, Holland

Feadship Koninklijke De Vries launched and christened *Air*, the largest superyacht the shipyard has built to date at its Aalsmeer facility. De Voogt Naval Architects and Rémi Tessier collaborated on the design, described as minimalist inside a "Harley Davidson-black" hull. Project Manager International Yacht Register reports the yacht will be available for charter. Seven staterooms include an ondeck split-level owner's suite with private deck. The yacht also features a helipad fit for commercial use. This presented a challenge, which Feadship and De Voogt Naval Architects handled with grace.



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GOLDEN ODYSSEY

LENGTH: 262'10" (80.15m)

SHIPYARD: Blohm + Voss, 1990, Germany

The *Golden Odyssey*, flagship of the Golden Fleet, spent a few weeks in Miami this past winter. In April, Prince Khaled bin Sultan bin Abdul Aziz of Saudi Arabia welcomed a group of scientists to celebrate the Khaled bin Sultan Living Oceans Foundation's 10-year anniversary. The prince, a keen diver and SeaKeepers award recipient, dedicates time and significant resources to oceanographic research, making his vessels (especially the well equipped *Golden Shadow*) available for scientific missions. He hosted a magnificent reception at the Epic Marina in Miami on the eve of a new expedition, this time to the Bahamas.

NORGE

(EX PHILANTE)

LENGTH: 262'6" (80m)

SHIPYARD: Camper & Nicholson's, 1937, England

Norge is one of only two remaining royal yachts in Europe. When winter ends, this classic yacht leaves her winter mooring at Akershus Castle in Oslo. The ex-*Philante* was gifted to King Haakon VII in June 1948. She remains the Norwegian royal yacht. *Norge* has a gross tonnage of 1,628 and a maximum cruising speed of 16 knots. The complement of officers and crew is 54.

CONSTELLATION

LENGTH: 262'6" (80m) **SHIPYARD:** Oceanco, 1999, Holland

The Emirate of Qatar is home to a growing yacht fleet that includes the recently delivered *Al Mirqab*, *Katara*, a shadow vessel and two sisterships—*Constellation* and *Stargate*. Jean-Pierre Fantini collaborated with the A Group on the yacht's minimalist interior for the Emir of Qatar, Sheikh Hamad bin Khalifa Al-Thani. Twin 20-cylinder 10,000-hp MTU engines and a large fuel capacity enable a 5,000-nm range at 20 knots and a 23.5-knot top speed.

STARGATE

LENGTH: 262'6" (80m) **SHIPYARD:** Oceanco, 2001, Holland

Stargate is identical in size to *Constellation*, with an interior layout and design by the A Group in collaboration with Camillo Costantini. The interior is a well-guarded secret but is, according to the builder, truly spectacular. Oceanco built *Stargate* for the Emir of Qatar's younger brother and former prime minister, Sheikh Abdullah bin Khalifa Al-Thani.

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AMEVI

LENGTH: 262'6" (80m) **SHIPYARD:** Oceanco, 2006, Holland

Amevi owes its sleek silhouette to Nuvolari-Lenard and her interior to Alberto Pinto. Occasionally available for charter, the yacht has six decks affording 12 guests enormous space for entertainment and relaxation. Powered by twin MTU 16V 595 TE70 engines of 4,828 hp each, she reaches a top speed of 19 knots with a range of 5,500 nm. The yacht's owner is reportedly a London-based industrialist of the world's largest steel company.

TALITHA G

(EX REVELER, CHALENA, CAROLA, USS BEAUMONT, ELPETAL, JEZEBEL)

LENGTH: 262'6" (80m) **SHIPYARD:** Krupp, 1930, Germany

Reveler's first intended owner was Packard Automobiles Chairman Russell Alger, but he died before the yacht was completed. Cox & Stevens designed the original Reveler, whose original plans are part of part of the Cox & Stevens collection at the Mystic Seaport Museum. Talitha G was reborn as a larger yacht at Devonport Yachts and received new twin 1,400-hp Caterpillar engines. The classic yacht, available for charter, belongs to the Getty family.

AL DIRIYAH

(EX MASSARAH, SERENDIPITY, ULTIMA II, DANGINN)

LENGTH: 257'10" (78.60m)

SHIPYARD: National Bulk Carriers, 1960, Japan

National Bulk Carriers' owner in 1960 was the late billionaire Daniel K. Ludwig. Danginn likely was the smallest vessel built at the Japanese yard, which was leased for the construction of large tankers. The vessel has changed ownership frequently and has had at least five names. Currently known as Al Diriyah, she has a 5,500-nm range and a cruising speed of 14.5 knots, thanks to twin 1,800-hp 10-cylinder Fairbanks Morse engines.

PEGASUS V

(EX PRINCESS MARIANA)

LENGTH: 257'9" (78.59m)

SHIPYARD: Royal Denship, 2003, Denmark

Espen Øino and François Zuretti collaborated on the design of this six-deck yacht with extraordinary beach club and a tender bay that converts into a pool. Now under new ownership, this landmark yacht sports a new blue boot stripe and name. Camper & Nicholson's announced her sale in May. The ex Princess Mariana, previously owned by a Mexican billionaire, was spotted recently in Fort Lauderdale, with a new name plate.



61 63



ANTHONY VELLA



62 64



DELPHINE

(EX DAUNTLESS)

LENGTH: 257'8" (78.5m) **SHIPYARD:** Great Lakes Engineering, 1921, USA

Automobile pioneer Horace Dodge died before *Delphine* was finished, but his widow, Anna, took delivery of the yacht, named after their daughter, and kept her until 1967. Thirty years later, Belgian blue jeans magnate Jacques Bruynooghe found *Delphine* rusting in Marseille. He and daughter Ineke worked with a team of designers and craftsmen on a \$55-million restoration. *Delphine* and her steaming smoke stack became a frequent and welcome sight on the Riviera. This labor of love has been for sale through Edmiston since late 2008.

TUEQ

LENGTH: 257'5" (78.47m)

SHIPYARD: Van der Giessen, 2002, Holland

A hull extension, completed by Privatsea, respected the profile of the Michael Leach-designed *Tueq*, built at a Dutch commercial yard in Holland. The elegant *Tueq*, with naval architecture by De Voogt, reportedly is the private yacht of Saudi Prince Salman bin Abdulaziz, governor of the Riyadh province. Twin Wärtsilä diesel engines propel the yacht with very little noise and vibration, and three MAN generators provide enough power to run a small town.

DANNEBROG

LENGTH: 257'4" (78.43m), including bowsprit

SHIPYARD: Royal Dockyard, 1931, Denmark

The Danish royal yacht was born in 1931, the same year as *Savarona*. The vessel served as a hospital during WWII, but now is reserved for summer cruising. The yacht accommodates a large crew (including nine officers) in the forward area. The royal apartments contain furniture and fittings from the former *Dannebrog*, an 1879 paddle steamer. Twin 870-hp Alpha Diesel engines, installed during a 1981 refit, allow the hull, built in riveted steel, to reach a 3,600-nm range at 13.5 knots.

EMINENCE

(EX EXCELLENCE IV)

LENGTH: 257'4" (78.43m)

SHIPYARD: Abeking + Rasmussen, 2008, Germany

Exterior and interior design is by Reymond Langton Design and naval architecture is by A&R's engineering team. The tender-launching system is also an A&R signature. The yacht is designed for transoceanic cruising, equipped with twin 2,000-hp Caterpillar engines to achieve a cruising speed of 14 knots with a range of 6,000 nm. Current ownership of the former *Excellence IV* is not a matter of public record.



CLAUS SCHAEFF

TITAN [NEW]

LENGTH: 257'4" (78.43m) **SHIPYARD:** Abeking & Rasmussen, 2010, Germany

This is the newest yacht in what appears to be a developing 78m series, featuring the shipyard's own naval architecture and engineering. Under the leadership of the late Hermann Schaedla, who took over the shipyard in 1959, Abeking & Rasmussen developed and built technologically advanced projects. All of the yachts built on this 257' platform include a tender-launching system unique to A&R. Raymond Langton Design created the interior and Blue Ocean Management (*Eclipse*) is said to have been the project manager for this yacht. Superyachts Monaco lists *Titan* (known in astronomy as Saturn's largest moon) along with *Eclipse* and *Luna* in its selective of charter yachts with celestial-themed names.

C²

LENGTH: 257'4" (78.43 m)

SHIPYARD: Abeking + Rasmussen, 2008, Germany

This is *Eminence's* sistership. *Vanity Fair* in its 2009 New Establishment List (the magazine's Top 100) identified the owner as a Forbes-ranked Wharton Business School graduate. He previously cruised on a 188' yacht. Despite these occasional media leaks, the yacht's American owner has remained fiercely private and very little is known about the stunning five-deck yacht.





PETER SEYFFERTH

TV

(EX MADSUMMER, PROJECT BERMUDA)

LENGTH: 257'3" (78.4m) SHIPYARD: Lürssen, 2008, Germany

This Espen Øino-designed yacht is the former American-owned *Madsummer*. Along with the new name comes a new hull paint, which was done at the Rybovich yard in Palm Beach last winter. Gone is the pale-blue hull color scheme, but Alberto Pinto's elegant summer-home décor remains. The CEO of a Mexican television consortium now reputedly owns TV, which resumes her charter career this summer.

MONTKAJ

LENGTH: 255'10" (78m) SHIPYARD: Amels, 1995, Holland

Saudi Prince Mohammad bin Fahd bin Abdulaziz uses the secretive *Montkaj*. According to the shipyard, the superstructure incorporates clamshell doors for tender stowage. State-of-the-art electronics include fingertip-maneuvering controls at the helm and impressive entertainment capabilities. The Terence Disdale-designed interior centers on a spectacular staircase, but all this remains largely a matter of speculation, as the prince has never allowed pictures of the interior to be published.

TANGO [NEW]

(EX 802)

LENGTH: 254'10" (77.7m) SHIPYARD: Feadship, 2011, Holland

London-based Eidsgaard Design styled this striking Feadship, built at the Royal Van Lent shipyard. Eidsgaard Design, which previously worked on the interior of *Queen K*, also created this yacht's interior design. The firm shows a knack for creativity, evident at first glance on this yacht's superstructure styling. Creative use of paint pumps up the volume on a dynamic profile. Formerly known as hull 802, *Tango*, with naval architecture by De Voogt, was launched in March at the same time as the new *Air*. Very little is known about this custom yacht at this stage, except for a few details pointing to a creative layout positioning guest suites on the main deck. The yacht also has a contra-flow pool and an outdoor cinema.



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PAG-ASA (EX ANG PANGULO, LAPU LAPU)

LENGTH: 253'9" (77.35m)

SHIPYARD: Ishikawajima-Harima, 1959, Japan

The Philippines' presidential yacht is now known as *Pag-Asa* (or Hope), one of many names it has had during its long and colorful history. Japan gave 15 vessels to the Philippines as compensation for destruction during World War II; one of them became the presidential yacht. During President Ferdinand Marcos' tenure, the yacht, known as *Ang Pangulo*, hosted a few lavish parties. And President Estrada raised some eyebrows when he ordered an extensive refit that lasted two years in the late 1990s.

LADY SARYA (EX LA BELLE SIMONE, SARAH)

LENGTH: 250'6" (76.37m)

SHIPYARD: Cantiere Navale Apuania, 1972, Italy

American construction magnate William Levitt was the original owner when she was known as *La Belle Simone*. A wing linking two stacks makes the yacht easy to identify, yet it is not often seen cruising. A refit by Van der Giessen in 1974 lengthened the original hull by 36'. *Lady Sarya's* current owner is believed to be Sheikh Ahmed Zaki Yamani, founder and chairman of the Centre for Global Energy Studies.

SAMAR (EX LANA)

LENGTH: 252'8" (77m)

SHIPYARD: Devonport, 2005, England

Samar features amazing ceiling height, oversized antique carpets and furniture, an art collection worthy of a museum, a private palatial owner's suite and an authentic Hammam with superb mosaics. *Samar*, which has diesel-electric propulsion, owes her looks and seakeeping abilities to Laurent Giles Architects, H2 Yacht Design and Joe Thorne (interior). Available for charter, she carries great toys, including a 36' Chris-Craft. Her helipad accommodates a Bell 407. The owner is Kuwaiti.

OCEAN VICTORY

LENGTH: 248'6" (75.75m)

SHIPYARD: Feadship (De Vries), 2008, Holland

Built at De Vries' Makkum yard, this custom classic Feadship is very discreet. Among onboard amenities are a heated contra-flow swimming pool, a 12-seat cinema, a beach platform and an LED lighting system that lights the decks in a rainbow of colors. Alberto Pinto and Laura Sessa created the yacht's interior décor. The owner is said to be Russian; his previous vessel, a 156' yacht built by ISA, was renamed *Ocean Victory II*. *Ocean Victory* was spotted in the Caribbean this past winter.



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ANASTASIA (EX PROJECT Y-703)

LENGTH: 247' (75.3m) **SHIPYARD:** Oceanco, 2008, Holland

Sam Sorgiovanni designed the stunning *Anastasia* for an active Russian family. This yacht is an instant classic with beautiful details that also help conceal its recreational spaces from curious onlookers. A large garage accommodates water toys, including two custom 31' Vikal Sport tenders, a limo tender and four WaveRunners, all housed in a large and impeccably finished garage. The yacht's swim platform incorporates a drop-down section for easy water access, and her sun deck has a touch-and-go helipad.

LEANDER

LENGTH: 246' (75m)

SHIPYARD: Kusch Yachts / Peene-Werft, 1993, Germany

Leander, easy to recognize with her canoe stern, enjoys a great reputation as a charter yacht. The yacht carries no fewer than six tenders plus toys and has an aft-deck helipad to accommodate charter helicopters. Commodore Sir Donald Gosling, who served in the Royal Navy, enjoyed great entrepreneurial success with National Car Parks, a private parking-lot venture he co-founded in 1948 and sold to U.S.-based Cendant in 1998. He named the yacht after a Royal Navy ship.

MIRABELLA V

LENGTH: 246'8" (75.2m)

SHIPYARD: VT Shipbuilding, 2004, England

Mirabella V, the largest single-masted sailing yacht built to date, recently made a much-noted entrance into St. Maarten's Simpson Bay Lagoon. Her awesome size and design, coupled with the captain's skills, got onlookers cheering. Ron Holland helped yacht owners Luciana and Joseph Vittoria (former CEO of Hertz and Avis) build the yacht expressly to charter in the Caribbean and the Mediterranean, as her mast can't make it under the Panama Canal bridge and many others around the world.

NORTHERN STAR

LENGTH: 246' (75m) **SHIPYARD:** Lürssen, 2010, Germany

The owners of this expedition-style vessel like to explore faraway places. Espen Øino and Lürssen's engineering took their cue from naval ships and destroyers to come up with an efficient hull that can go 9,000 miles without refueling. The North American couple who own the yacht loved the work Pauline Nunns did on the interior of *Leander* and asked her to create their new motoryacht's homey interior. See our August 2010 issue for an extensive article on *Northern Star*.



ENIGMA (EX KATANA, ECO)

LENGTH: 245'5" (74.5m)

SHIPYARD: Blohm + Voss, 1991, Germany

Enigma still looks innovative, even though she is now 10 years old. She was launched as *Eco*. The yacht's designer, Martin Francis, oversaw a refit that modified the aft deck to house a half basketball court for Larry Ellison, who owned the yacht for a time (as *Katana*). Beside her looks, her propulsion and range are interesting—4,000 nm at 18 knots—and she recently inspired a new concept from Blohm + Voss. *Enigma*'s present owner is media-shy Aidan Barclay, chairman of the Telegraph Media group.

ILONA

LENGTH: 241'8" (73.7m) **SHIPYARD:** Amels, 2004, Holland

Ilona is a well-traveled yacht, extensively photographed from Europe to the Far East. Amels worked closely with project manager Captain Elworth and designers Redman Whiteley Dixon to create custom features such as a helipad that converts to a hangar during navigation and onboard helicopter refueling facilities. Twin 2,500-hp Caterpillar engines give the yacht a 16-knot cruise speed. Australian owner Frank Lowy made his fortune by building shopping malls.

SIREN

LENGTH: 241' (73.45m)

SHIPBUILDER: Nobiskrug, 2008, Germany

Hamburg-based design studio Newcruise created the yacht's elegant modern interior and exterior styling to comply with project manager Krystal Waters' goal to build state-of-the-art, uncluttered yachts emphasizing space and light. Built with transoceanic capability, *Siren* reaches a maximum speed of 17.5 knots thanks to twin MTU 16V 4000 M60 engines producing 4,520 bhp. *Siren* is available for charter and listed for sale.





SAPPHIRE [NEW]



LENGTH: 241' (73.45m) **SHIPBUILDER:** Nobiskrug, 2011, Germany

If this newly launched yacht reminds you of *Siren*, it is no coincidence. They share elegant styling by Newcruise and engineering by Nobiskrug. This great-looking yacht, which was listed for sale for around \$115 million during construction, recently found a new owner. Expansive decks include a desirable swim platform, a helipad that doubles as a terrace and a sun deck with Jacuzzi, stylish bar and areas of sun and shade. German company Metrica, a leading manufacturer of custom interiors for leading shipyards around the world, built the interior, which features a dedicated cinema room and a gym.

RABDAN (EX SILVER)

LENGTH: 241' (73.45m)

SHIPYARD: Hanseatic Marine, 2007, Australia

Guido Krass, a German industrialist interested in environmental issues, set out to build the most efficient, fast and good-looking vessels to comply with SOLAS standards. He enlisted the help of friend and über yacht designer Espen Øino and opened an office in Perth, Australia, to build an innovative line of efficient superyachts. *Rabdan* (ex-Silver), which was the first in that series, is now Abu Dhabi's royal yacht.





JAVIER ALONSO

85

The photos were taken when Pegaso left the Freire yard for Mallorca where the paint job will be completed.



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SILVER ZWEI

LENGTH: 241' (73.45m)

SHIPYARD: Hanseatic Marine, 2009, Australia

Espen Øino also designed this slender and swift semi-displacement yacht. *Silver Zwei* is *Rabdan*'s sistership. Her aircraft-style interior accommodates cabins for 22 and a touch-and-go helicopter pad on the foredeck. Her top speed is 25 knots, and thanks to her efficient hull, she has a maximum range of 5,000 nm. Burgess recently listed the yacht for sale.

LAUREL

LENGTH: 240' (73.15m) **SHIPYARD:** Delta, 2006, USA

Delta Marine's naval architecture and engineering team worked with Donald Starkey on the styling of this steel-hulled vessel, still one of the largest yachts built in the United States to date. Topped with a superstructure primarily built of carbon fiber, the yacht is lighter than she should be for her size, and she is fuel-efficient. Advanced water treatment and trash management systems helped the yacht comply with strict environmental regulations. *Laurel* belongs to North American owners who value their privacy.

PEGASO [NEW]

LENGTH: 241' (73.5m) **SHIPYARD:** Freire Shipyard, 2010, Spain

Located in Vigo, Spain, the Freire Shipyard, established by Paulino Freire in 1895, specializes in commercial shipbuilding (tugs, fishing boats, patrol vessels, etc.). Little wonder, then, that this recently launched expedition-style vessel managed to avoid scrutiny. Still, the very private *Pegaso* eventually had to take to the water, which meant that yacht enthusiasts everywhere would try to find out about her. Mark Berryman designed the interior of this steel-hulled bluewater vessel born in Galicia. A local business newspaper attributes ownership of the world's most advanced explorer to Mexican businessman Alejandro Burillo Azcárraga, chairman of Grupo Pegaso, a diversified holding. *Pegaso*'s mission will be to help researchers worldwide assess the health of the oceans, and she apparently carries a 30' submarine. Perhaps most amazing of all, she is said to have a range of 10,000 nm.



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PREDATOR

LENGTH: 238'11" (72.8m)

SHIPBUILDER: Feadship, 2008, Holland

De Voogt Naval Architects designed *Predator's* radical reverse bow to slice through waves. With her weight-saving design and four MTU diesels creating a combined power of 23,000 hp, coupled to custom-built gearboxes and propellers, *Predator* tops 28 knots. Bannenberg & Rowell's interior features an exceptionally spacious owner's suite and only two guest suites. Copper magnate Iskander Makhmudov is said to own this innovative yacht.

QUEEN K (EX QUEEN M)

LENGTH: 238'2" (72.6m) **SHIPYARD:** Lürssen, 2004, Germany

Espen Øino and Donald Starkey designed the yacht previously known as *Queen M*. When the vessel changed hands a few years ago, her new owner—presumed to be metals magnate Oleg Deripaska—had it altered to suit his lifestyle, ordering a complete interior makeover from Eidsgaard Design. The addition of a glass-enclosed room aft of the top deck and a newly painted gray hull give the yacht a distinctive look. With a range of about 5,000 nm at 12 knots, *Queen K* is well equipped to travel the world's oceans.

CORAL ISLAND

LENGTH: 238' (72.5m)

SHIPYARD: Lürssen, 1994, Germany

Coral Island stands out as another Jon Bannenberg design. Notable exterior features include a spectacular central stairway linking all aft decks, an expandable swim platform, a sun deck that serves as a private beach and an outdoor salon on every level. Interior photos have never been seen, but the yacht is said to accommodate 12 guests and 22 crewmembers. Twin 16-cylinder 1,877-hp Caterpillar engines allow it to reach a 17+-knot top speed. Ownership is a bit of a mystery.



AZTECA

LENGTH: 236'2" (72m) **SHIPYARD:** CRN, 2009, Italy

Nuvolari-Lenard designed the largest yacht yet launched at CRN. Azteca (formerly *Clarena 2*) is featured in this issue. Her classic appearance and huge open sun deck embody today's new luxury, according to her designers. She spent the winter cruising the Caribbean.



UTOPIA DV

LENGTH: 234'11" (71.6m) **SHIPYARD:** Feadship, 2004, Holland

Redman Whiteley Dixon and Michael McQuiston created exceptional architectural and artistic elements, such as a double-sided staircase with a leather handrail made by Bentley craftsmen, giving views of the decks above and below. The yacht underwent an extensive refit at Feadship in 2007, which included a deck extension for its then American owner. Sold last year, the yacht is now reputedly owned by a Lebanese businessman, who also has another spectacular Feadship.

KOGO

LENGTH: 236'3" (72m) **SHIPYARD:** Alstom Leroux, 2006, France

Tim Heywood (styling) and Terence Disdale (interior) designed the spectacular *Kogo*, which features an ice-breaking hull, zero-speed stabilizers, a dynamic positioning system and Azipod drives for maneuverability and diesel-electric propulsion. A Zen feel pervades the interior from the authentic sauna to the spacious staterooms. For active guests, there is a gym and professional diving facility, plus a sizable and invigorating glass-tiled pool with contra-flow jets. A helipad is available for quick trips ashore. Due to her owner's business interests, *Kogo* is a fixture at the Monaco Grand Prix.

HAIDA G

(EX ROSENKAVALIER, SARINA, USS ARGUS, HAIDA)

LENGTH: Length: 233' (71m) including bowsprit

SHIPYARD: Krupp, 1929, Germany

Cox & Stevens designed this yacht for Max Fleischmann, who inherited his family's yeast fortune. Like many yachts of her time, *Haida* (then *USS Argus*) served during World War II. Built to last, and notwithstanding several refits, the yacht powers on with its original twin Krupp diesel engines. Current ownership is widely attributed to Germany's Grohe family, who made a fortune in high-end faucets. *Haida G*, which is managed by Ocean Independence, has been for sale for some time and is available for charter.



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THE ONE (EX CARINTHIA VI)

LENGTH: 232'11" (71m) **SHIPYARD:** Lürssen, 1973, Germany

The One is one of the late Jon Bannenberg's most famous yachts. It is one of those vessels that leaves no one indifferent. Four MTUs power the easily identifiable yacht all around the Mediterranean, but the yacht formerly known as *Carinthia VI* is perhaps most often seen in Monaco's Port Hercule. The commissioning owner was Helmut Horten, whose widow Heidi sold the vessel when she took delivery of *Carinthia VII*. The yacht's current owner, Francesco Gaetano Caltagirone, made his fortune in cement, real estate and the media.

REBORN (EX BOADICEA)

LENGTH: 231'5" (70.5m) **SHIPYARD:** Amels, 1999, Holland

Reborn underwent a major refit at Amico & Co. in Italy after her original owner, Australian TV production king Reg Grundy, sold the former *Bodicea*. She has a new hull color (gone is the navy hull) and the radar arch is missing its characteristic round dome. Sterling Scott restyled the interior. One of France's richest men acquired the yacht as an investment. The intent, a newspaper reports, is for him to sell the yacht after the refit.

SKAT

LENGTH: 231'10" (70.7m) **SHIPYARD:** Lürssen, 2002, Germany

The Espen Øino-designed *Skat* was controversial when it first splashed. Other yachts since have pushed the envelope further; but this angular gray-hulled yacht remains innovative today. The yacht also has a daring and enterprising owner: Hungarian-born Charles Simonyi, who holds a Ph.D. from Stanford. A software developer who worked on the development of Excel during his tenure at Microsoft, he actively supports scientific higher education and has traveled to space—twice.

SAINT NICOLAS

LENGTH: 7230'3" (70.2m) **SHIPYARD:** Lürssen, 2007, Germany

Saint Nicolas, and sisterships *Martha Ann* and *Apoise* (sold at auction), all were originally commissioned by one American owner, who subsequently sold two of them. They share styling by Espen Øino and classic interiors by François Zuretti. Ownership of this six-deck vessel has been attributed to Russian aluminum magnate Vasily Anisimov.



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MARTHA ANN (EX PROJECT SHARK)

LENGTH: 230'3" (70.2m) **SHIPYARD:** Lürssen, 2007, Germany

Martha Ann features spectacular woodwork done by Dubai-based Greenline Interiors. Perhaps the attention to woodwork had something to do with the yacht's American owner's original line of business, carpentry. Other notable features on this charter yacht include a 4,000-gallon pool with swim-up bar. Twin 2,012-hp CAT engines power the yacht to reach a top speed of 15.5 knots with a range of 4,000 nm.

AMADEUS (EX CARAVELLE, ONE EAGLE, KOMET)

LENGTH: 229'7" (69.9m)

SHIPYARD: Neue Jadewerft GmbH, 1969, Germany

Reymond Langton Design, Vripack and Paris-based designer François Zuretti all contributed to transforming this research vessel into a luxury long-range cruiser, powered by twin 1,850-hp Caterpillar 3512B diesel engines. Jade Yachts did the work. A division of owner Bernard Arnault's extensive luxury group, LVMH, bought the Van Lent shipyard (part of Feadship) reportedly building a new yacht for the chairman.

REVERIE

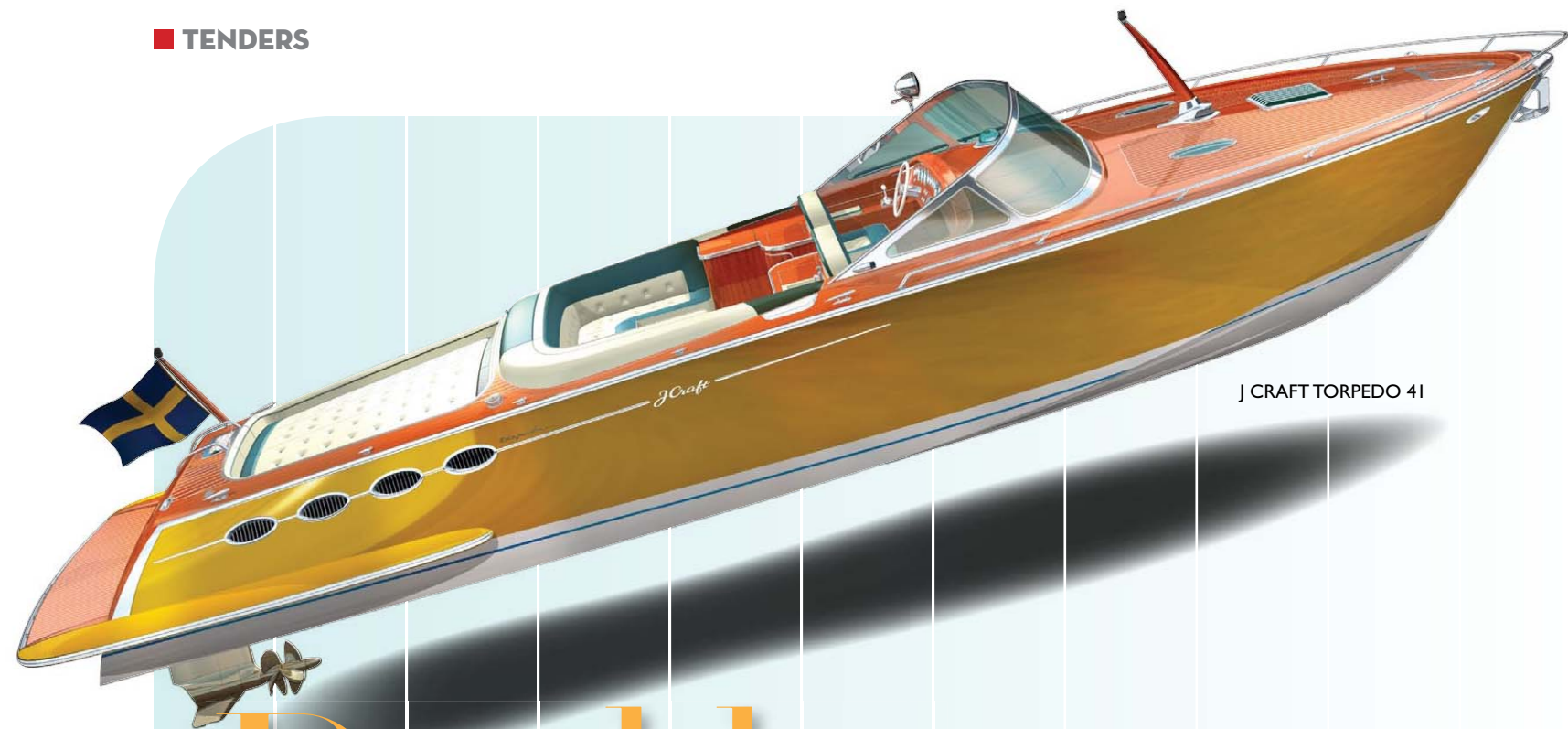
LENGTH: 229'8" (70m) **SHIPYARD:** Benetti, 2000, Italy

One of the largest yachts that Benetti has built to date is now for sale through central agent Ocean Independence. The dark-blue-hulled yacht has seven decks (six of accommodations) and enormous interior volume. Up to 32 crewmembers cater to 12 highly pampered charter guests (more for private use). Special amenities include children's cabins and facilities, a bistro with Teppanyaki bar and pizza oven, and a full conference room. The classic interior is by John Mumford. American billionaire Peter Sperling (University of Phoenix) currently owns the yacht.

NOMAD (EX AUSSIE RULES, FLORIDIAN)

LENGTH: 228' (69m) **SHIPYARD:** Oceanfast, 2003, Australia

Nomad, true to her name, has sold again. She had many famous owners and led a very public life. When Australian-born golf great Greg Norman owned the yacht, she was known as *Aussie Rules*. After Norman, the Miami Dolphins team owner and self-made American billionaire Wayne Huizenga bought the yacht and called it *Floridian*. An extensive refit carried out at Rybovich in Palm Beach in 2005 added a helideck.



J CRAFT TORPEDO 41

Double- Take Tenders

Nearly just as fast as yachts have grown in size and volume, their owners have wanted and needed smaller, more limber boats to explore ashore. Boatbuilders really show their creative streak when building craft that needs to fit in the garage (or on the decks), be safe, reliable, comfortable and versatile, to say nothing of being fun to drive. With superyachts, the definition of tender takes on a whole new meaning. We bring you a crop of recent boats, perfectly enjoyable on their own or suited to become ultimate tenders.

Liz Pasch **CONTRIBUTED TO THIS REPORT**

MODERN VINTAGE

J Craft Torpedo 41

Swedish builder J Craft's boats appeal to the nostalgic in us. Under the mahogany finish and behind the vintage-style switches and dials are the latest in boating and audio technology, plus the ease of joystick control. Aside from twin Volvo 500 IPS (750 hp each), the boat sports a beautiful handcrafted wheel, which is a close relative to an iconic 1963 Ferrari wheel. We tested one in Palm Beach. The Torpedo 41 behaves like a lady in sharp turns and does not much move when crossing wakes, which allows actual ladies to sip Champagne or stab a tasty morsel with the silver cutlery, designed by Prince Carl Philip of Sweden. Despite all that heft, the Torpedo 41 reaches 44 knots and cruises effortlessly at 35 knots. Belowdecks, the boat has berths for four and a small crew cabin, aft. While they are built in a series, each Torpedo has a distinct personality. A wide array of color and fabric choices ensures not one will look exactly like the next and this great day boat can be a tender to an 80m+ motoryacht when fitted with the necessary lifting gear.

LOA: 41'5" (12.63m) **BEAM:** 11'11" (3.63m)

DRAFT: 3'1" (0.95m) **ENGINES:** 2 x Volvo

Penta IPS 500 **SPEED (MAX./CRUISE):** 44/35

knots **CONSTRUCTION:** composite

J-CRAFTBOATS.COM



TENDER SHIPYARD



RIVA ISEO 27



DEEP IMPACT 360 FS

TRANSFORMER

Tender Shipyards

Designer and builder Philippe Cabon has set up the Tender Shipyards to build made-to-order tenders. His previous experience led him to build complex projects for the 65m Azipod-fitted *Ambrosia* and other yachts, focusing as much on issues of handling and storage as comfort and speed. Cabon recently tested the new TS72 *Berkut*, which will serve as tender to a 174' Baglietto. There is much more than meets the eye on this colorful low-profile tender built in carbon and epoxy resin. The 23' boat goes a zippy 45 knots with its 260-hp Yanmar engine fully open, making it a great candidate as a water-skiing boat. But it dresses up to act as a limo tender with a removable hardtop, which is operated hydraulically, to enclose the seating area in foul weather. A removable front dodger also breaks the wind and sea spray. A bow thruster helps with maneuvering. While this tender should fit easily in most superyacht garages, it can also be lifted easily. To simplify crane operations, the tender features a removable steering console.

LOA: 24'3" (7.39m) **BEAM:** 9'2" (2.79m) **DRAFT:** 1'7" (0.48m) **ENGINES:** Yanmar up to 260 hp **SPEED:** up to 45 knots **CONSTRUCTION:** carbon composite

TENDERSHIPYARD.COM

ZERO EMISSIONS, MAXIMUM FUN

Riva Iseo 27

Many of Riva's smaller boats have proven irresistible to yacht owners as elegant accessories to the mothership. Historic *Aquarivas* to the more recent *Aquaramas* have found homes on many large yachts' decks or in garages. A likely new candidate is the soon-to-launch Riva Iseo. While on the small end of the new Rivas, the Iseo isn't short on credentials. Officina Italiana Design worked closely with Ferretti's AYT engineering group to devise a practical and beautiful boat. For easy transportation, the boat comes with a custom-made car trailer. As far as looks go, 20 coats of varnish guarantee a high-gloss mahogany finish. Various power options give it a speed range of 34 to 38 knots on the top end. Diesel or gasoline engines are available, but there is also a hybrid version with a zero-emission mode option, particularly suitable for lakes (like Lake Iseo near Riva's historic facility) or protected areas.

The Riva Iseo launches summer 2011.

LOA: 27' (8.24m) **BEAM:** 8'2" (2.50m) **DRAFT:** 2'11" (0.88m) **ENGINES:** Various gas/diesel engines **SPEED MAX./CRUISE:** Yanmar 260: 34/28 knots, Yanmar 320: 37/30 knots, MerCruiser 380: 38.5/32 knots

RIVA-YACHT.COM

FS IS FOR FULL SPEED

Deep Impact 360 FS

If your idea for a tender is one that flies, Deep Impact's 360 series will deliver: Try 77.1 mph. We did. This deep-V two-step hull cuts through the waves with minimal slap for a smooth and exhilarating run. Our test boat featured custom eye-catching "Miami Heat" graphics and dual forward seating, a Clarion sound system, sea-resistant JL speakers, Livorsi gauges and throttles and underwater lights. A 9'6" powder-coated hardtop with rod holders; a leaning post with sink, cooler and drawers; a forward head compartment and electric anchor windlass come standard. Options include triple and quad engine packages up to 1,400 hp; an additional 100-gallon fuel tank; helm and/or transom bolster seating; a 6' sun pad in front of the center console; a bow thruster; a transom shower and underwater LED lights. If the forward-seating option doesn't float your boat, Deep Impact offers three more 360 models with various custom styling plans. Its latest, built for the diehard angler, is the 360 Tournament Edition (TE).

LOA: 36' (10.97m) **BEAM:** 10' (3.05m) **DRAFT:** 3' (0.91m) **ENGINES (STANDARD):** 2 x 275-hp Mercury Verado **SPEED (MAX.):** varies with power option **CONSTRUCTION:** Kevlar-reinforced composite

DEEPIIMPACTBOATS.COM



THE RACE IS ON

Pursuit ST 310

At the 2011 Miami boat show, Pursuit introduced a sporty new model with multiple features created for a cruise-friendly market. It features forward full-wrap and transom seating and a starboard-side console, leaving only a portside walkthrough. This provided opportunity for the builder to create a real head, accessible through a molded fiberglass door, and to include plenty of storage for diving equipment and fishing gear. A fiberglass table doubles as a sun-pad base and the built-in swim platform has a practical ladder and handrail. Helm seating for three on bolster seats with foot rests provides windshield protection from wind or spray. The Miami-show model is tender to the 105' Broward *Independence 2*, owned by a family man with grandkids who like to cruise, fish, dive and play. And with twin 300-hp Yamahas for a top speed in excess of 50 mph (Captain Matt Braisted has had it up to 56 mph), even the most impatient grandkids will be happy. Having had a chance to test the tender in the Exumas, we can attest to its impeccable riding attitude and great looks.

LOA: 31'2" (9.50m) **BEAM:** 9'6" (2.90m)
DRAFT: 2'10" (0.86m) **ENGINES:** 2 x Yamaha F300 **SPEED (MAX./CRUISE):** 54/36 mph
CONSTRUCTION: composite

PURSUITBOATS.COM

READY FOR ACTION

Intrepid Custom 350

Intrepid has the ability to build every model as a fully custom boat with multiple options. For the 281' *Cakewalk*, Intrepid built a custom 35-footer with diesel motors (so the crew could fuel it directly from the yacht) and a retractable carbon-fiber hardtop for a good fit in the garage. It also needed to be ready for diving, scurf boarding, wakeboarding, water-skiing and fishing.

To clear the way for watersports, the builder moved the engines forward. The twin 370 Volvo diesels (the same found on another of the yacht's tenders for practical reasons) were fitted snugly side by side under the helm seat. Captain Zinser, after a thorough test period, says he's pleased with the boat's stability and performance. Intrepid's newest model, the 327 Center Console, like the *Cakewalk* tender, features a more open aft deck area with larger fish boxes and plenty of enhancements.

LOA: 34'8" (10.56m) **BEAM:** 10'6" (3.20m)
DRAFT: 3' (0.91m) **ENGINES:** 2 x Yamaha 350 **SPEED (MAX./CRUISE):** 62/40 mph
CONSTRUCTION: Kevlar eglass blend, PVC foam core vacuum-bagged and infusion molding

INTREPIDBOATS.COM

ESPRIT DE TOP

Novurania Chase

Combining the sturdiness of a RIB with stylish appeal, the Novurania Chase 38 offers yacht owners durability and luxury in one. Novurania's Protex collar protects both the tender and the yacht's paint during mooring. The materials used are durable and comfortable. Many of the possible options customers would want, such as teak inlay, a side-boarding door, a bow dodger and folding handrails for boarding, are already available as standard features. "Apart from color choice and upholstery, there's very little to customize, as everything has been incorporated," says Novurania President Robert Collada. "Every detail was considered in the design, including providing easy access to every piece of wiring." With elements like digital instrumentation and an electronic pod console that folds down, plus a glossy-black collapsible Esprit hard top, the Novurania Chase 38 achieves a low profile for tender-garage storage, just like the model recently delivered to Top-100-listed *Atessa IV*.

LOA: 38' (11.58m) **BEAM:** 10'6" (3.20m)
DRAFT: 1'6" (0.46m) **ENGINES:** 2 x Volvo D4 300hp diesel IO **SPEED (MAX./CRUISE):** 49/38
CONSTRUCTION: Foam core vacuum-bagged composite

NOVURANIA.COM



FJORD 40



ZEELANDER 44



FJORD 36



NAUTICA EXPRESS 42

DAYDREAM OF A BOAT

Zeelander 44

If your idea of a tender is a virtual mini-yacht, you need to look at Zeelander. Cor D. Rover designed this 44-footer, which radiates style and meticulous craftsmanship even at a distance. Custom-designed stainless-steel stanchions and handrails capped with a low-maintenance and convincing wood lookalike material, give it a fabulous finish. Under the sliding roof is a folding dining table with ample seating for 10. Elegant cabinets conceal everything from liquor to glassware. Below, the yacht accommodates four guests. Twin Volvo Penta IPS quietly propel the 40-knot boat, while the Frank Mulder-designed hull handles choppy seas effortlessly. Shore-side or yacht-side docking is controlled and elegant, almost child's play. A hidden swim platform that unfolds at the touch of a button makes it possible to enjoy a casual swim offshore. In the United States, Zeelander is represented by Nautique Group and dealer Marine Max. The company will soon start building its boats in Holland, Mich., through a partnership with S2 Yachts.

LOA: 44'4" (13.52m) **BEAM:** 13'1" (4.0m)
DRAFT: 2'11" (0.9m) **ENGINES:** 2 x Volvo Penta IPS 600 Speed **MAX. SPEED:** 32 to 40 knots **CONSTRUCTION:** Composite

ZEELANDERYACHTS.COM or
NAUTIQUEGROUP.COM

OPENLY FUN

Fjord 40 and 36

Beyond the Fjord 40's modern minimalist eye-catching style, designers concentrated on the essentials: speed, efficiency, space and exceptional comfort. This fairly big boat is maneuverable and fun, with twin Volvo diesel engines and IPS drives that not only yield a speed of more than 40 knots (with the larger engines) but also the usual ease of docking. While minimalist in appearance, the boat is sophisticated, with teak decking from foredeck to swim platform and retractable cleats that not only look attractive, they're safer for people to move around the boat. Nearly 110 square feet of open deck convert easily into a dining and relaxation areas for up to 12 guests. A complete owners' cabin with 6'6" of headroom features an entertainment center, spacious closets and an ultramodern head/shower combination. Hanse Yachts builds the Fjord series, which now also features the 36 Open, in Germany. Top speed is about 36 knots with twin 300-hp Volvo D4 engines and its smaller size makes it an even better candidate as a lift-on tender.

FJORD 36 OPEN:
LOA: 35'5" (10.8m) **BEAM:** 11'11" (3.65m)
ENGINES: 2 x 260 HP Volvo D4 DPH Drive + Joystick or 2 x 300 HP Volvo D4 DPH Drive + Joystick **SPEED (MAX.):** 30 to 36 knots

FJORDBOATS.COM

SHADE OPTIONAL

Nautica Express 42

The euro-styled Express 42 is Nautica's newest and largest RIB. Nautica does not shy away from innovation while staying true to its roots. The RIB specialist fitted the first Express 42, a custom order, with a hardtop. Based on a deep-V hull, this tender is well suited for the yacht garage, thanks to its collapsible console. The optional lightweight carbon-fiber hardtop also folds down, with help from a telescopic lowering system. Multiple deck and seating layouts suit guests or crew with penchants for sun or shade. A side door with a built-in step provides easier boarding. Available power options include up to three outboard motors, turbo-charged diesel stern drives (convenient for refueling directly from the yacht's fuel tank) and jet drives with a Blue Arrow joystick that interfaces with the bow thruster for sidewise movement and easy docking. Color choices are far from the standard white or gray and can be mixed and matched to complement the mother yacht.

LOA: 42' (12.80m) **BEAM:** 11'5" (3.48m)
DRAFT: 2'6" (0.76m) **ENGINES:** 2 x Yanmar 315 diesels, or 2 or 3 x 350 outboards
SPEED (MAX./CRUISE): 60+/40 (according to power) **CONSTRUCTION:** Hypalon/fiberglass

NAUTICAINTL.COM



A large white yacht, the CRN Azteca, is shown from a low angle, sailing on a deep blue sea. The yacht's hull is white with several small rectangular windows and circular portholes. A tall, dark mast rises from the deck. In the background, a range of rugged, green mountains is visible under a clear blue sky. The text 'CRN Azteca' is in a small, black, serif font. The word 'A' is large and white, followed by 'YACHT' in large, blue, serif capital letters. 'FOR' is in a smaller, white, serif font, and 'ALL SEASONS' is in large, blue, serif capital letters.

CRN *Azteca* A YACHT FOR ALL SEASONS

The 236' *Azteca*—one the largest yachts launched in Italy in the last 30 years—is also the largest CRN-built yacht to date, making her the reigning queen of the Ferretti fleet. This member of the exclusive “top 100 club” owes her classic profile to Nuvolari-Lenard.

STORY Maria Roberta Morso | **PHOTOS** Maurizio Paradisi



Azteca was launched as *Clarena 2*, but her original Spanish owner sold his alluring vessel to a Mexican businessman

shortly after her launch in 2010. Reportedly, the current owner fell in love with this elegant yacht at first glance and only made a few minor changes to selected interior details.

The distinctively stylish motoryacht, with a prominent sculptural and permanent mast feature, is the product of an all-Italian team. CRN's naval architects worked closely with AYT (Ferretti Group's Advanced Yacht Technology department) and Nuvolari-Lenard, whose head office is in Venice.

Thanks to her streamlined gray-painted steel hull and aluminum superstructure in a light cream color (Awlgrip coating system), *Azteca* looks sleek and powerful. Slender lines and an appropriate color match are the key features that make this full-displacement yacht appear dynamic despite her imposing dimensions: 236' in length, a 44' beam and five decks, including the tank deck.

Nuvolari-Lenard, whose firm designed the yacht inside and out, has been behind a number of highly recognizable projects, from the Oceanco *Alfa Nero* to the edgy and colorful sport series built by Palmer Johnson. In many respects, this yacht is a significant departure from many of these well-known projects.

With all highly custom projects, the owner's vision is usually the driving force behind the concept. Central to this particular owner's vision was the desire to maximize deck spaces for an enjoyable onboard experience in an informal, comfortable, yet elegant environment. *Azteca* fully displays this philosophy with large entertainment areas, both inside and outside, plush staterooms, tenders, toys, scuba gear and a sophisticated Kaleidescape entertainment equipment, which, through a user-friendly touch panel connected via Wi-Fi, provides instant access to any movie, episode, scene or song.

One of the yacht's outstanding outdoor features is the imposing beach club. This area (spanning more than 1,000 square feet) unfolds with a massive transom door that reveals an indoor/outdoor living area with bar and a salon with sofas and armchairs, all very close to the water. A pair of external stairways connects the beach club to the main deck, but guests can also access the main deck from

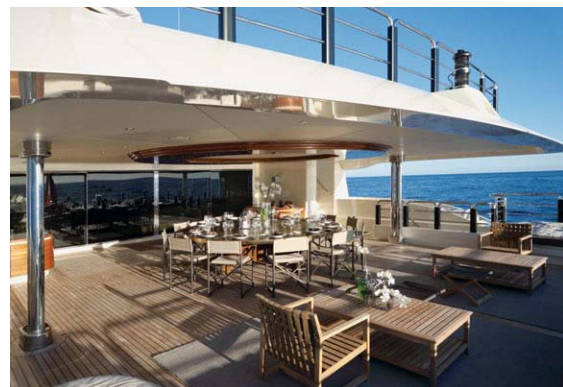
the beach club through a portside door or walk into two tender garages. One garage holds a 31' Riva Shuttle (a low-profile tender with a maximum speed in excess of more than 30 knots) and the other a 23' Castoldi RIB, plus two Jet Skis (two more are on the foredeck). Hinged hull doors facilitate the launching of tenders and toys.

This yacht is meant for entertaining. Both main and bridge decks feature sizable alfresco dining areas with ample shade. An imposing custom round dining table aft on the bridge deck can host up to 20 guests, and a large, fully equipped pantry (a secondary galley, really) helps the crew cater to even the largest of parties.

At the upper level, a huge sun deck offers both shaded and open-air areas furnished with comfortable seats, a table, sun beds, a bar, a panoramic Jacuzzi and, of course, the most advanced sound and entertainment systems currently available. At the heart of the sun deck is a huge bar area with many comfortable stools, located

BELOW: The yacht design favors the great outdoors; the gym is shaded, but has a view; the beach club and side-boarding doors make it easy to hop onto the tender or Jet Ski

OPPOSITE: The sun deck, which includes a centrally located bar and big sunbathing areas, is definitely the fun deck



under the expanded radar arch, which doubles as a hard top. Side built-in windows open up the view. This sun deck is large enough to comfortably accommodate large groups of people. At the 2010 Monaco Yacht Show, CRN presented the yacht to the press, and more than 35 people easily milled about, espresso in hand, without getting in each other's way. The aft part of the sun deck can be left open to full sun or shaded with a large Bimini. In addition, this deck accommodates an array of cardio and strength-training equipment by Tecnogym, plus the deck's fore section doubles as a touch-and-go helipad for a helicopter weighing up to three tons.

Moving inside after a few hours in the sun, guests find a soothing and highly soundproofed interior. The décor by Nuvolari-Lenard's Valentina Zannier, working in close consultation with the yacht's owners, is surprisingly sober with a palette that spreads from cream to dark brown, featuring walnut, glossy rosewood and mahogany. A

few oversized pieces—such as two extra-large sofas, upholstered with chocolate brown leather—and a grand piano, define a comfortable salon area, which leads into a formal dining room with an imposing oval table. Custom Italian furniture-maker Promemoria provided almost all the freestanding pieces. Amidships to port, close to the dining room, is the entrance to the main galley. It is particularly large and well equipped with nearly all stainless-steel appliances and prep surfaces, a central design feature requested by the original owner, reputedly a gourmet. There is even an area reserved for the curing of a traditional Spanish ham.

A grand lobby with spiral staircase and panoramic elevator leads to forward accommodations. Two guest cabins on the starboard side precede the owner's suite. The full-beam bedroom features a large terrace (formed by an opening door inside the bulwark). CRN premiered this appealing feature on the custom yacht *Ability* and uses it in its 43m

BELOW: The décor is formal and relaxed at once; entertainment is key with top-notch audiovisual equipment and a piano in the formal salon





series. The sprawling suite also includes twin bathrooms and dressing rooms, a massage room and media room with a 65" TV screen. Private stairs connect the master stateroom to two lower-deck cabins with twin beds and Pullman beds (labeled as children and staff cabins). The lower deck accommodates two additional staterooms and comfortable crew cabins for up to 28 (with crew mess and dedicated crew gym on the tank deck). The captain has a cabin on the bridge deck where there is a further VIP cabin and an informal salon.

It's a lot of boat, accommodating a full complement of guests and crew, so it needs to carry a full load of supplies. Accordingly, the builder planned for and provided plenty of space for service and storage on both lower and tank decks, including dedicated laundry rooms and large freezers. A hatch in the starboard hull

side facilitates loading supplies from dock or tender.

Well worth a mention is the split-level engine room, intelligently planned around two Caterpillar 3516B 16 cylinders producing 2,500 hp for a top speed of 16.5 knots and a 15-knot cruising speed. A separate room houses two main generators (Caterpillar C18, 275kW each). A soundproof control room allows the engineer to monitor all systems. A sea trial held in the Adriatic Sea on a windy day gave us the opportunity to verify *Azteca's* excellent navigation qualities: The yacht plied the waves with great ease, and everyone on board enjoyed the sailing despite the adverse weather conditions. Great expanses of decks for Mediterranean sunshine, a comfortable interior with top-notch entertainment and a sturdy, seaworthy hull—indeed, *Azteca* really is a yacht for all seasons. ■

ABOVE: The master suite has a private balcony and a comfortable salon; the huge galley, close to a formal dining room, is ideal to cater to large parties; the selection of marbles is in keeping with the overall color scheme

REDEFINING LUXURY NUVOLARI-LENARD

YI: Is *Azteca* the first yacht you designed for CRN?

N&L: Some years ago we designed three yachts for CRN: three 46m in the so-called "Magnifica" series. We were very happy when one of their owners asked CRN to build a 72m designed by Nuvolari-Lenard.

YI: What was the central theme for this project?

N&L: *Azteca* was designed around outdoor social life and watersports. You will notice that each area of the yacht has a feature that connects it to the sea. The layout is classic for a yacht of such size, with the possible exception of the galley. It was located on the main deck by express request of the owner, who likes good food and wants to entertain lots of guests and be able to walk into the galley to see the chef at work.

The interior design by Valentina Zannier, interior designer and junior partner in our firm, is classic enough with a few modern shapes and pieces, to achieve a relaxed feel that is still formal, a sort of contemporary neoclassic style.

YI: What does luxury mean on board *Azteca*?

N&L: Luxury on *Azteca* is not represented by exotic or futuristic exterior design or lavish interior decoration. On the contrary, it expresses itself through the absence of excess, which is today's real luxury. Luxury here also means being brave enough to give up conventional features, such as the enclosed skylounge on the top deck, to gain an immense Mediterranean-style flybridge and a sleeker and lower-profile yacht. Luxury is the sleek, simple, "tight" exterior superstructure, typical of real good Italian design, painted in the simplest and most noble color scheme, in lieu of elaborate shapes and colorful metallic palettes, so common today.

For more information, visit CRN-YACHT.COM



FOR ADDITIONAL CONTENT, SEE THE DIGITAL EDITION

CRN *Azteca*

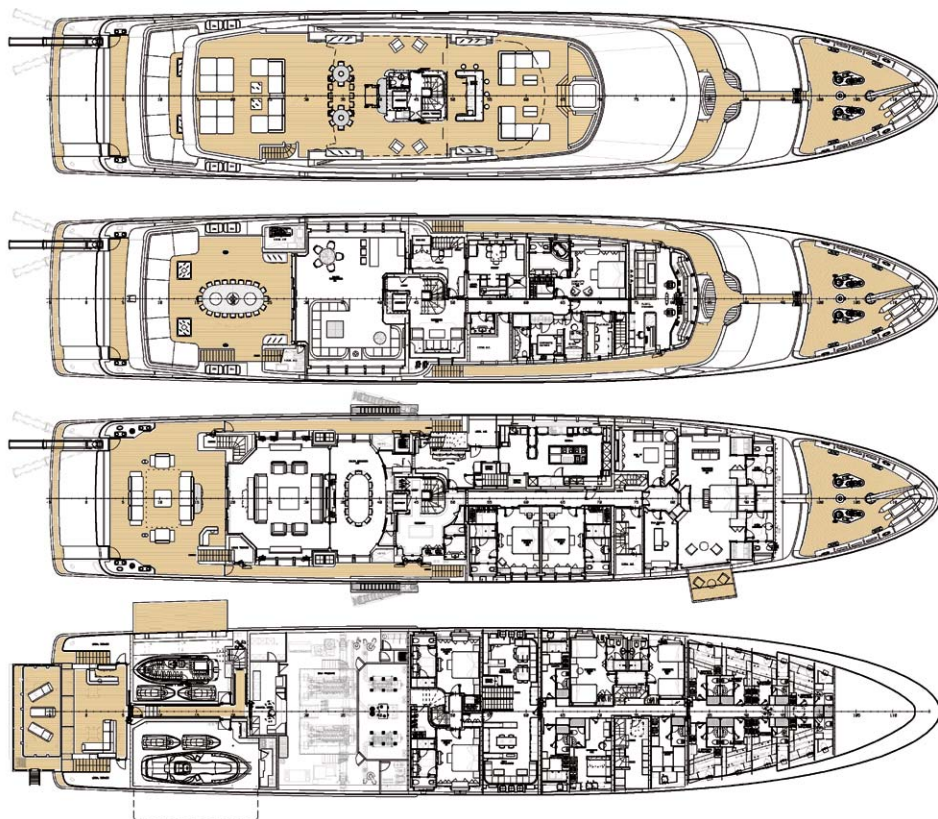
LOA: 236'2" (72m)
BEAM (MOLDED): 44'2" (13.5m)
DRAFT: 11'5" (3.5m)
HULL CONSTRUCTION: Steel
SUPERSTRUCTURE: Aluminum
DISPLACEMENT: 1,600 tons
ENGINES: 2 x Caterpillar 3516B
GENERATORS:
 2 x Caterpillar C18 @ 275 kW
 + 1 x Caterpillar C4 @ 84 kW

MAXIMUM SPEED: 16.5 knots
CRUISING SPEED:
 15 knots (@ 85%)
RANGE AT 12 KNOTS: 6,000 nm
FUEL CAPACITY:
 264,172 gal. (250,000 L)
FRESHWATER CAPACITY:
 42,268 gal. (40,000)
CLASSIFICATION: Lloyd's Register
 of Shipping A1 – Maltese Cross,
 MCA LY2 compliant

GUESTS: 12 in five double cabins +
 owner's suite
CREW: up to 28
EXTERIOR DESIGN:
 Nuvolari-Lenard
INTERIOR DESIGN:
 Nuvolari-Lenard
NAVAL ARCHITECT: CRN
BUILDER: CRN-2010



ABOVE: The Nuvolari-Lenard team: in the foreground, Carlo Nuvolari, left, Dan Lenard and Valentina Zannier, who created the neo-classic interior reflecting today's idea of luxury



*Original dimensions are provided in the metric system



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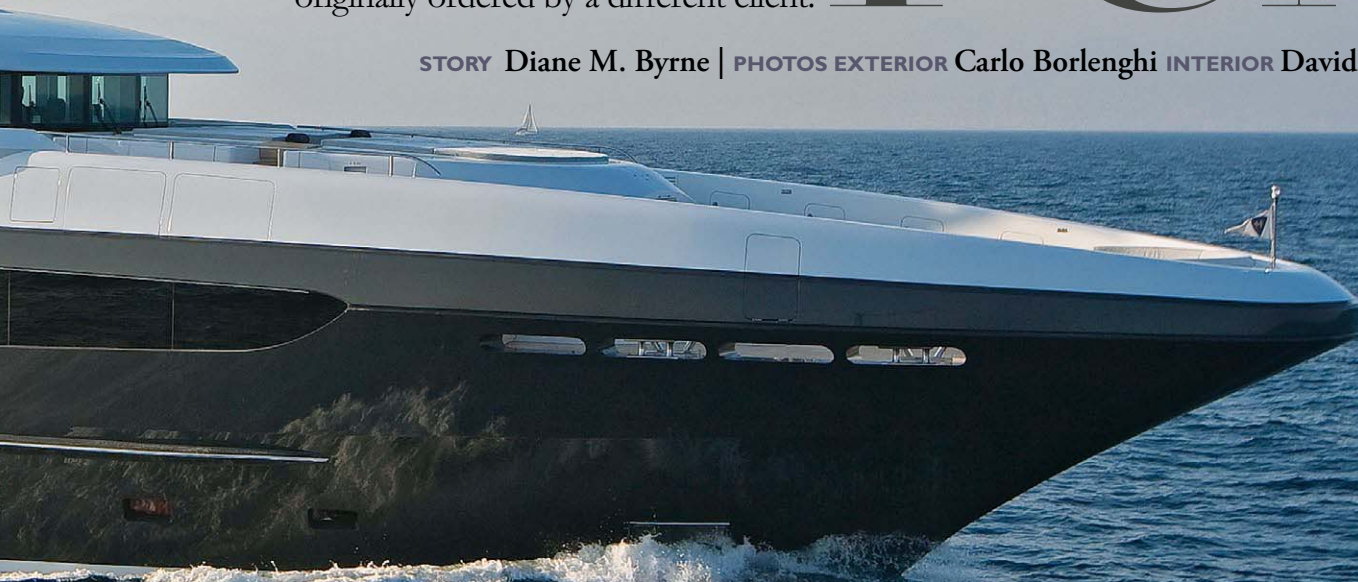


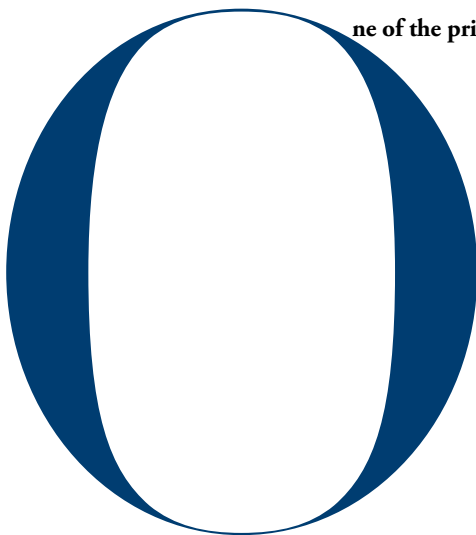
Heesen *SKY*

FIT FOR FUN

Heesen's reputation for modern motoryachts matched well with an owner looking for a boat that dares to be different. They found it in *SKY*, the largest displacement yacht the Dutch shipyard had built to date, a custom steel and aluminum yacht originally ordered by a different client.

STORY Diane M. Byrne | PHOTOS EXTERIOR Carlo Borlenghi INTERIOR David Churchill





One of the primary reasons yacht owners buy superyachts is because they yearn for something distinctive, something special to stand apart from the crowd. Even when a yacht is already under construction, there's often the opportunity to tailor things to a particular lifestyle and tastes. As positive as this is, however, it can also become a negative. Some owners have such unusual preferences that, in their desire to be different, their yacht fails to have a friendly atmosphere.

Thankfully, the 165'8" (50.5m) *SKY* is an exception to the rule. Through close collaboration with Heesen Yachts and the interior designers at Mojo Stumer Associates, the owner has created a contemporary cruiser that is eminently livable and delightful in her differences.

The profile, from Heesen's in-house naval architects and Omega Architects, does bear the same sleekness of Heesen's many models. The owner and his project manager did not get involved in engineering decisions, since the yacht had already started construction when he came aboard. Regardless, he was pleased with the 6,000-nautical-mile range, at-anchor stabilization and projected top speed of 23 knots. He did, however, lend her a little extra personality, by selecting gray hull paint.

Speaking of personality, the owner is quite serious about his fitness routine, and as a result he wanted more than just a treadmill. Certainly, Heesen is accustomed to designing

dedicated gyms on board its yachts, but this gentleman had some pretty specific needs. He's rather tall, for example, and regularly stretches while standing. The shipyard therefore raised the ceiling of the gym so that it would not interfere with his movements. The equipment's caliber is professional level, with dedicated machines for cardio and strength training. For added fun, chin-up bars are mounted just aft of the windlass. Located on the sundeck, the gym has great views all around. When you are ready to go outside to play, there are tenders at the ready, including a custom, color-matched Frauscher capable of 40 knots and two PWCs, all stowed in a teak-decked beach club.

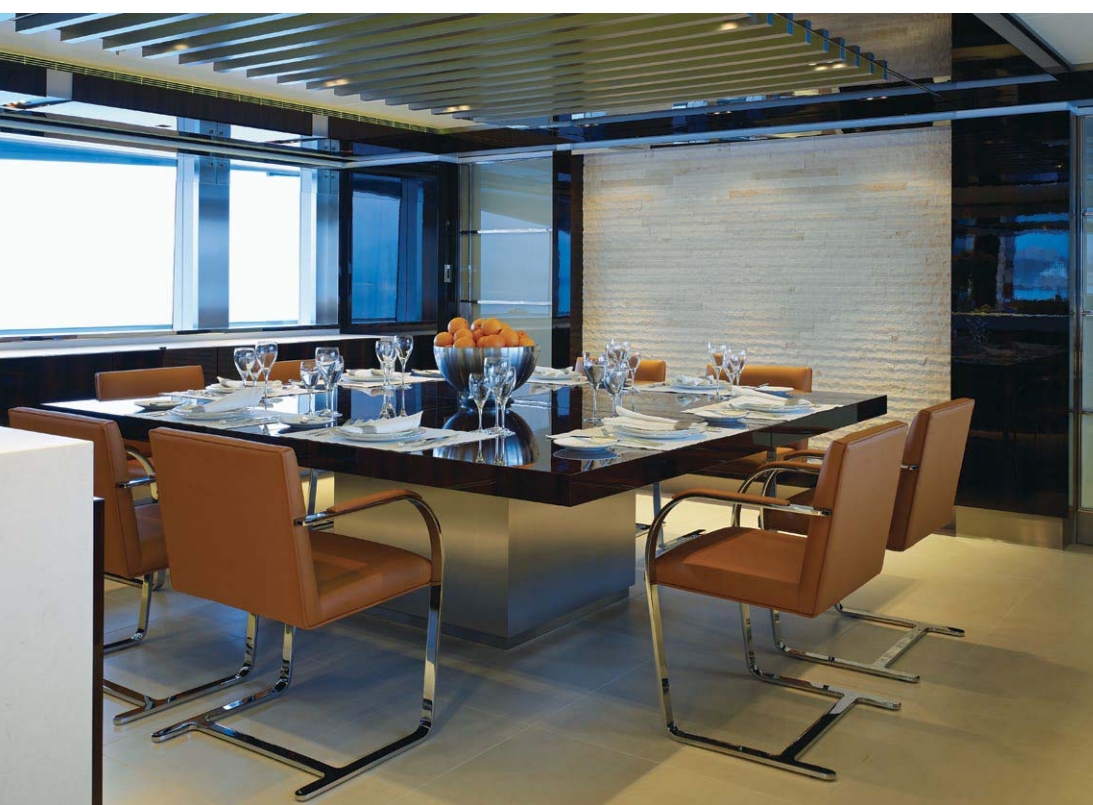
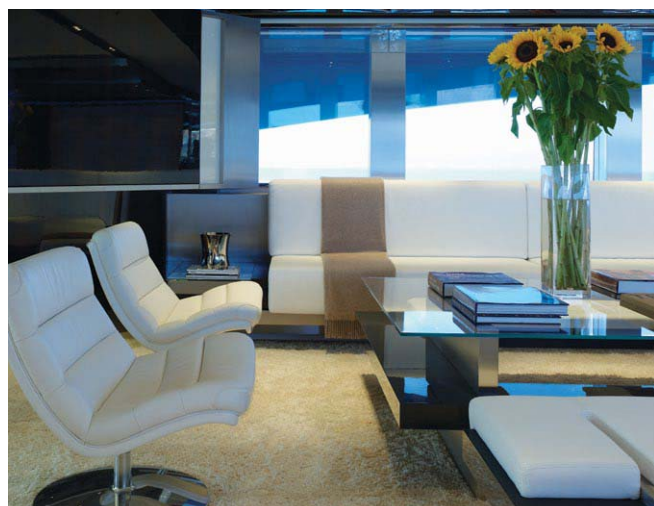
What really sets *SKY* apart, though, is the interior décor. The owner hired Mojo Stumer Associates, a New York-

based architecture and interior-design firm that specializes in high-end residential and smaller-scale commercial work. The owner had worked with the designers on some architecture projects in the past and enjoyed the firm's flair for contemporary design. Michael Spitaleri, part of the Mojo Stumer project team, says that despite he and his fellow designers having no prior experience with yachts, "We are proud to say that we formed a professional and personal relationship with all persons involved in this thrilling project." They also enjoyed fulfilling the owner's desire for the décor to reflect "a very contemporary design vocabulary," so that it would "complement the sleek lines of the exterior," he says.

There's an abundance of linear design elements throughout

BELOW: The salon, dining and bar areas have a the feel of a luxury residence

OPPOSITE: Mojo Stumer Associates chose an open plan favoring symmetry; chrome and loose furniture help delineate spaces



BELOW: The headboard in the sleek master suite is made of glass and louvers that open into the master bathroom with custom glass tub

OPPOSITE: A lot of planning went into the panoramic gym; an office leads into the master suite; guest cabins feature soft textures and modern comfort

SKY. Vertical panels of stainless steel strike a contrast to dark-tone Makassar and rosewood paneling. They also create a dramatic backdrop to cream-tone carpeting and limestone soles and countertops. Furthermore, *SKY* has a decided lack of what Mark Stumer, a principal of Mojo Stumer, terms “mundane elements of everyday life.” These include televisions, storage units, even some galley equipment. The designers did not want them to detract from the “immaculate symmetry” of the rest of the interior. Even so, the crew doesn’t have to move mountains to make sure the owner and guests enjoy themselves. The television on the aft deck outside of the skylounge, for example, flips down from the overhead. Perhaps in a nod to customary expectations, televisions are still out in the open—mounted on the walls—in the master suite, four guest cabins and the skylounge.

Even the wheelhouse fits in with the immaculate design approach. The original owner wanted a “glass bridge,”

meaning one with PC screens calling up all navigation information, rather than handfuls of individual units. This owner liked the concept, so he kept it. Interestingly enough, the PCs are also specially set up to make the jobs of the stewardesses easier. They need to clean and dust the wheelhouse the same way they do the relaxation areas on board, after all, but PC touchscreens are quite delicate. Wiping them down while data is being displayed could inadvertently erase a chart or other key data. It’s not a problem aboard *SKY*, though, because the stewardesses can press a button to deactivate the screens before they clean them.

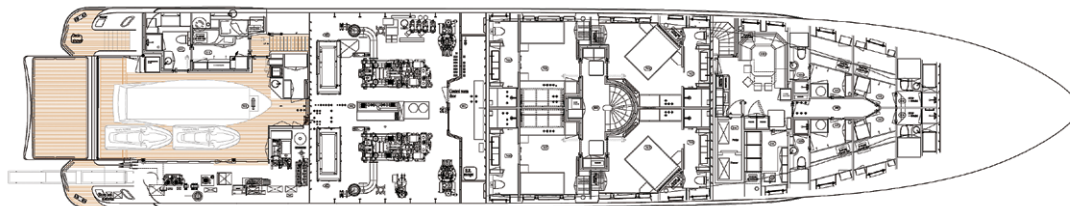
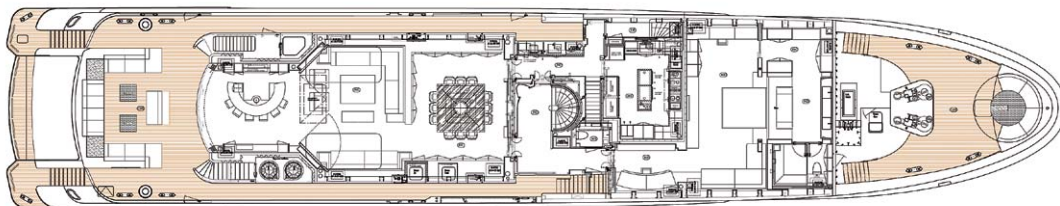
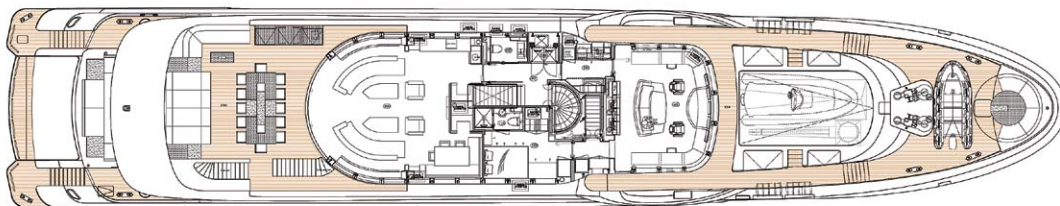
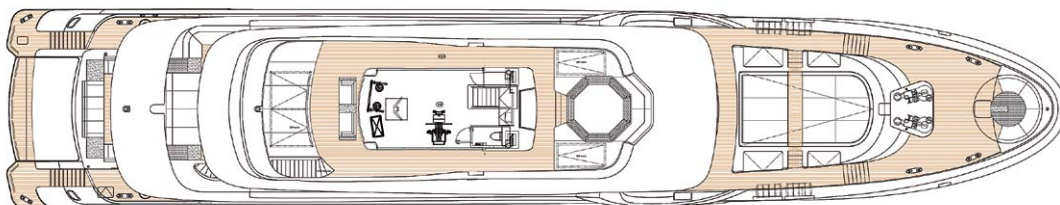
Too often, when something is designed to be different, it ends up losing functionality. *SKY* skillfully avoids this pitfall. The overall atmosphere is warm and welcoming, and at no time do the furnishings feel too austere or too precious. She’s a superyacht that dares to depart from the norm, creating a sensible style all her own. ■







ABOVE: The "glass bridge" with touch-screen controls is as stylish as the skylounge



FOR ADDITIONAL
CONTENT, SEE THE
DIGITAL EDITION

Heesen SKY

LOA: 165'8" (50.50m)
BEAM: 31'6" (9.60m)
DRAFT: 10'2" (3.10m)
FUEL CAPACITY:
21,134 gal. (80,000 L)
DISPLACEMENT: 485 tons

ENGINES:
2 x 1,556-hp (1,160 kW)
Cat 3508B
EXTERIOR DESIGN:
Omega Architects
HULL MATERIAL: Steel
SUPERSTRUCTURE: Aluminum

INTERIOR DESIGN:
Mojo Stumer Associates
NAVAL ARCHITECTS:
Van Oossanen
SHIPYARD: Heesen Yachts
YEAR: 2010

For more information, visit HEESENYACHTS.NL.

*Original dimensions are provided in the metric system



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ONCE ON A BLUE

MOON

MAGNIFIQUE MARTINIQUE

A couple of months ago, I had the privilege of spending a few days aboard the 198' Feadship *Blue Moon*, discovering both the yacht's amenities and the leeward and windward sides of Martinique.

Our Dutch vessel, flying a Cayman Islands flag, has its bow pointed toward Fort Saint Louis, the imposing 17th century fortress designed by Louis XIV's military architect Vauban to defend Martinique against invaders after France claimed the island as its own in 1635.

Chief Officer Johan Harris announces our arrival, which must have been noticed; we are the biggest noncommercial vessel around. "Motoryacht *Blue Moon*, what are your intentions?" inquires a French-accented voice. "We are requesting permission to anchor for the night," Harris replies.

Permission is granted and within seconds of this brief radio exchange, the sturdy anchor chain unspools under the close supervision of Captain Emile Bootsma. A South African native, Bootsma has planted roots in Charlestown, SC. He has worked with the owner of this and previous two *Blue Moons* for 13 years. Debonair and full of humor, Bootsma is all business when it comes to the safety of the vessel, passengers and crew. After making a series of routine checks, he asks Officer Harris, who had also worked on the previous *Blue Moons*, to shut off the two caterpillar engines. Just like that, *Blue Moon* has become an addition to the city skyline, a sight to see for the ferries and fishing boats hurrying back to port for Sunday dinner.

The previous evening, on our way back from dinner in Trois-Ilets (a village where Marie-Joseph-Rose de Tascher de la Pagerie, better known as Empress Joséphine, was born), I got a good look at *Blue Moon* in her evening best. Capt. Bootsma was waiting for us at the dock when we returned from a quaint

STORY Cecile Gauert | **PHOTOS** Marc Paris and Cecile Gauert





French restaurant near the town square. He took the wheel of the yacht's restored 1972 mahogany Aquarama Special, and we savored the quiet ride under a sky sprinkled with stars. As we rounded a small peninsula, *Blue Moon* appeared between two palm trees, her decks a blaze of light against the midnight blue sky. I felt goose bumps, and I am pretty sure the warm tropical breeze had little to do with it.

Fort de France, capital of Martinique, is a big city, and as the late January sun quickly slipped behind the horizon, the waterfront and hillsides began to sparkle with thousands of lights. Yet, as close as we were, the anchorage, home that night to a dozen sailboats, was amazingly peaceful.

History recounts that Joséphine, a socialite who narrowly escaped with her life in the French Revolution, had softened the heart of the general; Bonaparte fell madly in love with the woman with big eyes and long eye lashes. Just as the charismatic divorcée took hold of Napoleon's heart, the island of her birth seems to have cast a spell on us. It is true, though, that we have discovered Martinique under the best possible conditions—aboard an impeccably maintained luxurious yacht with a friendly and professional crew, attentive to our every need.

Shortly after docking in Fort de France, our group gathered in the skylounge. A perfectly chilled rosé wine that Chief Stewardess Cynthia Mauger had selected fueled a lively pre-dinner conversation while a beautifully appointed dining table waited on the aft deck. It was a warm evening, and the glass panels that normally surround the dining table were neatly tucked away. Stewardess Tara Moore had created a centerpiece with the red torch ginger and variegated shell ginger we brought back from our day trip to Saint-Pierre in the northwest part of the island.

Saint-Pierre, which is an easy hour cruise from Fort de France along the scenic leeward coast, is hard to forget. The small town, with a colorful waterfront, was rebuilt on the site of what once was the vibrant capital of Martinique, the birthplace of carnival in the Caribbean and the cultural center of the Lesser Antilles. Saint-Pierre in the late 19th

century drew comparisons as the Paris and the Venice of the Caribbean, but in 1902 two volcanic eruptions killed more than 30,000 people—28,000 in Saint-Pierre alone. The now dormant and verdant Montagne Pelée, its peak often mysteriously shrouded in clouds, towers over a shore dotted with black-sand beaches.

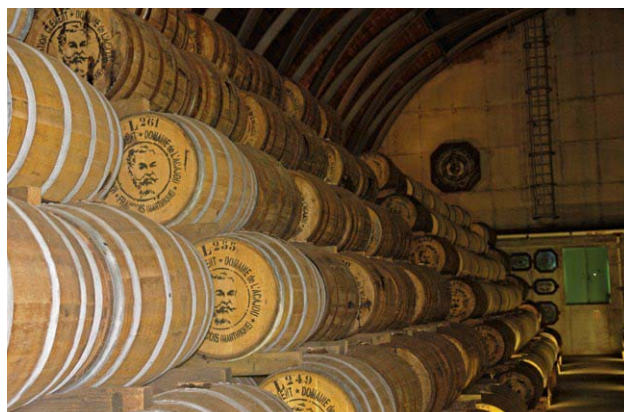
A man on the pier watched us dock and asked about the Riva. Was it really wood? he asked. "Mahogany," I replied. He spotted my camera and launched into a melodious French/Creole tirade that the town of Saint-Pierre was ill prepared for tourism. Martinique is, after all, a French island, so everyone has an opinion and is willing to express it. It seems true that Saint-Pierre never fully recovered. Step off the tourist track and as nearly anywhere else, you will see cracks under pretty façades. But, compared to some of the other Caribbean islands, the infrastructure is quite upscale here. Roads are well maintained, and abundant signage makes it easy to find your way. While Martinique's close ties with the "Métropole" occasionally cause friction with the natives, the island's relationship with France has a few obvious advantages.

Saint-Pierre itself may not be an idyllic town, but it is charming and moving. The former 8,000-seat theater is a blackened ruin that overlooks a harbor full of ships destroyed in the 1902 eruption. In the town's small museum are misshapen musical instruments recovered from the theater after the eruption, a cast iron church bell melted by volcanic gases and sepia images of Saint-Pierre residents before and after the tragedy, including one of a mother and child, who death caught unaware as she worked on her sewing machine that day. These relics tell a powerful story and exude a feel of arrested development. Saint-Pierre's town square is a social-gathering spot nowadays, and on that Sunday, village people browsed a small market and listened to rhythmic drum music.

Leaving Saint-Pierre behind, we took a trip through the nearby town of Morne Rouge and up a winding road toward l'Aïron, a shelter at the foot of Mt. Pelée.

ABOVE: Martinique's volcanic soil feeds lush tropical gardens; a crop from Plantation Beauvallon near Morne Rouge includes a giant pomelo and torch ginger

OPPOSITE: Saint-Pierre's colorful waterfront stretches along a volcanic beach; the church was rebuilt after the deadly eruption that destroyed the town and melted the original church's bell; Montagne Pelée is often shrouded in clouds



ABOVE AND BELOW: Martinique has produced rum for years; today several producers make a fine spirit, which aims to rival the finest scotch; rum is aged in casks on the grounds of Habitation Clément's historic and working distillery

OPPOSITE: *Blue Moon*, anchored in a secluded bay on Martinique's windward side, revealed all of her charms

From 2,703 feet, you get a good feel for the island's topography, a mix of rolling hills, farms, villages and gardens nourished by fertile volcanic soil, unfurling toward the coasts. I watched a trail of people slowly disappear in the fog as they climbed toward Le Chinois, at 4,584 feet.

We chose an easier way to see the island from up high—a 45-minute helicopter tour aboard the island's sole R44. We took off near Le François and flew over clear water and sand bars before crossing over toward the Pitons du Carbet, another favorite hikers' destination. We chatted amicably with the French pilot through our headsets until the mountains were so close they appeared to fill our bubble with greenery. The helicopter veered smoothly. We exhaled.

We landed safely on the grounds of Habitation Clément,

a complex of galleries and gardens with a working rum distillery. It produces some of the island's finer spirits, bearing the *Appellation d'origine contrôlée* (AOC) label, a strictly controlled mark of quality and authenticity. There are 11 distilleries on the island, and the people of Martinique take their rum very seriously.

We discovered white, agricultural (distilled from molasses) and vintage rums. We also learned to pair them with fine chocolates made by Martinique's *artisans chocolatiers* Frères Lauzée. Martinique produces a fine spirit that aims to rival the best cognac or scotch. Rum is also a popular pick-me-up. If you join in a local celebration, you'll likely be invited to try Ti punch (rum, ice, lime and a little cane sugar). Much stiffer than a mojito, this "petit" drink hides a powerful bite. Best to sip gingerly.

The historic Habitation Clément was our first stop on







ABOVE: The master suite aboard *Blue Moon* and the private salon on the sun deck, a perfect spot to enjoy a quiet moment



the windward side of the island where we began our trip. While we discovered the area by car, the yacht cruised to the Bay of Le François. The services of a licensed pilot are mandatory for yachts 164' (50m) and larger in this area (and other locations around the island)—and for good reason.

The second largest island in the French West Indies, with an area of about 425 sq. miles, Martinique shows great diversity in landscape and coastline. The east side's relatively dry coastline harbors a few white-sand beaches. Coral reefs, islets and shallow waters create a patchwork of vivid blues laced with white foam. The barrier reef is home to an estimated 225 species of fish. It's great fun for snorkeling, diving and sailing small craft, but navigating a bigger boat can be treacherous.

Still, it is possible and well worth the effort, and *Blue Moon's* captain successfully anchored in a secluded and protected bay.

After visiting the island's Relais et Châteaux, Hotel Cap Est Lagoon Resort & Spa, where we enjoyed a leisurely lunch and watched colorful kite sails, we returned to the yacht aboard the 26' Chris-Craft. The small islands in and around the bay have little residential development, making First Officer Harris' offer to take a sunset Champagne cruise impossible to resist. We felt nearly alone, as dusk turned to early night, passing only an occasional fishing boat and lonely piers, jutting into the bay.

We packed a lot into a few days, and our recent experiences sparked the lively conversation taking place in the skylounge, until dinner took center stage. *Blue Moon* Chef David Cowcill, who studied culinary arts in Canada, captured our attention with amazing menus, blending classic technique and surprising flavors, from fresh fruit sorbet with Prosecco and white chocolate ice cream with

crème fraîche to fabulous steak fries (accompanying a salt-crusted Kobe beef) and brioche French toast with pecans.

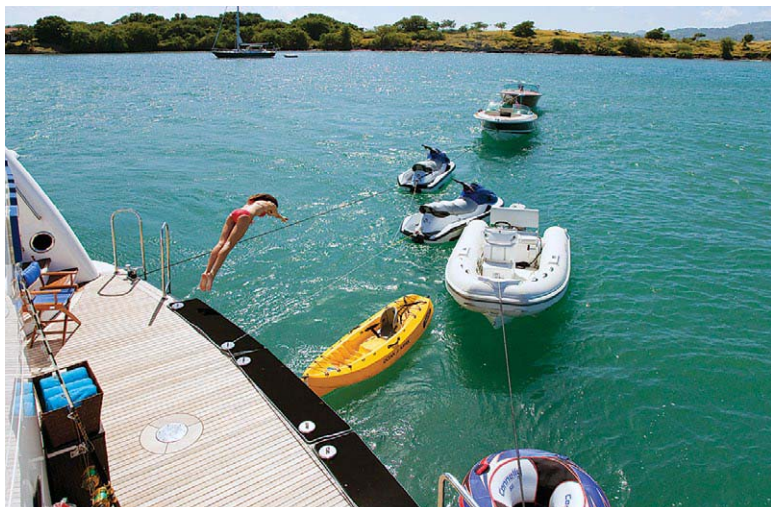
He and the entire crew gave us plenty of reasons to stay aboard. Torn between a cruise on *Blue Moon* and a day excursion to some of the island's villages, I elected to stay for a half-day trip around the southern end of the island to Fort de France. We followed our pilot out of our protected bay, and soon after, the waves came fast and furious until we reached the leeward side. The yacht proved remarkably quiet and comfortable as it progressed at a steady 12 knots. Leaving the comfortable perch on the pilothouse's leather banquette, I made my way to the aft deck and stared at the vast swath of milky blue water unfolding behind us as the propellers churned the ocean.

Martinique's lure is hard to resist, and its natural beauty and many attractions provide many reasons to go ashore. Yacht agent Douglas Rapier, a Francophile born in Grenada, moved here in 2002. He is intent on supplying everything that yachts cruising between Dominica and St. Lucia may need. After a few years of what Rapier describes as a bit of complacency, island officials are willing to do what it takes to give visiting yachts a reason to see Martinique as much more than a stopover for provisioning. The island has the potential to be reborn as the yachting haven it was 30 years ago.

We had to rise early to catch an early flight back to Miami. I used the remote to open the shades covering big portholes in the stateroom. As they slowly lifted, all they revealed were an inky sky meeting dark water. And then I heard a rooster, calling for dawn, somewhere in the big city. The crew had long been at work preparing breakfast and taking our luggage to shore. We were minutes away from the morning hustle of Martinique's capital and a world away from home. The island had cast its spell. ■



FOR ADDITIONAL
CONTENT, SEE THE
DIGITAL EDITION



ABOUT *BLUE MOON*

Royal van Lent built this award-winning 198' Feadship in 2006. A private yacht since delivery, *Blue Moon* is now available for charter.

Captain Emile Bootsma, who supervised the yacht's construction in Holland, heads an international crew of up to 15. Languages spoken on board include English, Dutch, French and Spanish.

In addition to a full-beam ondeck master suite, with office and guest room/gym, the yacht features five comfortable lower-deck staterooms. The two twins connect with two queens to form suites. Each has a private bathroom, individual temperature controls, individual satellite receivers and connect to a full library of movies and DVDs through the Kaleidescape Entertainment System. All have iPod docking stations, and Wi-Fi is available throughout the yacht.

Several dining areas are available: formal dining on the main deck and a panoramic dining area on the bridge deck. Floor-to-ceiling glass panels disappear, leaving no tracks on the

teak deck, to open the dining area to the aft deck. Sheltered by the top-deck overhang, this is a great spot for breakfast, lunch or dinner.

The sun deck features a wonderful Jacuzzi, surrounded by sun pads forward, and another casual dining area aft. A stunning glass elevator goes from lower deck to sun deck and leads to a panoramic nook, insulated from the elements but perfect for quiet observation and reading. Another dining area is aft of the sun deck, equipped with wet bar, refrigerator and grill.

The classic interior décor is comfortably luxurious. The central staircase with spectacular wrought iron banister and wood veneer recalling an ocean motif wraps around the glass elevator. The yacht carries a full complement of toys, including two great tenders: the 1972 Riva Aquarama Special (fully restored) and a 26' Chris-Craft plus kayaks, wakeboards, WaveRunners and snorkeling equipment. A second gym is located on the lower deck.

ABOVE: Nearly all the toys are in the water and the temperature is perfect for a dive; the wonderful crew made us feel welcome

BELOW: A rainbow over Fort de France makes lunch even more special; the sun deck and *Blue Moon's* wonderful mahogany Aquarama Special

For more information about charter in Martinique, contact: DOUGLAS@YACHTSERVICES.FR

For more information about chartering *Blue Moon*, contact Northrop and Johnson, contact: CHARTER@NORTHROPANDJOHNSON.COM





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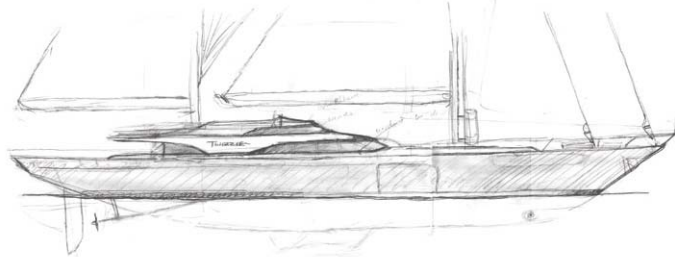




EVAN K. MARSHALL
USONIA V

» UNDER SAIL AND AT ANCHOR

Twizzle is a Dubois/Redman Whiteley Dixon-designed high performance ketch with many innovative features such as (at right) this pull-down swim platform. Below, a very early concept sketch drawn by the owner's teenage son bears remarkable resemblance to the end result.



TWIZZLE... A SAILING YACHT UNLIKE ANY

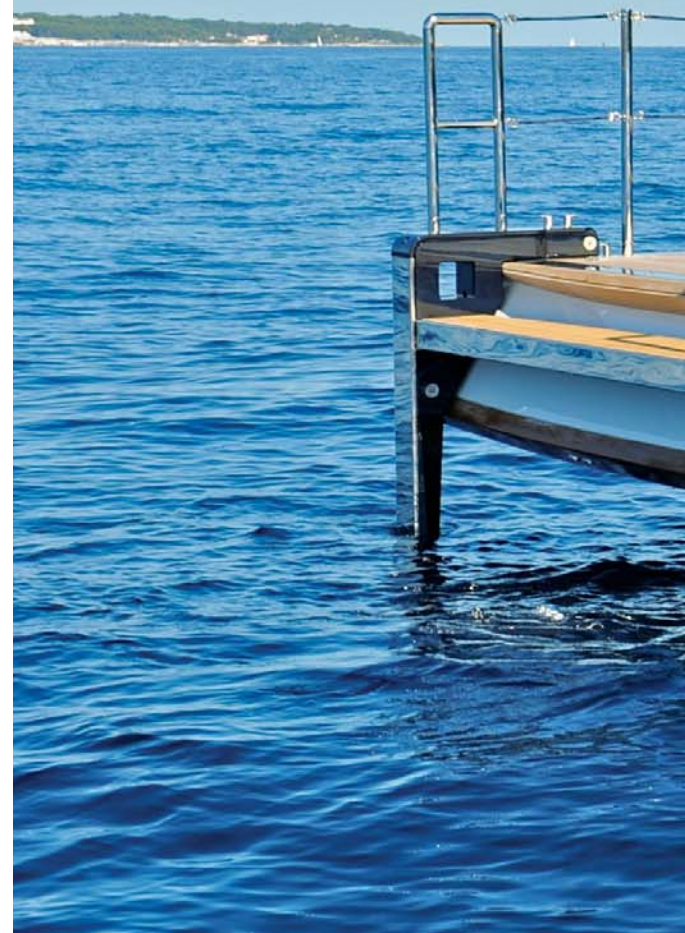
RIDDLE: WHAT IS SMALLER THAN A NEW YORK LOFT IN TRIBECA? LARGER THAN A LONDON FLAT IN CHELSEA? MINIMAL YET MAXIMUM? SINGULAR YET UNIVERSAL? CLASSIC YET CONTEMPORARY? CAN FLOAT AND CAN FLY? IS AN ISLAND UNTO ITSELF; BUT IS ALSO A MOVABLE FEAST? AND, HAS AN IMPOSSIBLE NAME—THAT BELIES ITS ULTRA-CHIC PERSONA AND SERIOUSNESS OF PURPOSE?

ANSWER: TWIZZLE

Twizzle, the stunning new 189' high-performance flybridge ketch, is indeed a brainteaser. Nothing about her is pat or obvious. From day one, she presented a puzzle and a challenge for the team that built her—designers Redman Whiteley Dixon and Todhunter Earle, Dubois Naval Architects and Dutch builder Royal Huisman. A marked departure for Huisman and Dubois and a revelation for RWD/TE, *Twizzle* encapsulates a new twist on standard yacht themes. All the pieces dovetailed into a singular combined masterpiece, launched in 2010, at Royal Huisman.

The build process began at Redman Whiteley Dixon's office in the UK, and it was after the owners and designers had come up with a concept that Dubois and Royal Huisman were selected. The Huisman yard boasts an impressive range. Among the world-class sailing yachts the yard has built are vessels as diverse as the J-Class *Hanuman*, the computer-driven *Hyperion* and the racy *Gliss*. *Twizzle's* owners are experienced and have owned a string of boats over the years, including the Perini Navi *Andromeda la Dea*, which no doubt influenced their decision to have a pilothouse ketch. They knew their design/build brief was demanding, and they counted on the reputable shipyard to fulfill it, even if *Twizzle* is the first-ever flybridge Royal Huisman has built.

STORY JILL BOBROW | PHOTOS RAY MAIN





OTHER



» MAIN DECK

The covered-deck dining space opens seamlessly into a salon area via floor-to-ceiling glass doors; the beautiful teak decks with gray caulking blend right into the aft salon floor



Twizzle is an evolution of the owners' combined experience, knowledge, and taste. Their most recent yacht prior to building their current beauty was the exquisite 182' Feadship of the same name. Many segue from sail to power, but it is the unusual few who eschew power in favor of sail. A motoryacht certainly affords more ease of operation and more space, and arguably is an entirely different social culture. These owners, no stranger to sailing, say they were sitting in a harbor one day aboard their Feadship and the Mrs. declared she had "mast envy!"

The design process started five years ago one idle weekend, when they went to visit RWD with their then 18-year-old son. Imaginations were soaring and ideas were flying. While his parents were engaged in animated dialogue with Justin Redman, the son made a conceptual sketch (see opening page), which bears remarkable resemblance to the end result.

Soon, further drawings and plans emerged for a high-performance yacht that could fly with the wind, fit under the Panama Canal bridge, and have

a minimal draft in order to be able to anchor nearly anywhere in the world, an easy-to-maintain engine room with built-in redundancy, a flybridge that took nothing away from a low profile, and all the comforts of home.

The owners very much wanted inside/outside easy and versatile living with clutter-free decks and a swim platform or beach for the tender and divers. This platform is one of the many innovations on board. It was designed and executed without a hinge, a catch, a cable or hydraulic cylinder visible.

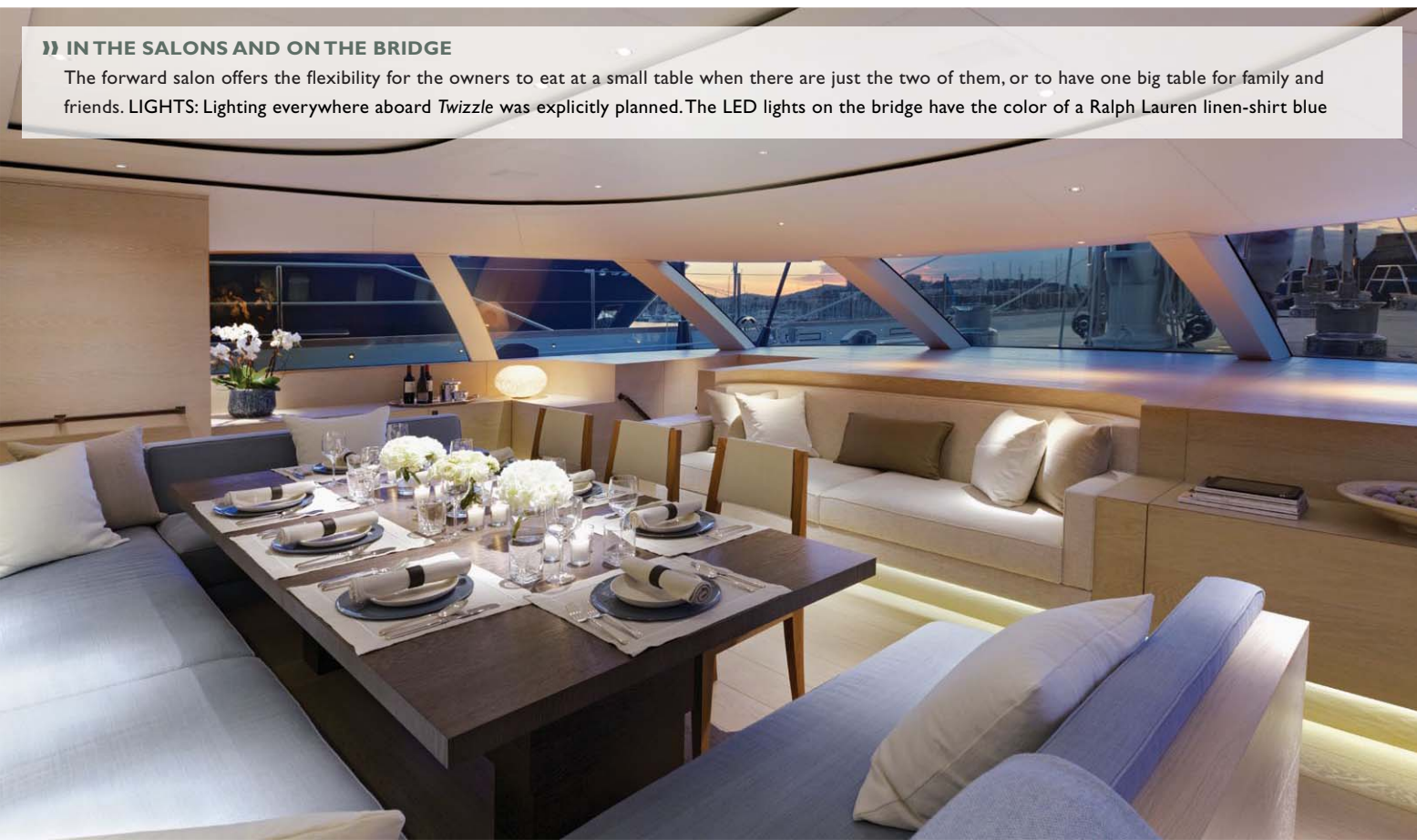
Also key to the overall design was an integrated bridge system. The result is a stunning RWD-designed glass bridge, akin to that of a space ship, which controls all functions with a touch of a button. The highly automated high-tech system with digital displays fit in dual helms constructed of teak with a carbon-fiber veneer built in New Zealand. But it's not all space-age technology. Bentley and Bugatti-designed race cars of the 1920s inspired the design, in a daring mix of contemporary and classic.

The bridge, which is located on the mezzanine level, is truly pivotal to



» IN THE SALONS AND ON THE BRIDGE

The forward salon offers the flexibility for the owners to eat at a small table when there are just the two of them, or to have one big table for family and friends. LIGHTS: Lighting everywhere aboard *Twizzle* was explicitly planned. The LED lights on the bridge have the color of a Ralph Lauren linen-shirt blue





» THE BEAUTY OF THE DETAILS

Everything aboard this gorgeous yacht from the lamps to the faucets is meticulously designed to create an environment of stylish elegance. All of this culminates in the simple yet spacious master suite. All guest accommodations are exquisite. The master suite comprises a study and its very own private aft cockpit



the whole flow of the boat. Starting from that point, Redman and Dubois worked closely to come up with lines that would keep the superstructure as low and lean as possible, resulting in *Twizzle's* snazzy and distinctive profile.

This had implications on the interior, where height and perspective were an important consideration. Todhunter Earle says there are five heights, which meant keeping a close eye on the horizontal levels to ensure, for instance, that someone seated on the back of the salon sofa can talk easily to someone sitting on the window seat. In the guest cabins, the door handles are lower than normal to give the illusion of more ceiling height. The aft cockpit is as low as they go, clean with a pop-up table, reading lights and retractable awning, so there is nothing to arrest the eye in terms of flow. Far forward is the unusual salon/relaxation/dining salon with a curved panoramic one-way glass window carefully executed to meet the deck. Royal Huisman's partner, Yachtglass, created for this unique

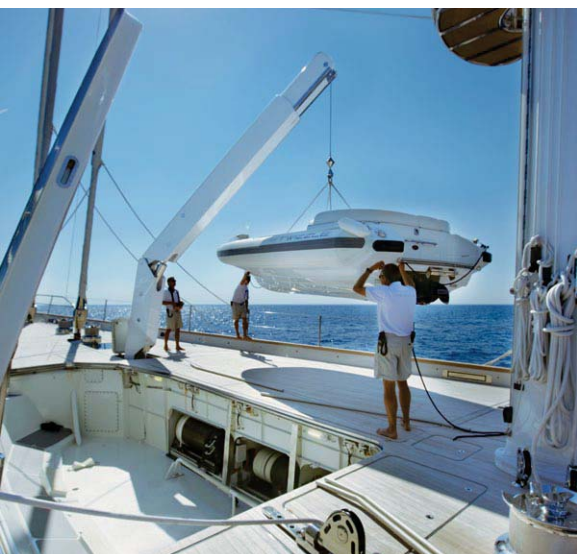
deckhouse the largest single glass pieces it ever crafted.

All details were equally thought out. The limed-oak paneling was another major feat. Much effort went into getting the texture and movement of the wood to be just right, with the floorboards running in the same direction as the wood grain in the paneling. Craftsmen sewed in situ the hand-block printed linen covering the headboards. It complements specially stitched Gail Warwick bed linen, cleverly designed as a duvet without a top sheet. Designers handpicked in the bathrooms' Italian marble, which was then honeycombed to keep the weight at a minimum. iPod Touches control the audiovisuals, including TVs hidden behind lacquer chocolate brown walls. With hidden storage everywhere, cabins remain clean and clutter-free.

Lighting was another big consideration from the glass bridge (where the LED lights are Ralph Lauren blue) to the cabins. UK-based Lighting Design International carefully assessed and planned lighting to

» ON DECK

Special accommodations for deploying the tenders; it was important to the owners to have clean deck spaces that could be used for sailing and entertaining; the flybridge is a great place to participate in sailing without being in the way



complement the natural light from the windows and portholes.

Minimal clutter, maximum technology and craftsmanship, *Twizzle* is unique in the world of sailboats, universal in appeal; she is classic and timeless, yet ultra contemporary. In terms of décor, the palette is decidedly neutral, with dashes of bronze, bisque, tobacco, nickel, and chocolate.

Green also is an important color. *Twizzle* is working with Yacht Carbon Offset and has agreed to compensate for the greenhouse-gas emissions associated with her construction and in the refinement of her metal content, which may make her the first superyacht to pledge this agreement.

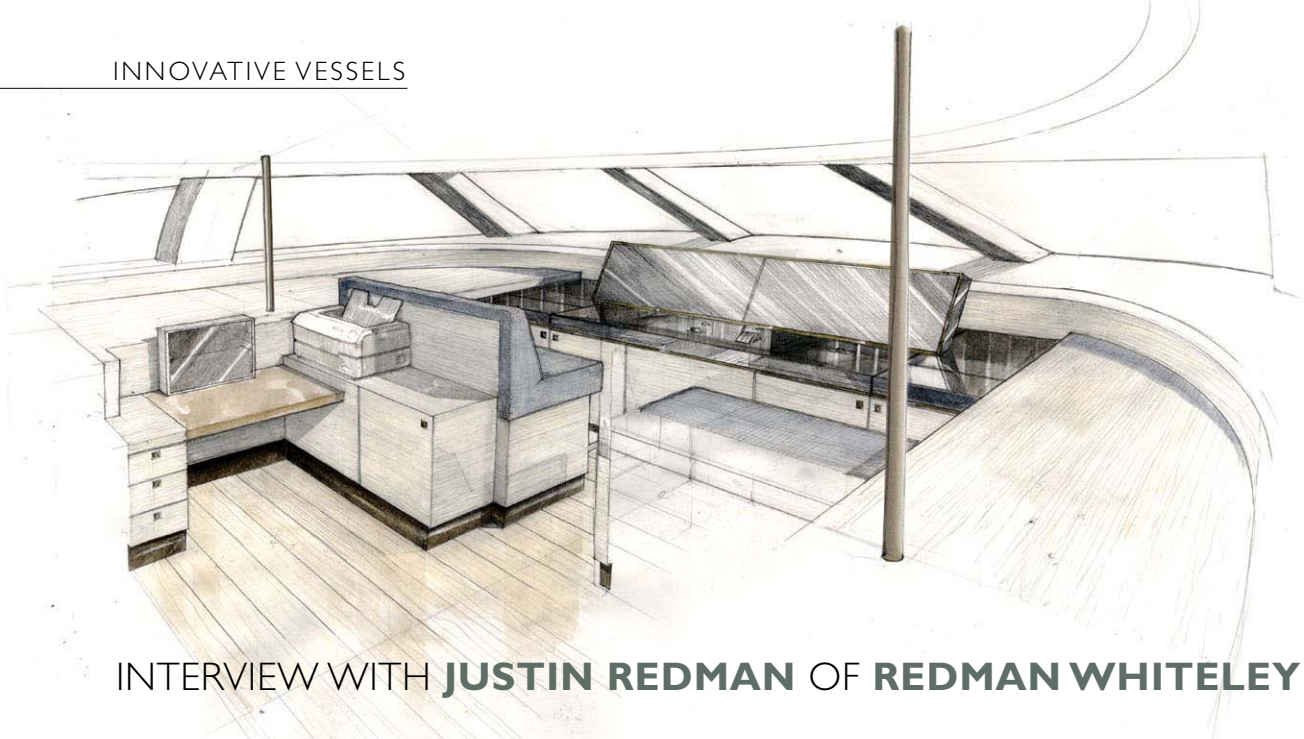
The riddle is solved. *Twizzle* is the wave of the future. ■

Type: Flybridge ketch
LOA: 188'8" (57.49m)
LWL: 160'8" (48.99m)
Beam: 38' (11.7m)
Draft (max.): 35'43" (10.80m)
Draft (min.): 12'47" (3.80m)

Hull material: Aluminum
Superstructure: Aluminum
Engine: 1 X Cat
Cruising speed: 12 knots
Fuel capacity: 11,993 gal. (45,392 L)
Water capacity: 3,000 gal. (11,355 L)

Class: Lloyds Register
MCA: Yes
Sail area: 1780 m²
Naval architect:
 Dubois Naval Architects Ltd.
Exterior stylist/interior designer:
 Redman Whiteley Dixon

Interior décor: Todhunter Earle
Shipyard: Royal Huisman
Year: 2010
For more info:
www.rwd.co.uk
www.royalhuisman.com
www.dubois-yachts.com
www.todhunterearle.com



INTERVIEW WITH JUSTIN REDMAN OF REDMAN WHITELEY DIXON

Jill Bobrow: How and why did the owners of *Twizzle* choose RWD to do be their designers?

Justin Redman: We had originally been part of the team that worked with the owners and Todhunter Earle on their previous project, a 55.5m De Vries Feadship also named *Twizzle* (...). A little while later, the owners were visiting our studio on the south coast of England sorting through images of their motoryacht for a brochure and, in between sessions, I, Mr. and his son scribbled out the first doodles of a sailboat profile that led to the *Twizzle* sailboat project two years later:

By this time, we had a very good understanding of how the family lived aboard their yachts and knew in great detail what was important to them.

It was this knowledge that led them to ask us to develop their perfect sailboat with them, in isolation from naval architects or shipyards, so that we could evolve a concept and general arrangement based purely on how they liked to live aboard, before integrating the mechanics (and artistry!) of sailing.

What made the owners transition from motor to sail?

I think it was the challenge of developing a sailboat, which integrated many of the elements that they relished from their motorboating life, whether lifestyle or technical. Also, they do have a competitive streak and like the idea of sailing

fast. I also understand that with the motoryacht there was a relative loss of contact with the crew, particularly the captain—who has been with them for many, many years—and this was missed. This disconnect is one of the reasons behind the pilothouse concept on the mezzanine level. The captain can be contacted easily down from the flybridge or from the main deck.

What elements from *Twizzle* the motoryacht did you use in *Twizzle* the sailing yacht?

A feeling of restrained elegance with the interior and exterior alike.

In a sentence, what was theme or overall design brief that you were given to begin your drawings?

Externally, the complete smoothness and simple form of a pebble washed up on a beach. Internally, the feel of the Jack Nicholson movie "Something's Gotta Give," where crisp linens, cashmere throws and dry, pale, weathered timber come together in a Hampton Beach cottage on Long Island to provide a very relaxed and textured interior.

What is your favorite design element in the boat?

I am particularly pleased with the owners' separate aft cockpit, an area seen much less on these large, flush-decked contemporary sailboats. A separate owners' cockpit provides a more intimate on-deck seating area. I have added

pop-up lighting for reading and a lit shelf for a drink. How lovely to get away from the rest of the yacht for quiet time alone.

What is the scope of your design?

Total involvement and team work throughout.

We worked with Ed Dubois' team on how we could take our exterior, maximize the GRT of the whole vessel and still scrape in under 500 tons. We also worked with the exceptional craftspeople at Royal Huisman on custom answers to fittings that had previously been off the shelf (even on their yachts!) right through to working with Emily and Sophie (Todhunter Earle) on how we could invisibly illuminate the frame of the glass art work representing sea life on the wall of the dayhead.

Unlike some others who feel they have to control everything and everyone, we genuinely enjoyed the association with companies such as Dubois and Todhunter Earle on this project, and other brilliant people on other constructions that are currently in build. It is so inspiring! There is no desire to be the big "I am," but to collaborate with others to seek the more resolved final product. It is also way more enjoyable.

What do you want the readers of *Yachts International* to know about RWD?

That no one actually needs a yacht, but if they are going to build one, they might as well have the greatest fun building one with like-minded people. ■

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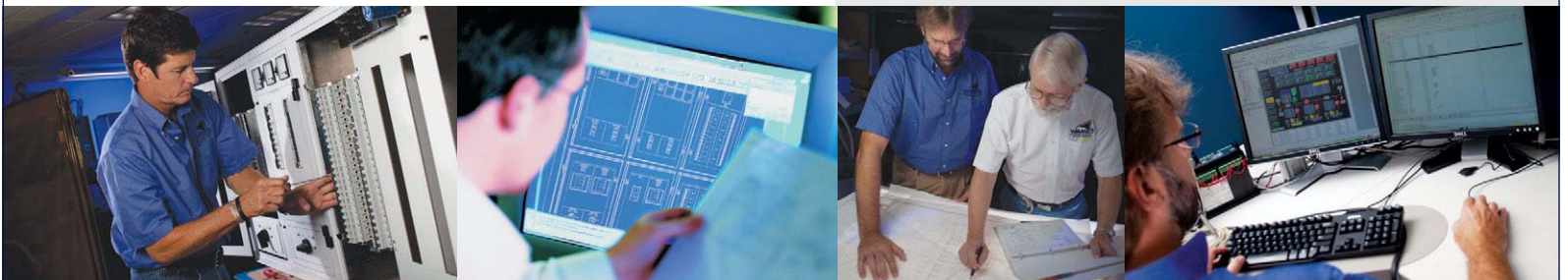
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- Heavy Consumer management adds generating capacity in anticipation of a heavy load.
- Ability to use emergency generator as a "harbor" generator.
- Two-level non-essential load shedding for each generator.
- ☑ Optional WME Touch Screen Interface offers enhanced control and monitoring of the switchgear.

The WME PMS has three control modes.

AUTO: In Auto mode, the system is controlled automatically by the PPM-3 and gen-set starting and stopping is based on power demand (when in DG supply operation). Upon operator command, switching between different operating modes is done automatically.

SEMI: Semi-Auto mode is an operator dependent auto mode. Gen-set start/stop, synchronization and opening of the breaker is carried out by the PPM-3 on operator command only. A generator unit connected in semi-auto will not be a part of the load-dependent start/stop function.

SWBD: Switchboard mode disables the PPM-3 with regards to start/stop/synchronizing and load sharing while the protection functions remain active.



For more information call the engineering department at 954-523-2815 ext. 115 or email John.McKay@WardsMarine.com

» **Below:** Amels' Sea Axe displays a cutting design; **Right:** Ron Holland's Marco Polo series offers a single-engine installation, a ship in drydock shows the classic bow bulb, while Planet Solar *Turanor* and *Earthrace* seek efficiency in multihulls and alternate power sources



SLIPPERY WHEN WET

INNOVATION & DESIGN EXAMINES NEW WAYS TO MOVE A YACHT USING LESS ENERGY

STORY **JERRY STANSFIELD**

In the inaugural offering of its *Innovation & Design* annual issue, *Yachts International* explored some of the latest advancements in marine propulsion and power-generation technology, cornerstones of a global effort to harness ecologically sound energy sources while reducing our collective dependence on fossil fuels. Equally critical to achieving that dual objective is a parallel effort to design and develop new hull forms—or refinements to existing ones—that make the most efficient use of those energy sources to maximize speed and range. Indeed, some of these improvements even yield an increase in interior volume.

While many of the latest innovations originally were developed for commercial maritime applications, notable examples of these have found their way into the large-yacht category as well. This is a logical extension since all vessels are subject to the same physical constraints that govern speed and propulsion efficiency. Only a part of the energy that a propulsion system produces is applied directly to moving the hull; the rest is expended in overcoming resistance from friction (drag) and in moving the pattern of waves that form a vessel's wake. To the extent, therefore, that a hull's design and condition can reduce drag and wake size, less energy will be required to move it through the water, an improvement that translates to lower fuel consumption, higher speed from a given horsepower output and/or greater range.

Probably the most widely recognized among refinements to the design

of power vessels is the bow bulb. Introduced early in the 20th century and in various forms fitted to such early adapters as the Navy's USS *Delaware* and, in 1932, the storied French liner *Normandie*, the bulbous bow has become a standard fixture on nearly every oceangoing ship built in the past few decades, and more recently on a growing number of smaller commercial vessels, as well as on motoryachts and cruisers in the 50' range and larger. The effect of the bow bulb, a rounded appendage extending forward from the hull's forefoot just below the waterline, is to create a wave that interrupts and partially cancels the vessel's normal bow wave, in the aggregate reducing the volume of water that the hull must move while underway. A classic example of the resulting efficiency gain compares the conventional hull of the British liner *Queen Mary* to the *Normandie*, which developed speeds comparable to the former while using about 30 percent less horsepower and achieving a commensurate reduction in fuel consumption.

Multihull designs also have proved effective in increasing overall fuel efficiency. By virtue of their typically narrower hull cross sections compared to monohulls, catamaran designs reduce drag and wave height, a characteristic that led New Zealand naval architect Craig Loomes and his LOMOcean naval architecture and design company to specify this type for his design of *Turanor PlanetSolar*, an experimental vessel featured in the previous issue of *Yachts International's Innovation and Design*. At press time, the vessel was about halfway along on its landmark circumnavigation



voyage. Notwithstanding its dramatic appearance, *Turanor PlanetSolar* already has offered a practical demonstration of solar power as a viable energy source for offshore cruising; an achievement also due in no small measure to the efficiency of its wave-piercing catamaran design. Of the project, Loomes notes that “immense focus and effort were put into refining the hull form to minimize resistance/drag as much as possible. Our hard work was rewarded by this (design) being the most efficient form ever tested in the history of the Australian Maritime College tow test facility, a facility that tests a large proportion of the world’s multihull craft.” Other multihull types include the wave-piercing trimaran perhaps best exemplified by the biodiesel-fueled 78' *Earthrace*, another Loomes creation that in 2008 completed a circumnavigation of its own in fewer than 61 days, a record-shattering attempt. A distant cousin to wave-piercer geometry is the axe-bow design (*Yachts International*, July 2008), a monohull variant that combines narrow forward sections, a deep forefoot and vertical prow and hull sides to produce about a 15-percent efficiency advantage over conventional flared-bow geometry. Beyond reducing fuel consumption, these types also offer a smoother ride compared to conventional V-hull forms, typically allowing more comfortable operation in a heavy sea state.

More recently, researchers have introduced other monohull modifications, like the bow bulb, aimed at improving efficiency through reductions in wave height. Among these initiatives is the development of parabolization, a process that extends midship hull sections outward to produce wider, more rounded contours than those of a hull with parallel sides. Following extensive theoretical studies and tank testing at the University of British Columbia, Professor Sander Calisal and his team of naval architects and hydrodynamics experts report substantial efficiency gains directly related to this modification. “A 10-percent reduction in wave height,” Calisal says, “can provide about a 20-percent reduction in wave resistance and roughly a 10- to



12-percent reduction in total resistance.” Calisal’s study has demonstrated that increasing the beam by 10- to 15-percent and eliminating the parallel middle body can produce a significant reduction in wave height—*ergo* resistance—and a corresponding improvement in propulsion efficiency. The augmented beam, he adds, also aids lateral stability—and what designer could fail to appreciate the resulting increase in interior volume? Calisal notes that parabolization may effectively be applied to existing vessels—including those with bow bulbs—as well as to new builds. Canadian yacht designer Patrick Bray currently is at work on a 45-meter tri-deck featuring a variant of the parabolic form, a pair of teardrop-shaped extensions, one on either side of the hull just below the waterline and, like the convex hullside geometry, positioned to diminish wave height by negating the formation of the midship “hollow” typical of displacement hulls underway. Bray, an



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PAMELA STANLEY

NEW HULL DESIGNS



» This 45-meter designed by Patrick Bray illustrates his teardrop-shaped midship extension just below the waterline

early adapter and a developer of fuel-efficient hull forms, indicates that computer modeling of the new design has yielded promising results and plans tank testing to confirm the data obtained so far.

The simplest, most tried-and-true means of reducing drag are still available to all boatbuilders and owners virtually without regard to hull type or size. Designer Ron Holland, perhaps best known for his lithe sailing yachts capable of wringing every last fractional knot out of any wind condition, extols the virtues of single-engine installations for motoryacht designs, which was implemented in his Marco Polo design. "A hull powered by a single engine turning a large-diameter propeller can be up to 30 percent more efficient than a twin-screw hull of equivalent horsepower," he says, citing the added weight and resistance produced by multiple engines, and the transmissions, propeller shafts, struts and rudders.

And lest we forget, the next increment of boat speed is nearly always the most costly: The simple expedient of throttling back by a knot or two can yield agreeable results in terms of fuel burn. All told, the means exist, both old and new, for motoryacht devotees to trim a sizable proportion of both fuel costs and emissions from their cruise agendas, to the benefit of their vessel operation budgets, the environment and the trade balance. ■

» Craig Loomes uses a multihull design for this 44-meter expedition concept



Expanding The Yachting Experience...



Photography by Jim Roycroft

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» WIDER 42

A carbon-fiber hardtop protects the helm station and seating area; carbon-fiber stairs lead guests to the foredeck where they can sunbathe; Wider gets a lot wider with its two side decks in the open position



WIDER 42

EUREKA!

AFTER TILLI ANTONELLI LEFT HIS POSITION AS PRESIDENT OF PERSHING, THE COMPANY HE FOUNDED AND SUBSEQUENTLY SOLD TO FERRETTI IN THE 1990S, HE DID NOT SIT IDLE FOR LONG. THAT'S NOT ANTONELLI'S STYLE. INSTEAD, HE STARTED A BRAND-NEW COMPANY WITH A GROUNDBREAKING PROJECT HE CALLED WIDER. WITHIN A YEAR OF LAUNCHING HIS NEW COMPANY, ANTONELLI INTRODUCED HIS FIRST BOAT.

“The Wider 42 is a yacht with a ‘strongman’ attitude, to be sailed and enjoyed with an incredible mix of adrenalin and fun,” Antonelli says. He calls his brainchild a “seafaring playhouse,” built for maximum comfort and pure unadulterated relaxation.

Italian designer Fulvio de Simoni (who put his unique stamp on Pershing’s distinctive open lineup, starting with the first Pershing 45) worked closely with Antonelli on the design of Wider’s first 42’ day cruiser, which the company plans to introduce to the US market at the 2012 Miami boat show. Soon to follow are 35’ and 50’ models, all built in the same shipyard that launched Pershings between 1990 to 2004. The 107,000-square-foot facility (including nearly 50,000 square feet of covered work space) is located near Pesaro and Urbino on Italy’s Adriatic coast.

To call the Wider 42 innovative is not just hype. In fact, one might even call the design groundbreaking: Wider features two lateral extensions (a concept patented by Antonelli) that double the deck’s usable surface while significantly increasing stability, acting like outriggers would. When the yacht arrived at the Rapallo marina near Genoa for its international press debut, we were able to attest to its unbelievable stability. With its mid-section extended, the boat features a cockpit area of about 194 square feet and a 21’7” beam—simply amazing

STORY **MARIA ROBERTA MORSO**





for a 42-footer. Spacious and stable, the boat transforms into a luxury “raft”.

The project combines raw performance with low consumption and a reduced environmental impact. The Wider 42 is “green” in all but explicit marketing: A streamlined hull design, aerodynamic shape and reduced weight allow an efficient engine setup, striking the right balance between energy conservation and power.

Wider will cruise at more than 45 knots with two 370-hp engines and Arneson surface propellers, and boasts a range of more than 350 miles at 40 knots. For those who enjoy that little bit of oomph, there is a 480-hp Cummins-powered model reaching 53 knots. The first Wider 42 boasts the most powerful version. The twin engines are offset, racing style, instead of a more conventional symmetrical installation, a set up that results in a lower center of gravity and increased stability. The lightweight and aerodynamic model is built using vacuum-infusion molding (Scrip System) with a vinylester resin and carbon (pre-peg) hybrid. The yacht’s energy-saving momentum extends to onboard electronics. Wider, in conjunction with Acon Marine, developed a high-end technological electrical system (Canbus) that guarantees considerable savings in engine consumption. The Wider and Acon Marine partnership also produced an extremely interesting helm station: a multi-functional steering wheel featuring a built-in mini panel with a multi-view display providing all the required navigation information.

The hull’s stepped design, another inspiration from the racing world, creates a cushion of air between the hull and the water that raises the boat and minimizes immersion. Racing expert Mark Wilson—who designed the boats his son used to win the World Offshore Championships three times, in the P2 and P1 classes—designed the Wider 42’s hull.

The usually reserved Fulvio De Simoni could not restrain his enthusiasm during the presentation. “Working with Wilson was fantastic. Together with him and Tilli we built up a real team, sharing ideas, suggestions,

helping each other to get the best result,” he said.

The boat’s layout is versatile and unconventional—a dinette area complete with kitchenette rises straight from the deck; inflatable cushions convert to floating airbeds; and everything can be hidden, to create an open sun deck. A carbon hardtop covers the helm chair and the dinette area. Stylish stairs in carbon fiber and a handrail integrated in the sliding-glass pane leading to the cabin, take guests to the foredeck area, set for sunbathing. The Wider’s stern accommodates a personal watercraft or a RIB on a structure that lowers to facilitate launch and haulage operations. Once the toys are in the water, the area becomes an additional sun deck.

The cabin interiors are just as original and elegant as the rest of the boat. Functional and stylish leather bags replace the conventional closets. They can be handily packed with clothes, linen, towels, etc. At the beginning of the trip, they are affixed to the bulkheads, and at the conclusion of the cruise, they can be easily taken home as hand luggage. The same attention went into furnishings and materials. Vertical



surfaces are in carbon laminate while structural bulkheads are dressed in a new linen fabric. The deck is clad in synthetic teak by Esthec, which offers aesthetics and warmth, but is completely recyclable, durable, stain-resistant, fireproof, non-slip and requires no maintenance.

Innovative, yes. But also fun and practical. ■

For more information, visit wider-y.it

TECHNICAL DATA

LOA: 42'4" (12.90m)

Max. beam: 11'4" (3.50m)

Max. beam with opened configuration: 21'7" (6.60m)

Draft: 2'8" (0.88m)

Displacement (unladen): 6.2 tons

Engines:

2 x Yanmar 8LV 365 hp
or 2 x Cummins 473 hp

Max. speed (1/3 laden):
46 knots/53 knots

Fuel capacity: 264 gal. (1,000 L)

Freshwater capacity: 66 gal. (250 L)



SYCARA V

Small Ships Parade

NOBISKRUG: EXPANDING ON A LONG SHIPBUILDING TRADITION WITH THE FINEST YACHTS AFLOAT

AS SHIPS AND YACHTS GROW EVER CLOSER IN SIZE AND complexity, it's natural some traditional commercial shipyards would pick up steam in the leisure sector. Nobiskrug, which has been building commercial and military vessels for more than a century, took on its first superyacht project in the late 1990's and hasn't looked back.

That first yacht, Microsoft co-founder Paul Allen's 93m *Tatoosh*, delivered in 2000 set the stage for a string of award-winning superyacht launches, the most recent of which is the 74m *Sapphire*.

In late 2010, the yard delivered two significant yachts: the 60m *Jamaica Bay*, designed by Felix Buytendijk, and a month later, the magnificent *Sycara V*, built for an American automotive executive. Nobiskrug's yacht building heritage includes the 68m *Triple Seven*, which won the coveted design award of the International Superyacht Society shortly after her delivery in 2006, and the 74m *Siren*, which was delivered in 2008 and won a World Superyacht Award and the *ShowBoats* International Award for Best Custom Motoryacht Interior 60m and Above in 2009.

Sycara V features interior styling by Craig Beale and his company Pure Detail of Perth, Australia, and exterior styling by Nobiskrug. The yacht can accommodate 12 guests in one master suite and five deluxe guest staterooms. Her interior is bright and contemporary with a smooth flow between her five decks. She has crew accommodations for 17 including flexible spare cabins for nannies or pilots.

Sapphire features interior and exterior design by Newcruise Yacht Projects & Design. Her myriad innovative features include extensive exterior LED lighting—even on the furniture, and a circular aft main-deck that can serve as a helicopter platform, a dance floor or a balcony that extends over the sea. She, too, accommodates 12 guests in six staterooms and is powered by a pair of MTU 16V400 diesels that produce a maximum speed of 17.3 knots.

Two additional new launches are scheduled. They are the 74m *Mogambo* in 2011 and the 74m *Graffiti* in 2012. Both feature interiors and exterior styling by Raymond Langton Design of London. All the company's yacht builds have featured steel hulls and GRP superstructures.

Sapphire is hull number 781, indicative of the total number of vessels Nobiskrug has delivered since its founding in 1905. The yard is located on the Kiel Canal in Rendsburg, Germany. Its facilities are ideal for new-builds, refits and repairs of superyachts and naval and commercial vessels. Its two drydocks and two slipways can accommodate vessels up to 200m. The superyacht hall is dedicated to the outfitting and coating of superyachts. Its partition bulkhead allows for the docking of a second superyacht. The company has rented two additional docks in Kiel with more than 400 meters of dock that allows work on even larger yachts. In addition, the company has "flying squads" on call to carry out service and repairs anywhere in the world.

Nobiskrug was acquired in 2009 by Abu Dhabi MAR, which also owns the French shipyard CMN and ADM Shipyards in Abu Dhabi. Contact:



NOBISKRUG

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EMAIL info@nobiskrug.com **WEBSITE** www.nobiskrug.com



AXCELL 650

AN UPLIFTING TAKE ON THE

REGARDLESS OF THE BUILDER, MOST CATAMARANS HAVE PREDICTABLE SIMILARITIES. AT THE 2010 FORT LAUDERDALE BOAT SHOW, HOWEVER, AXCELL YACHTS INTRODUCED A YACHT THAT, FROM THE SIDE, RESEMBLES A CATAMARAN ABOUT AS MUCH AS A PANTHER RESEMBLES AN OX. AND WITH ALL THE TECHNOLOGY BEHIND IT, THE DIFFERENCE BETWEEN THIS AND EVERY OTHER SINGLE- OR MULTI-HULLED YACHT ON THE MARKET IS EVEN MORE APPARENT.

STORY **LIZ PASCH** PHOTOS **SHAW MCCUTCHEON**

Bruce Barsumian grew up exploring the canals and waterways of Fort Lauderdale, Fla. He tinkered with most of his dozen or so boats, as boys tend to do, and he modified them to look or perform a certain way. He learned something new with each boat, and then, as an adult, he realized there wasn't a boat on the market that could offer what he wanted: a big boat that could go fast economically. "Other companies just put in bigger engines, higher horsepower, bigger fuel tanks, but more weight, which counters the effectiveness," says Barsumian, an electronics engineer with 15 patents for counter-surveillance detection equipment. Barsumian knew there was a better, more efficient solution. His quest to find the answer took not only 13 years of research, repeated testing and the knowledge and experience of dozens of marine experts, but also a relentless desire that led him to develop a technology based on scientific principles recorded nearly 300 years ago.

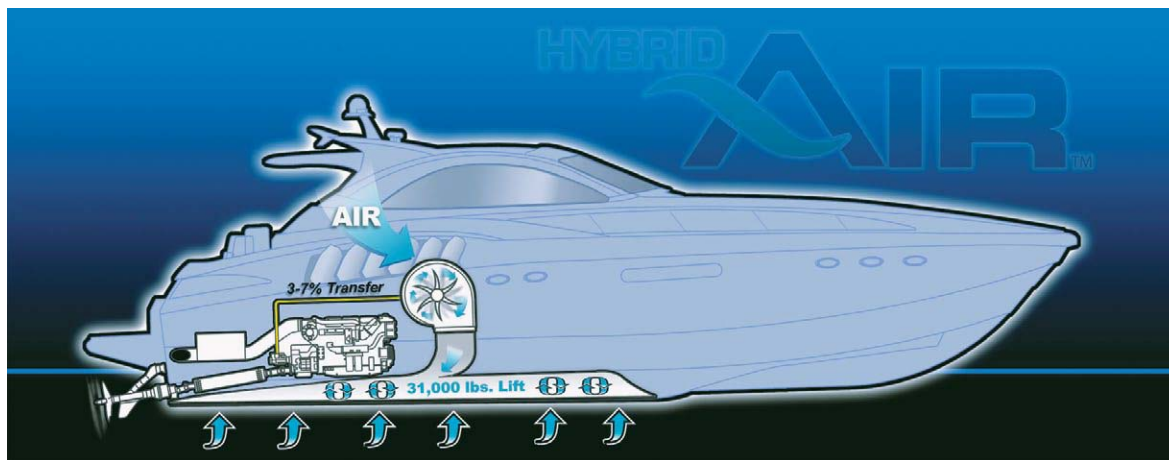
Barsumian's aggressive goals forced him to consider every component of yachtbuilding. Early on, he determined foam sandwich construction would reduce weight, and surface drives would be most efficient. He researched multiple technologies and applications, including those used

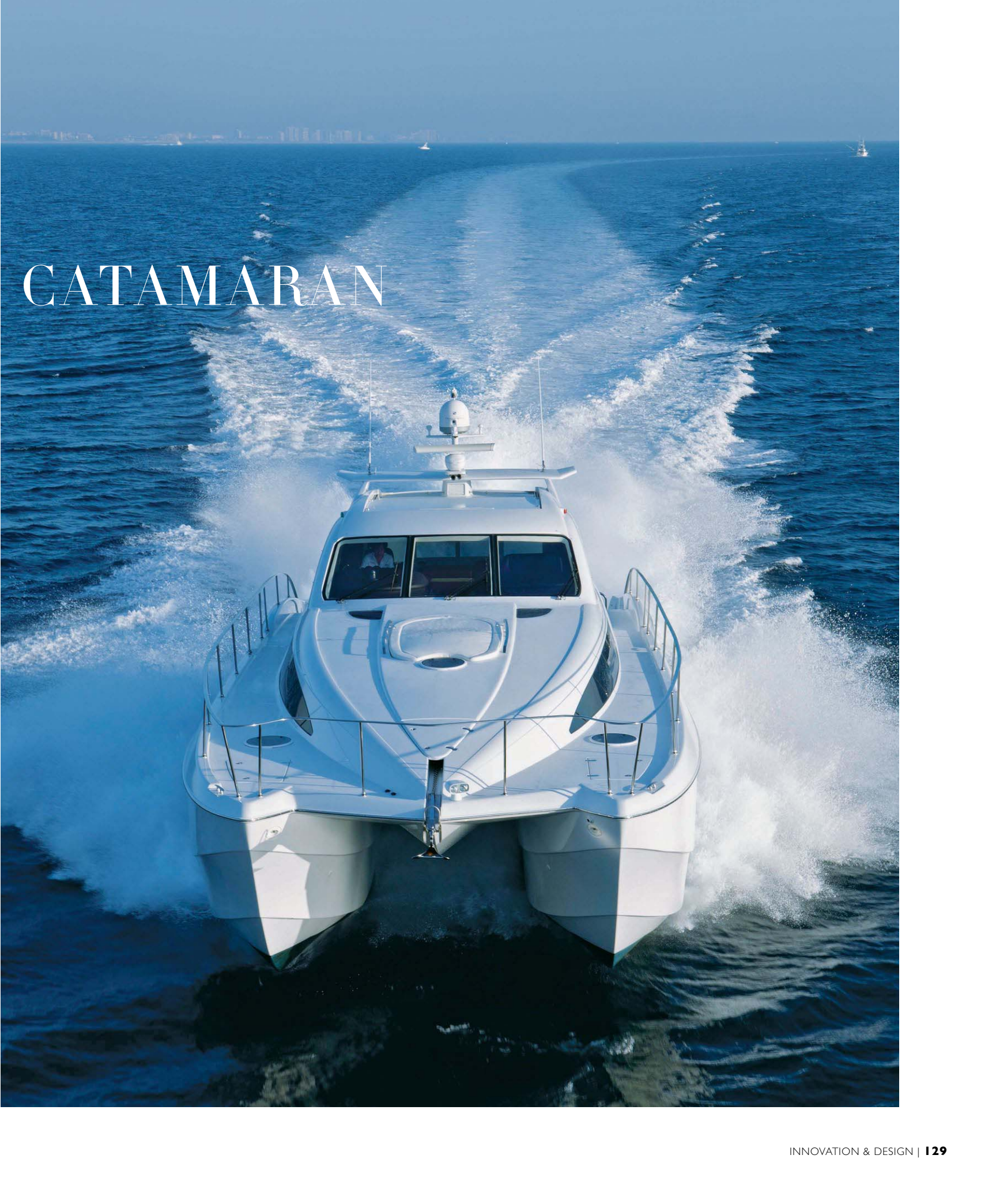
in the racing circuit where he spent time as a youngster hanging around the pits at the Miami Marina Stadium and watching the mechanics tweak engines, props and hull designs for optimum performance. He then studied the military and commercial application of the hovercraft technology, where pressurized air is forced under the watercraft in order to lighten the load, which in turn makes it easier to move and consequently makes it more economical as well. While the design of typical hovercraft-type boats was far from what he envisioned for his yacht, the technology achieved the results he sought after. He discovered the "Surface Effect Ship" (SES) technology had also been used in Navy ships and ferryboats with a twin hull design. One of the distinct advantages of a skirtless SES is there is nothing to break or tear; the shape of the fiberglass hull bottom contains the air.

The Tennessee-based engineer knew he was on to something and built a 16' prototype in his basement. "I took it to the lake and had video cameras and pressure gauges so I would know what was going on under the boat, and took [it] to the lake on the weekends and drove it," says Barsumian, who built the boat with modular hulls in sections that would unbolt. "If I

» HYBRIDAIR TECHNOLOGY

Inspired by military and commercial hovercraft technology, the Axcell cat relies on air to lift the boat for a fuel-efficient and yet incredibly fast ride





CATAMARAN

didn't like the way the video looked underneath, we could take it apart, re-fiberglass it, change the shape and go out and test it again." Barsumian had eight different versions of the hull and made 50 to 80 changes to the initial design. As results improved, he asked well-known naval architect Donald Blount to calculate the speed and horsepower scalings, the positive results of which, Barsumian says, "gave me more enthusiasm to keep going."

Throughout the testing process, Barsumian continued to improve on previous technology. The patented new hull shape named "High Efficiency Surface Effect Hull" incorporates a large open chamber along the bottom of each of the catamaran's twin hulls into which pressurized air is forced for an air-cushioned, hovercraft-like effect. To achieve enough air pressure for his desired speed and efficiency, the engineer combined a mixture of technologies and equipment. "The air blower is all automatic. The pump takes four to seven percent of the engine's power. It's controlled and automated by a computer so when you press the throttles forward at 1,300 rpm, the fan starts to create pressure and the boat starts to run lighter and faster. The air chamber is on the center of gravity of the boat so it lifts the boat equally," explains Barsumian about his trademarked HybridAir Technology. Lift fans connected to the main engines engage automatically at 1,300 rpm and force pressurized air into the air pockets beneath, creating an air cushion that relieves an astonishing 50 percent of the yacht's weight (approximately 31,000 pounds) and provides a 30- to 40-percent speed advantage without having to utilize bigger engines. Forcing that much air from an enclosed engine compartment, however, requires a significant air source. Six stylish-looking gills on each side of the boat provide needed airflow. "Those first four are how it breathes enough air to pump it under the hulls. The last two is where the engine gets air," says Barsumian about the twin six-cylinder CAT C-18 turbo diesel engines that pump enough air to simultaneously lift and propel his yacht to a speed of 40+ knots.

Barsumian sought the styling talent of

» BRUCE BARSUMIAN

Inventor, engineer, and boat owner, Barsumian is the driving force behind the Axcell 650, which owes its style to J.C. Espinosa



renowned yacht designer J.C. Espinosa to achieve his other goal of making the catamaran look less like the traditional multi-hulls and more like a yacht. "We started at 48', but I couldn't get all of the goodies to fit, so then it went to 52', then when it got to 57' it started to work, but at 60' everything started to fit really well." From the open salon and spacious master to the lower-deck galley, guest staterooms and laundry, from bow to stern, space is ingeniously functional while maintaining the luxury of a true yacht. On the aft deck, a grill and sink offer convenience for casual alfresco dining. In addition to its technologically advanced design, the Axcell 650 sports a 15' RIB tender loaded head-on in a concealed garage behind a stern door, a bonus feature virtually unheard of on a 65' yacht.

Barsumian has been asked to compare his creation with other catamarans, which has proved a difficult task. "There are some cats with very thin hulls that aren't meant to plane. They're more displacement hulls like canoes; they go a max of about 25 knots. Typically on a boat of this size, that would be the speed limit. Those are very efficient if you're happy with running a max of 25 knots." Barsumian, clearly, is not. His cat tops out at more than 40 knots and cruises nicely and efficiently between 26 knots (the "sweet spot" at .53 miles to the gallon) and 36 knots. Now, if one wants to compare the ride, "Well, the boat is light but acts much lighter than a typical yacht of its size. When you get about 1,300 rpm the air pressure starts and you'll feel one side lift a little, then the other side, and then it comes up

on plane; it just gets up and goes with the added stability of twin hulls," says Barsumian.

With 14 years in the making, Barsumian is happy with the results but still isn't finished. "I doodle from time to time. An 80-footer would be a nice jump, with a full-beam master. A catamaran is a beamy boat anyway, so the room would be like a hotel room," he says with a glint in his eye. A true inventor, Barsumian is open to sharing his technology and partnering with other visionary yachtbuilders to create exciting new designs. Time will tell what new creations he comes up with, like the dream yacht he started in his basement. ■

For more information, contact Axcell Yachts at **931-261-2261** or **axcellyachts.com**.

TECHNICAL DATA

LOA (including swim platform): 66'5" (20.24m)

Hull Length: 60' (18.29m)

Beam: 20'8" (6.30m)

Draft to Props: 48" (1.21m)

Weight: 29.5 tons

Shore Power: 50A 230VAC 60 Hz

Water: 190 gal. (719 L)

Fuel: 650 gal. (2,461 L)

Engines: 2 x Caterpillar C-18
1150 HP ZF surface drives

Max. Speed: 40 knots

Cruise Speed: 36 knots

Generator: 15kW Westerbeke
with Sound Shield



ADDING FIBER TO YOUR BOATING DIET



MAGELLANO'S BIO SANDWICH AND OTHER NEW APPLICATIONS

The Magellano 50 made a noted debut in October 2011 at the Genoa Boat Show. Aside from its refreshing styling and interesting layout, Azimut's new long-range cruiser gets high marks for its environmentally friendly inclination, which earned it the Italian classification society RINA's Green Plus class notation. It features low-emission engines (latest-generation Cummins Common Rail), optional hybrid propulsion, LED lighting, UV coatings and eco-friendly wood, which we have warmed up to by now.

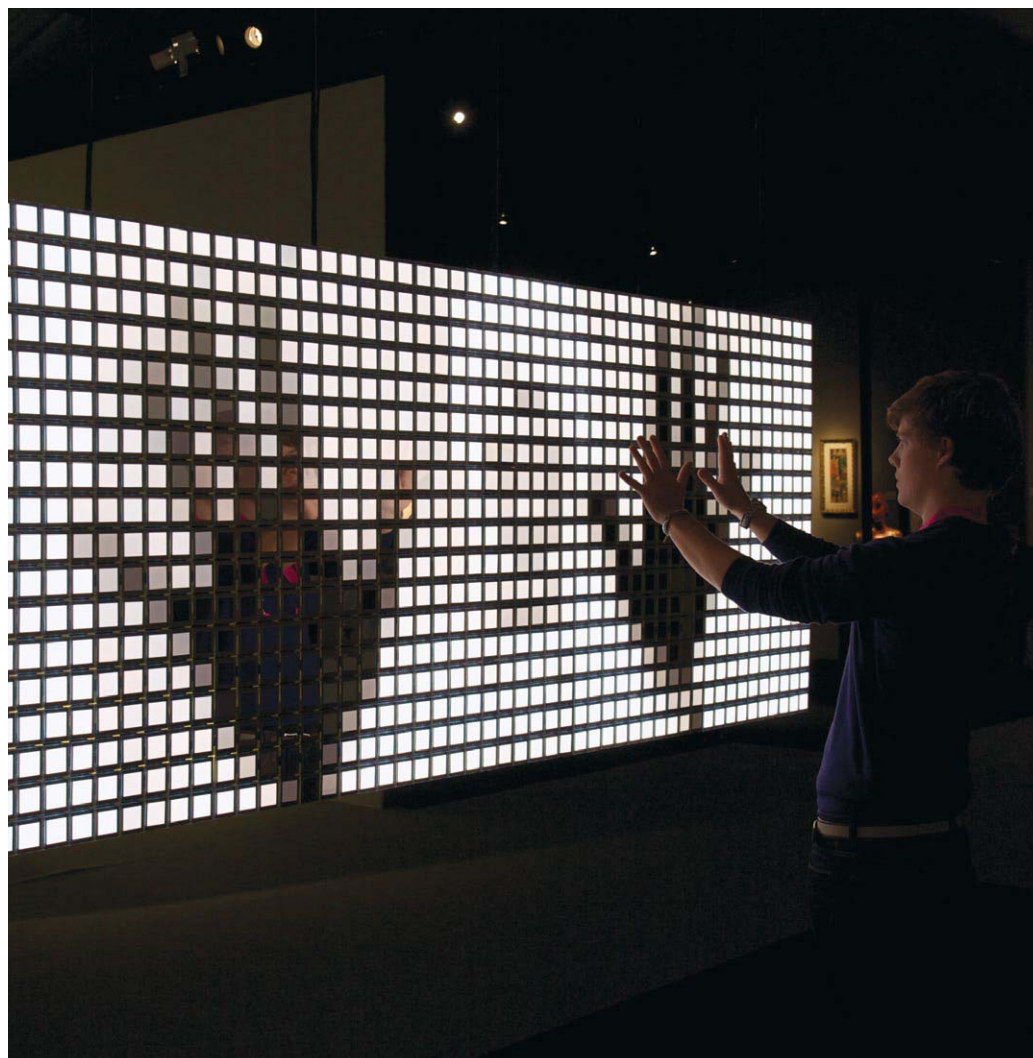
Another interesting ingredient in a long list of innovative features is the use of a ►►

◀◀ “Bio Sandwich,” a composite mix that includes recyclable linen fibers, renewable cork instead of a PVC core and ecological resins. The composite material used for the Magellano 50’s helm console is very much in the now. Car companies, furniture manufacturers and builders are using more natural fibers (including flax, hemp, jute, straw, oats and rice husks) than composite materials, in part because they are readily available, renewable and biodegradable, unlike their manufactured counterparts (be they polymer, metal, carbon or ceramic—including the commonly used fiberglass).

While Azimut has used this more ecological composite mix on the interior only, research is progressing on other applications in boating, including hull construction, and already there is a deck material using 60 percent recycled rice husk, developed by Eco Marine Systems. At the 2010 Barcelona boat show, a marine engineering student showed a canoe that used flax fiber as reinforcement. Further research is necessary, but with good strength, weight and insulation properties, natural fibers used in the proper mix could be just as right for the future, as it was in the past. Romans used flax fibers for their sails.

For more information, visit

MAGELLANORANGE.AZIMUTYACHTS.COM



LIVENING UP THE DECKS

AS SEEN ON *IMAGINE*

The newly delivered Amels 212, *Imagine*, features an intriguing objet d’art, which also makes for a great conversation piece. The interactive piece, called “You Fade to Light,” is a creation of rAndom International. The piece, which appears to be a puzzle made of small squared pieces of mirror, lights up as people walk by. Philips commissioned the London-based art studio to illustrate the unique quality of its new Lumiblade OLEDs. Philips’ Lumiblade uses light-emitting diodes made of thin films of organic molecule, which react to an electric current. Their mirror finish makes them particularly attractive, since their reflective quality amplifies the light and captures people’s image as they walk by. Add a camera and software to the mix, and you have a fascinating and engaging art piece. This is one of a potential total of eight pieces created from the first-ever Lumiblade OLEDs that Philips produced in Germany.

For more information visit:

LIGHTING.PHILIPS.COM/MAIN/LIGHTCOMMUNITY/TRENDS/OLED/ or
RANDOM-INTERNATIONAL.COM



One With the Sea

CRN: ON A MISSION TO BRING OWNERS AND OCEAN TOGETHER

TO BE ON THE SEA. TO BE PART OF THE SEA. TO BE ONE with the sea. Those are among some of the sublime pleasures of yachts and yachting. Italian superyacht builder CRN pays tribute to this notion with the development on its newer models of a feature commonly referred to as the “beach club.” This feature figures prominently on one of the yard’s latest launches the 72m Azteca.

Azteca, delivered in 2010, is the largest CRN launch to date. Her beach club comprises approximately 100 square meters of luxury living space, complete with sofas, lounges and recreational equipment created by a large door that folds down from the transom. The outdoor area can function as a near-sea level sunning or swimming platform, with the interior area—an adjacent opening in the transom—serving as a place to relax in the shade. Boarding can be accomplished via the beach, which immediately focuses guests on the sea-borne pleasures that await them. The space can be customized any way a client prefers.

Azteca was designed inside and out by the Venetian firm, Nuvolari-Lenard, with key guidance from CRN-Ferretti Group’s in-house naval architects and engineers. CRN has been part of the Ferretti Group since 1999 under the guidance of Lamberto Tacoli, CRN’s chairman and Chief Sales and Marketing Officer of Ferretti Group. The group now flourishes under the leadership of Founder and President Norberto Ferretti and CEO Giancarlo Galeone. In addition to CRN, the group’s brands include Ferretti Yachts, Pershing, Itama, Bertram, Riva, Mochi Craft and Ferretti Custom Line.

CRN’s shipyard in Ancona was founded in 1963 by Sanzio Nicolini, who quickly positioned the firm company to serve the top end of the market. The first “line” of CRN yachts were 23 meter hulls that bore the designation “Super Conero.” Those were followed by larger and more prestigious yachts created in association with important designers who helped establish the brand internationally. In 2001, two years after being acquired by the Ferretti Group, the yard launched a 43m project mega yacht called “Magnifica,” which went on to become a highly successful

line. Another milestone was the acquisition by CRN of the Mario Morini shipyard in Ancona, which has led to the yard becoming one of the most important producers of superyachts in Europe in steel and aluminium.

Today, CRN builds fully custom yachts in steel and aluminium from 46 to 85 meters, and two lines of semi-custom composite vessels of 40 and 43 meters. The CRN shipyard covers an area of about 80,000 square meters, of which approximately 25,000 are covered. The facilities include a private wet dock with three docks of 100, 80 and 40 meters.

At present, the CRN shipyard is building 22 mega yachts contemporarily: from 33 meters to 80 meters long, 10 of which are of the CRN brand: 6 pleasure ships made of steel and aluminium (CRN 80 meters, CRN 58 meters, CRN 60 meters, CRN 60 meters, CRN 74 meters, CRN 60 meters are at the dock to be delivered in spring) and 4 vessels made of composite (three 43 meters displacement Navetta and a CRN 128’ semi-planing of 40 meters), besides 12 maxi yachts of the Custom Line brand made of composite (5 Navetta 33 Crescendo, 3 Custom Line 112’ Next, 4 Custom Line 124’), to testify the continuous growth of the CRN shipyard, which is continuously evolving—four of steel and aluminium ranging from 58 meters to 80 meters, three smaller vessels made of composite, and seven under the Custom Line and Navetta brands.

First seen on CRN’s 54m Ability and on a number of models since, Azteca has an outdoor terrace in the master suite created by a door that hinges down in the hullside—yet another avenue for owners and guests to be one with the sea.

CONTACT

CRN- a brand of Ferretti Group

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PHONE +390715011111

E-MAIL info@crn-yacht.com

WEBSITE www.crn-yacht.com



NON-LETHAL DETERRENT

THE TR3 LASER GUN

Remember "Rear Window," the Alfred Hitchcock flick starring Grace Kelly and Jimmy Stewart? Well, if you don't, let's just say that an old-fashioned camera with a huge flash plays a big role. The hero, a photographer trying to solve a crime that occurred in his own courtyard, uses his camera flash to

prevent the assassin from attacking him. His vision blurred by the light, his assailant is unable to act.

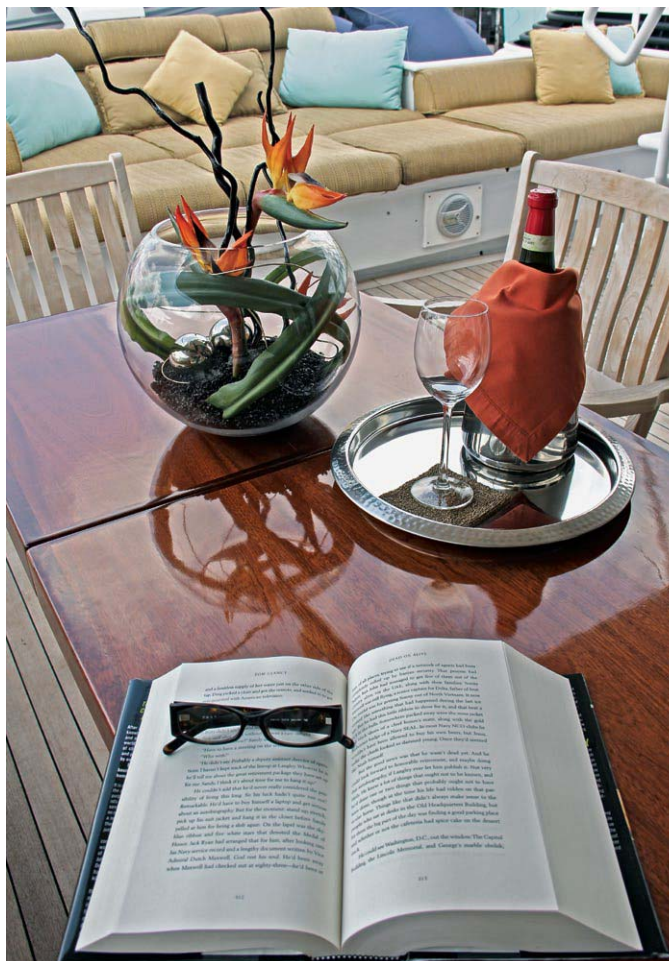
That is the idea behind the new TR3, a non-lethal weapon that uses a powerful laser beam to deter potential assailants from up to one mile away. The light is potent enough to create extreme

discomfort, including headaches and nausea, even from long distances, but does not cause permanent eye damage. The army, for example, has already been using powerful light deterrents in danger zones, including checkpoints.

Manufacturer XRAS, based in Indiana, developed the long-range TR3 in cooperation with customers such as shipping company Maersk. As piracy continues to be a problem, particularly in the Gulf of Aden, this technology can help deter would-be pirates and provide a temporary "cloak," giving a ship or yacht the time it needs to get out of a dangerous zone. Fort Lauderdale-based SPA Defense is the exclusive distributor in the United States.

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For more information, visit
SPA-DEFENSE.COM



NEVER RUN OUT OF FLOWERS

A Hamburg-based company with offices in Miami, Dauerflora is garnering the attention of the yachting world with sculptural creations made of flowers and plants. Or are they? If you look a little closer at arrangements, you begin to notice that a few don't seem quite real. The compositions can be very lifelike or serve as sculptural pieces inspired by the plant world. It all depends on the look the clients are trying to achieve. The company uses high-quality artificials and also creates floral arrangements with preserved flowers and foliage. The preserved flowers are very hard to tell apart from fresh-cut flowers (they even feel real). Instead of chemicals, the company uses a glycerin-and-water solution to preserve rose buds or grass, which last a long time, as long as they are kept away from direct water. They require very little maintenance other than occasional dusting and a proper dry spot. And best of all, unlike the real thing, they will not bring any critters aboard. Dauerflora designers understand the need to create pieces that will not shift with each wave, and the company's artisans' creativity extends into mural pieces that make for refreshing alternates to conventional art. Rose petals, moss and grass, occasionally integrated behind glass panels, make for interesting combinations, which will look perfectly at home on your green yacht.

For more information, contact Anja-Isabel Hessert at **ANJA@DAUERFLORA.COM** or visit
DAUERFLORA.COM



Inland Sound 48

PAST AND FUTURE MEET IN A NEW YACHT DESIGNED BY DOUG ZURN

PAT SHANNON LEARNED TO WALK ON SEA LEGS AND grew up on a variety of boats in a family that loves the water. Matt Elder has been in the yacht service business for a quarter century. When the two met five years ago, Shannon was actively searching for a new boat. The time had come to introduce a new generation to Northwest boating, but Shannon felt that nothing on the market really captured the lifestyle he envisioned for his young family. Over a drink, and a stack of napkin sketches, the pair was inspired to build Shannon's dream boat together. The Inland Sound 48 is the product of that fateful meeting and it is taking shape right now in their boatyard in Port Townsend, Washington.

The IS48 borrows design points from a long tradition of robust boats built by artisans in ship yards on rocky coastlines. But, in the end, this sublime Doug Zurn-designed cruising boat is in a class unto herself. Shannon and Elder decided they wanted to build this inaugural yacht and her successors in the United States and bought a boatyard right here in Puget Sound to get to work.

The IS48 is well-suited to her family-friendly cruising mission with freezers, refrigerators, three-zone air-conditioning, reverse-cycle heat, two complete heads, and generous stowage space. She sleeps six with a full-width master suite and two guest suites below. A galley on the main deck aft facilitates easy communication between the cook and guests in the adjacent dining area. Her ample cockpit and low-profile flybridge provide plenty of alfresco gathering space for family and friends.

Within this traditionally-minded yacht, lies a heart and soul of contemporary technology and performance. To design the IS48, Shannon and Elder turned to Doug Zurn, whose portfolio rests on power and sailing yachts that incorporate contemporary technology and unique interpretations of traditional heritage. Among his many designs are the fast, nimble Shelter Island boats commissioned by singer Billy Joel. To that end, Zurn designed the IS48 with a lightweight, resin-infused hull and a pair of Volvo IPS 2 diesels coupled to the company's innovative,

efficient IPS drives. At medium load, the yacht will reach an impressive top speed of 35 knots and cruise comfortably at 28.

In tribute to her changeable-weather-afflicted Northwest environment, the IS48 is equipped with an innovative power activated rain awning that extends from the flybridge sole over the cockpit. And instead of a traditional swim platform, her transom features a hydraulically activated "tailgate" that lowers when needed for boarding—or swimming. The gate also features an integral tender lift that deploys when the gate opens. But the innovations don't stop there. Instead of the typical, heavy lead-acid battery bank, she will be equipped with a pair of lithium-ion batteries that are lighter and offer twice the capacity of the standard set-up. And, for the geeks among you, she will have a remote monitoring feature that allows you to monitor on board systems from your home computer or smart phone.

The IS48 will make her debut at the Seattle Boats Afloat show in September, continuing on to the Fort Lauderdale International Boat Show in October.

CONTACT

Inland Sound Yacht Sales

419 Jackson Street,
Port Townsend, WE 98368

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E-MAIL info@isyachts.com

PHONE 360-385-4000





APRIL FOOL LIGHTS THE WAY

The Feadship *April Fool* has a bit of a dual personality. The 200' Royal Van Lent yacht has a timeless and classic elegance, with a long bow, dodgers and tinted sloping wheelhouse windows. Yet, because her owners like to entertain, she can be a bit of a party-girl as well. The sun deck, using a clever combination of a permanent awning forward and a carbon-fiber awning aft, plus an amazing high-power LED light feature, becomes a show-stopper at night. Behind this multi-colored light fantasy is a system by Pulsar used in movie or TV sets, concerts and to enliven architectural features at night. Three high-power Chromaflood 200 spotlights comprised of 66 flicker-free and temperature-controlled LEDs, linked to a programmable DMX remote control unit, create a veritable light fantasy in a variety of colors. To make the scene even more lively, the entire lighting setup can be linked to the yacht's audio system.



PHOTOS: FRANCISCO MARTINEZ JOSE MARTINEZ MENDEZ



IN PERFECT CONTROL

AZIMUT 72S

The Azimut shipyard has shown a knack for innovation for years. It was Azimut that premiered a sort of hybrid version between an open-style boat and a flybridge yacht, adding a low-profile flybridge deck to a sporty-looking yacht. Azimut first applied the concept to its 103S and later to the 72S. Azimut showed the newest version of this attractive yacht at the 2011 Yacht & Brokerage Show in Miami. One of the yacht's appealing features, aside from its stylish Italian décor, is the flybridge's helm station. The compact setup, placing every command within easy reach, makes it appear that navigating this colourful yacht can be child's play. Xenta Systems and Azimut's research and development team in Varazze developed the so-called Unique Control System (or UCS). A joystick-control unit (integrated into the pilot's seat along with the autopilot and trim units) replaces the steering wheel and throttle levers. This innovation builds upon Azimut's already proven Easy Docking system, which was also developed with Xenta Systems. The seat is perfectly positioned to provide optimal comfort and access to all the commands. Azimut intends to offer this option throughout the range.

For more information, visit XENTAS.COM and AZIMUTYACHTS.NET

» AZIMUT 72S

The new Azimut 72S features a small flybridge, with lots of room for sunbathing and a large sunroof opening the main deck, featuring Carlo Galeazzi design to the sunshine. The truly innovative feature is the flybridge's compact helm station, which allows the captain to stay in perfect control even at 30 to 40 knots



FOR
ADDITIONAL
CONTENT, SEE
THE DIGITAL
EDITION





DISAPPEARING DOOR ACT

CUSTOM LINE 33

Ferretti Custom Line recently introduced a new project: the Navetta 33 Crescendo, a fiberglass, semi-displacement model with hard chine and deep keel. "Crescendo" means a build-up, or an upsurge and, in fact, the new model is an evolution of the previous Navetta 33. Italian shipyards call "Navetta" mid-range to long-range cruisers that emphasize comfort on board for longer stays at sea.

Studio Zuccon International Project in conjunction with AYT (the Ferretti Group's research and design department) developed this classic

and contemporary 107-footer for the well-known Italian shipyard.

Central to the concept are comfort, relaxation and openness to the surrounding sea. This new design brings in elements that may exist on large custom yachts but are rarely seen to date on this class of vessel. Large windows and doors are everywhere. A side balcony provides a terrace off the salon.

Particularly attractive is the bridge-deck design, with a panoramic dining room aft. Top-to-bottom glass panels that surround the round table and dining chairs slide open, leaving just a track on the teak deck.

Even with the doors closed, guests can still enjoy great views. In beautiful weather, they open wide allowing fresh air and sunshine to flow throughout the deck.

The sun deck, accessible via a single staircase to the left, is a private space for sunbathing or a dip in the Jacuzzi. The comfortable owner's suite is located forward on the main deck. For comfort at low speed and at anchor, the boat also has three Mitsubishi gyro stabilizers, able to reduce rolling motion by up to 50 percent.

This new model features Seamphony's Audio-Video Media Server, with a built-in broadband Web-connection module and the brand-new Furla.net control system to help fulfill the increasing demand for fast access to integrated entertainment, Web browsing, Internet and monitoring functions. Seamphony bases its technology on Apple computer software and philosophy.

Standard power comes by way of two 1,400-Mhp Man V12 engines; two 1,550-Mhp Man V12 engines are also available. With the latter engine configuration, the Navetta 33 Crescendo reaches a top speed of 20 knots and a cruise speed of 16.5 knots. The range, at 10 knots, is around 1,650 miles.

For more information, visit CUSTOMLINE-YACHT.COM



» FERRETI CUSTOM LINE Each Navetta 33 Crescendo can be fully customized. Owners have a choice of furniture, wood, carpet, fabric and decoration items to suit their taste.

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SAVING ELECTRICITY – SOLAR POWER

POWERFILM SOLAR

Solar panels used to be heavy, obtrusive and costly. They are now getting thinner and more affordable with fast-changing technology. In fact, they can be as thin and flexible as a photography film, an option which opens up a world of possibilities. Possibilities like the rollable, waterproof, film-like solar panels manufactured by Iowa-based Powerfilm Solar. The company, founded by two ex-3M physicists, is manufacturing a range of lower-cost solar-power products with a wide array of applications, including military ones. A 40' sailboat recently used these rollable panels atop its Bimini. They can be affixed with zippers or velcro, or even be laminated right onto the fabric. The solar panels, which generate 160 watts at 9 to 10 amps, can charge everything from cell phone or radio batteries to 12-volt battery banks and electric motors. Thanks to their sturdy design and flexibility, the panels can be rolled up for storage, fully charged after a day in the sun, and be unrolled for later use, at night or on a rainy day.

For more information, visit POWERFILMSOLAR.COM



SAFER SEAS

CURRENT CORPORATION ANNOUNCES ITS LATEST SYSTEM

Current Corporation, which operates under the motto of 'To Save Lives and Property at Sea,' is already known for their night navigator camera systems, but the newest addition to their commercial line could top them all. The Night Navigator SOS is equipped with an integrated four-camera system (an image-intensified night vision, an infrared active laser gating, a highest resolution thermal imager, and a high-definition day camera) and software that provides automatic object detection, automatic object tracking, dynamic image mixing, four weather presets and IP-based control. The IP-based control means you can link the entire system to the iNightNav app for the iPhone or iPad and the touchscreen interface works with a glass bridge setup. The SOS (which stands for Safety On Seas) not only enables night navigation, but can also provide clear views of the sea during fog or brutal storms, an advantage that may save ships from losing their way or running aground. Current Corporation offered demonstrations of the Night Navigator SOS and their other commercially available models aboard the 86' M/Y *Aurora* in Vancouver, Canada from April to June 2011.

For more information, visit CURRENTCORP.COM



WATER LOGIC

NO BOTTLES

Whether you believe claims stating that somewhere in the Pacific is a Texas-size "gyre" of discarded plastic floating in an endless vortex or not, it is clear that curbing the use of single-serving plastic bottles is a good idea. But, on extended cruises how do you ensure you have a sufficient supply of quality drinking water to keep guests hydrated?

A couple of companies offer solutions that can help curb the use of bottled water aboard the yacht. The ATMOS H2O Atmospheric Water Generator (AWG) pulls water right out of thin air; much like a specialized dehumidifier. Not only does it create a drier environment, it also supplies chemical-free pH-balanced water from a free-standing, electrically powered unit that draws nearly eight gallons per day. The compact unit requires no additional plumbing.

Water Logic's coolers and dispensers feature various filters, up to and including a "UV firewall" that help remove all impurities. The super sailing yacht *Marie* has a Water Logic cooler in its main salon bar, and it delivers perfectly chilled carbonated or plain water, poured directly into a reuseable glass, in seconds. Coolers are available in a variety of shapes and finishes.

The Water Quality Association certifies Water Logic's UV-treated water to its strict standards.

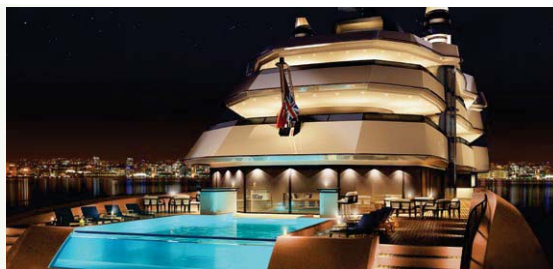
For more information, visit WATERLOGIC.COM or ATMOSH2OUSA.COM



ATMOS H2O



LOA: 393'8" (120m)
 BEAM (MAX.): 62'10" (19.20m)
 DRAFT: 18' (5.50m)
 MAXIMUM SPEED: 20 knots;
 range 5500nm @15 knots
 CONCEPT AND DESIGN:
 Nuvolari Lenard for Oceanco



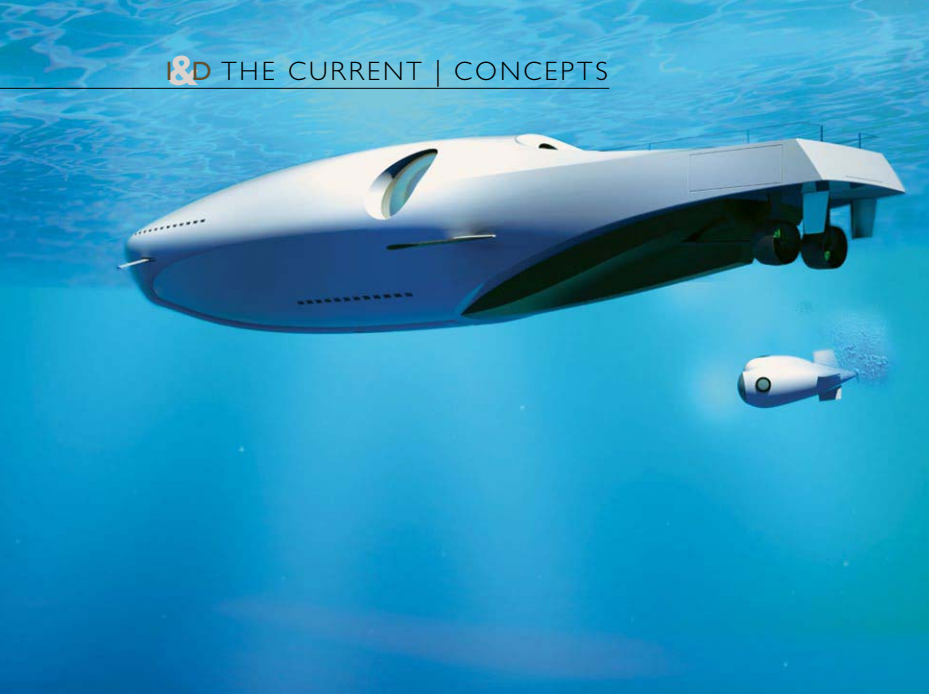
120M NUVOLARI-LENARD DESIGN FOR OCEANCO

The aft main-deck infinity swimming pool has become synonymous with Nuvolari-Lenard Design and Oceanco Yachts. However, each time this stunning feature has been integrated into their yacht design, it has a new twist; witness the difference between the 2007 82m *Alfa Nero*'s pool and the one on the 2010 86m *Seven Seas*. The brand-new 120m Nuvolari-Lenard design commissioned by Oceanco takes both this signature pool feature and the yacht concept to completely new dimensions technologically and aesthetically. This is not a yacht that has been whipped up with a few hand drawings. Over the last 12 months, this design has been fully engineered and is ready to become a reality. Taking its inspiration from the masculine purposefulness of military ships, Nuvolari-Lenard has ensured that this yacht maintains elegant proportions. The ratio between superstructure volume and the hull length in order to achieve a sleek silhouette has been clearly defined. There are external glass elevators aft with imposing black funnels, and in between is a retractable hangar for a resident helicopter. On the forecastle deck is a certified SOLAS and CAP473 landing pad. The owner's deck is situated just under the bridge deck (at the top) and is reserved exclusively for the owner and his party; an external glass elevator connects the owner's deck with all the decks. A tender bay is in the lower deck. One deck lower is the VIP domain where large cabins have doors opening on the side walkways. On the main deck are all the other guest cabins. On this yacht, there is a particularly enormous beach area when the stern is open. The yacht with her 8100 gross-tons will be able to welcome 36 passengers and 46 crew plus staff and the captain under administration of SOLAS passenger vessel and with the Lloyd's notation \star 100A1 Passenger ship \star LMC UMS SCM EP.

For more information, contact:

Nuvolari-Lenard: INFO@NUVOLARI-LENARD.COM, +39 041 58 41 888

Oceanco: OCEANCOA@OCEANCO.NL, +31 78 699 5399



U-010 UNDERSEA YACHT

Marina Colombo and Sebastiano Vida came up with the U-010, a 218' submarine/luxury yacht. This "undersea yacht" is not just a concept, and the two young designers had to resolve complex engineering challenges to meet ABS and AI Manned Submersible's requirements. The "yacht" has a double-skinned hull with a high-modulus steel outer shell lined with an inner aluminum layer.

U-010 is a submarine and yacht wrapped into one original design. With two 800-hp electric motors, the vessel moves under water at 10 knots and dives to a maximum depth of 190' to 200'. When it re-emerges, the craft's two 1,800-hp diesel engines take over for surface cruising. The U-010 boasts comfortable interiors with astonishing underwater and sea-surface views through round windows. With large living spaces (about 7,530 square feet) and three decks, the yacht offers ample space for the owner's suite plus four guest cabins, a fully equipped spa center, an open-air deck and a pressured chamber housing a mini-submarine for deeper undersea exploration.

For more information, contact MARFADINA@GMAIL.COM



EXPLORING INNER SPACE

TRITON 36,000

Companies are planning commercial flights to the inner edge of outer space, but it has been more than 50 years since a human has dared to explore some of the earth's deepest recesses. Triton Submarine is going to change that. With the launching of its 36,000 submersible, Triton enters The Race to Inner Space. Triton's goal is to help oceanographers get critical data on little-studied species and ecosystems and lift the veil of mystery that has shrouded this little-explored part of the planet.

Rayotek Scientific designed and built the borosilicate-glass dome that allows three passengers to fully immerse in the experience. Touch-screen panels encompass all controls, including temperature and pressurization. The 36,000 is capable of descending 500 feet per minute, which means it takes about 75 minutes to reach the depths. Triton already plans to offer the 36,000 for commercial use.

"Being able to go to the deepest spot in the ocean in little more than an hour is going to revolutionize our relationship with the deep ocean. We're opening the door to unlimited possibilities of exploration, science and wonder that anyone can experience," said Triton Subs CEO L. Bruce Jones.

For more information, visit RACE2INNERSPACE.COM

LENGTH: 14'9"

WIDTH: 9'9"

HEIGHT: 8'8"

WEIGHT: 24,250 lbs.

GLASS PRESSURE HULL
INTERNAL DIAMETER: 70.9" (5'11")

GLASS PRESSURE HULL
EXTERNAL DIAMETER: 78.8" (6'7")

DEPTH: 36,000'

PASSENGERS: 3

CONTROLS: PLC-based control and monitoring with touch-screen interface

LIFE SUPPORT: Full Emergency Kit. Fully Jettisonable Personnel Sphere. 96 hours of atmospheric air



FOR ADDITIONAL
CONTENT, SEE THE
DIGITAL EDITION



BEYOND THESE PAGES THERE'S A WHOLE LOT MORE SHOWMANAGEMENT.COM

At Show Management.com you will be able to see pictures and details of hundreds of vessels, products and manufacturers exhibiting in the Fort Lauderdale International Boat Show, the Miami Yacht & Brokerage Show, the Palm Beach International Boat Show, the St. Petersburg Boat Show and the Suncoast Boat Show.

The collage features several screenshots of the Show Management website. The central screenshot shows the '85E OCEAN ALEXANDER' banner at the top, followed by navigation tabs for Palm Beach, Suncoast, Fort Lauderdale, and St. Petersburg boat shows. Below this is a large image of a yacht with the text 'FORT LAUDERDALE INTERNATIONAL BOAT SHOW OCTOBER 27-31, 2011'. To the right of this image are links to 'STAY CONNECTED' via email and Facebook, and a 'PURCHASE TICKETS' button. Below the main image is a section titled 'FIND YOUR BOAT AND BROKER' with dropdown menus for 'Make' and 'Length'. To the right of this is a section titled 'FIND EXHIBITOR WHO HAS WHAT YOU NEED' with checkboxes for 'Do you own a boat', 'Is the market for boat', and 'Interested in products and accessories'. Below these sections are banners for 'Sta-Sys Dynamic Positioning' and 'Intellian'. The left side of the collage shows a sidebar with 'EVENT INFORMATION' including 'TICKET INFO', 'COMPANIES ON DISPLAY', 'BOATS ON DISPLAY', 'BOAT MANUFACTURERS', 'HOST CITY / HOT SPOTS', 'LODGING / TRAVEL', 'PARKING & TRANSPORT', 'SPECIAL EVENTS', 'SITE PLANS', 'SPONSORS', 'ADVERTISING', 'FAQ', 'MY FAVORITES', 'FOR EXHIBITORS', 'MEDIA', 'NEWSLETTER', 'PAST EVENTS', and 'CONTACT US'. The right side of the collage shows a 'STAY CONNECTED' section with links to 'Sign up for our FREE Boat Show E-Newsletter' and 'Interact with us on Facebook'. Below this is a 'PURCHASE TICKETS' button and a 'PRINT EDITION' button. The bottom of the collage features a large banner for 'Five In Water BOAT SHOWS' with images of various boat shows.

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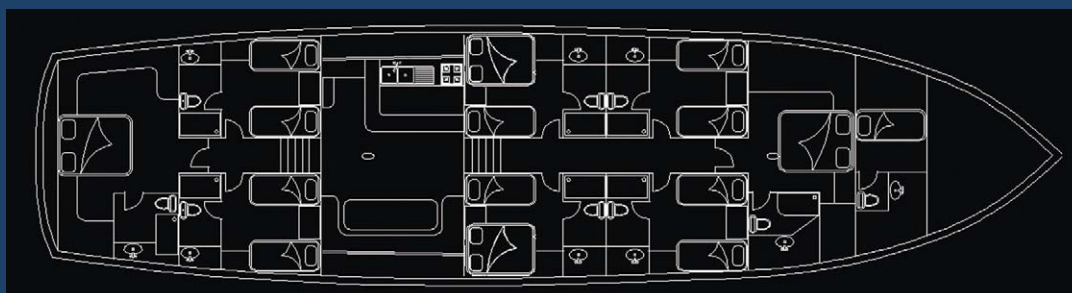
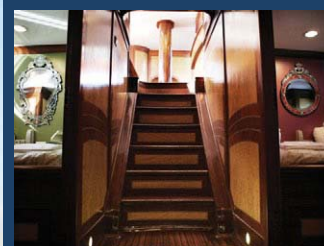
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112' FERRETTI

- 4 Generous Suites, Sleeps 8 Owners & Guests
- High Performance with Incredible Luxury
- Maintained "Like New" Condition - Very Low Hours
- Legendary Italian Style and Craftsmanship



72' DONZI BY ROSCIOLI CUSTOM

- Three Staterooms Sleeps 6 - Plus 2 Crew
- Gorgeous Wood Interior- Simply Stunning!
- Numerous Recent Improvements & Upgrades
- Priced 50% Below Nearest Comparable Yacht

Please visit: www.killianyacht.com to view all our spectacular yachts!

REVERIE

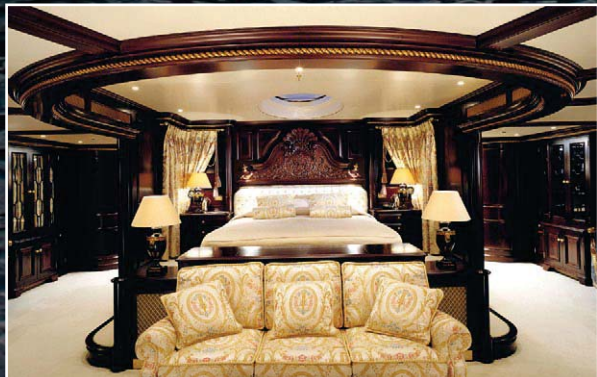
Delivered in 2000 REVERIE remains one of the iconic vessels of the modern era. Massive volume and interior space as well as huge deck areas set her apart. Helicopter capable with world-girdling range she has been meticulously maintained and sensibly upgraded. The vendors have set a sensible figure to achieve a quick sale. Please ask for full information from Michael White:

Tel: +44 7785 360 845

Email: mike@ocyachts.com



for sale and charter



oceanindependence.com
incorporating Cavendish White

OCEANINDEPENDENCE

QUANTUM OF SOLACE

This Benetti is fully upgraded to highest US specification for seamless worldwide cruising capabilities in both the US and Europe.

Asking price: 24,995,000 USD



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in association with
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Mark Elliott mark@iyc.com +1 305 794 1167
Peter Thompson pt@ocyachts.com +44 7788 755334
Michael White mike@ocyachts.com +44 7785 360845

SEASOON CLEAN

DIAMONDS ARE FOREVER

This stunning 200' (61 metre) BENETTI features a signature Evan Marshall interior comprising of two panoramic master suites, four guest staterooms, elevator to all decks, a full beam skylounge and vast open & shaded deck areas. Technological superiority ensured by Millennium Edition build supervision.



oceanindependence.com
incorporating Cavendish White

for charter December 2011

SEASOON EAZY



Peter Thompson pt@ocyachts.com +44 7788 755334
Michael White mike@ocyachts.com +44 7785 360845



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#1 IN THE WORLD FOR OVER 20 YEARS.



500' +/- CONFIDENTIAL



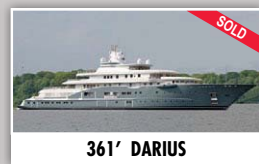
454' RISING SUN



377' PELORUS



377' PELORUS



361' DARIUS



280' +/- CONFIDENTIAL



262' CONSTELLATION



262' STARGATE



258' PRINCESS MARIANA



244' ECO



212' MY SHANTI



205' ANTHELION



205' LADY LOLA



204' CAKEWALK



204' CAKEWALK



200' SECRET



200' LIONESSE



200' MYLIN IV



197' AMBROSIANA



197' ALFA FOUR



193' OUTBACK



192' IZANAMI



192' RONIN



192' OCTOBER ROSE



192' SAKURA



184' SAMANTHA LIN



183' FB234



183' LADY SHEILA



183' FB225



183' FALCON



180' SEA SEDAN



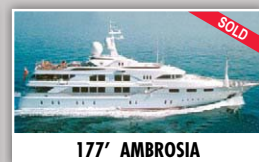
180' CLAIRE



180' TITS



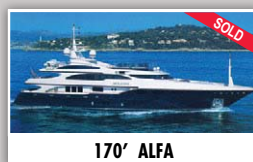
177' SEAHAWK



177' AMBROSIA



170' DREAM



170' ALFA



170' MIDLANDIA



170' ACCLAIM



170' GOLDEN BAY



165' ACCOLADE



165' LADY S



164' H&H



164' TIGRE DOS



164' TEDDY

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WITH RESULTS LIKE THESE, WHY USE ANYONE ELSE?



311' AL MIRQAB



302' EVERGREEN



288' LE275



282' ECSTASEA



282' 7SEAS



244' KATANA



241' SAPPHIRE



230' REVERIE



214' TRIDENT



212' NIRVANA



203' RASSELAS



203' ANDALE



203' AVIVA



203 +/- CONFIDENTIAL



200' SECRET



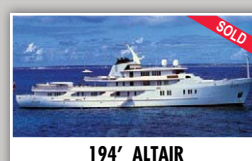
197' AVIVA II



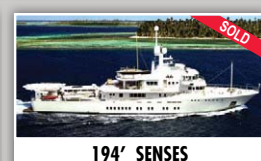
194' LADY SHEILA



194' PEGASUS



194' ALTAIR



194' SENSES



192' LIBERTAD



192' OCTOBER ROSE



186 +/- CONFIDENTIAL



185' SYCARA III



184' SANTA MARIA



183' ALLEGRO



183' ALLEGRO



181' SOUTHERN CROSS III



180' CORRIE LYNN



180' MIA ELISE



175' KISSES



175' MERLIN



175' LITTLE SIS



174' VINYDREA



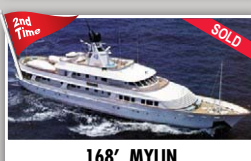
170' DEJA TOO



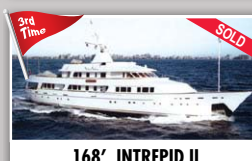
170' LADY IN BLUE



168' LEOCRIE III



168' MYLIN



168' INTREPID II



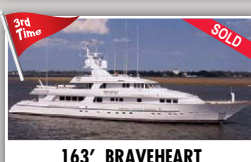
168' ENTERPRISE V



164' MALIBU



163' BARBARA JEAN



163' BRAVEHEART



163' SUSSURRO



163' PRINCESA VALENTINA



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for Sale & Charter



296' / 90M Corsair 2008 **NERO***

for Sale & Charter



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

for Sale & Charter



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

for Sale & Charter



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

for Sale & Charter



204' / 62M Feadship 2000/10 **FORTUNATO***

for Sale & Charter



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

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CUSTOM YACHT DIVISION | JOHN COHEN | CROMWELL LITTLEJOHN | BASSAM CHAHINE | KURT BOSSHARDT | DIRK JOHNSON | RICK AURIT

for Sale



200' / 61M Feadship 2006 **APRIL FOOL***

for Sale



177' / 54M Mondomarine 2012 **HULL #1***

for Sale



171' / 52M Palmer Johnson 2011 **HULL #2**

for Sale & Charter



168' / 51M Oceanco 1997/10 **LAZY Z***

for Sale



161' / 49M Trinity 2006/07 **LOHENGRIIN***

for Sale & Charter



157' / 48M Christensen 2006 **THIRTEEN**

for Sale & Charter



154' / 47M Heesen 2009 **BLIND DATE***

for Sale



153' / 47M Feadship 2001/10 **SEA RACER**

for Sale



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

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192'/58M Australian Yacht Builders 1991/10 **ISLANDER***



167'/51M Mondomarine 2012 **HULL #4***



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



161'/49M Trinity 2007/10 **GLAZE**



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



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



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



152'/46M Perini Navi 1991/07 **ANTARA***



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



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



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



136'/42M Intermarine 1999/07 **BOSSY BOOTS II***



135'/41M Palmer Johnson 2011 **HULL #5**



132'/40M Trident Shipworks 1999 **CRILI**



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



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



129'/39M Mondomarine 2008 **VILLA REIS***



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



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



121'/37M Crescent 2003/10 **OLGA***



90'/27M Pershing 2008 **FRAILECH***

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FOR CHARTER



Huntress Contemporary Luxury at Sea



180' Classic Feadship
10 guests in 5 staterooms
14 Professional Crew
Weekly rate from \$275,000
Summer: Mediterranean
Winter: Caribbean

Total relaxation is achievable on so many levels on board **HUNTRESS**, a stunning 180' Feadship built to the highest standards. She features all of the desired comforts for an exquisite charter in the most unspoiled reaches on the water. **HUNTRESS** invites you to discover your own private anchorages. Enjoy breathtaking views from the privacy of your suite through the oversized oval windows or unwind on your very own private sun deck, while exceptional on board service and attention-to-detail are provided with a ratio of 14 professional crew to 10 guests. A variety of water toys are at your disposal with a 29' custom tender, 22' Novurania, 14' Novurania, 3 Yamaha wave runners, 1 Yamaha 750 jet ski, various towable toys, snorkel gear and complete SCUBA gear for certified divers. There is a fully equipped exercise room. A Jacuzzi and Finnish Dry Sauna are located on the sun deck.

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FOR CHARTER

MY COLORS Experience Yachting Excellence



130' Westport
10 Guests in 5 Staterooms
8 Professional Crew
Weekly rate from \$95,000
Summer: Mediterranean
Winter: Caribbean

MY COLORS is an elegantly appointed 130' Westport tri-deck motor yacht with five spacious staterooms for up to 10 guests. She offers a variety of recreational and lounging areas combining comfort and luxury. Sophisticated elegance surrounds you the minute you step on board with fine china by Versace and Wedgewood, Baccarat and Waterford crystal and Cristophle flatware. Enjoy al fresco dining on the covered aft deck, or formal indoor dining with savory meals prepared by your personal chef. The upper deck features an enclosed sky lounge with access to the boat deck and an 8-person Jacuzzi. Water toys include a 19' Nautica, 2 wave runners, 2 kayaks, various towable toys, fishing and snorkeling gear. Exceptional service is provided by her 8 professional crew. **MY COLORS** is an excellent value and ideal family yacht offering friendly five star service.

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M/Y OLGA 121' | 36.9m Crescent 2003

New Superstructure Paint 2010 • Surveyed by Patton Marine 2010 • MTU 3500 hr Service Completed 2009
Zero Speed Stabilizers • Turn-key Charter Yacht

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FOR SALE



FORTUNATO 204'4" (62.3m) Leadship 2000 | Refit 2010

NEW CONSTRUCTION



50m Christensen

NEW CONSTRUCTION



60m Benetti

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UNDER CONSTRUCTION



135' Inace Aft House Explorers

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

LOCATED IN THAILAND



109' Amnesia | Veb J. Warnke | 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 of room for toys.

LUIZ DE BASTO DESIGN



90' / 100' All Ocean Yacht | USD \$7,480,000

Built in steel or GRP, RINA & MCA classed, Master on Main deck, plus 3 guest, great crew quarters, 2x CAT C18 main engines, 2 x Gens, 4000+nm range. Loaded, Base price 90' USD \$7,480,000.



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UNDER CONSTRUCTION



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.

LOCATED IN SAN DIEGO



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.

LOCATED IN FT. LAUDERDALE



97' La Perla | Jongert | 1989/2010 | MAKE OFFERS

Dutch motoryacht volume & quality interior. Most equipment, systems & finishes new or recently renewed. Great flybridge spaces/sexy master transom windows. Seller will trade for 100' plus motoryacht.



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BANK OWNED



CRYSTAL | 34m (111') | Deep Sea Marine | 1987/2006 | 2,500,000 USD

Excellent long range yachtfisher. Corten steel hull. Ten cabins for guest and crew. Big beam and large volume for stowage. Excellent exterior deck area, large engine

room with 3412 Cats, 3 generators. Fantastic opportunity for the active sportsman looking to explore. Vessel has been repossessed by lender. Price reduced \$750K.

Neal Esterly | San Diego +1 619 823 9034 | neal.esterly@fraseryachts.com



SHANA | 32m (107') | Workboats Northwest | 1990/2007 | 2,100,000 USD

Highly customized yacht with proper engineering, big ship systems, superb design & excellent quality of construction. Well proven, she has cruised from Alaska to New England. Three guest cabins plus two crew.

Neal Esterly | San Diego +1 619 823 9034 | neal.esterly@fraseryachts.com

PRICE REDUCTION



SAFARI | 29m (95') | Nordlund | 1997/2005 | 2,475,000 USD

Stunning custom interior using beautiful woods and fabrics. Three guest cabins plus crew. Ed Monk design, stabilized, fully equipped for cruising. New exterior paint job. Just reduced \$500K!

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Sales | Charter | Management | Construction | Crew

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FRASER YACHTS



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SEA BOWLD | 53m (174') | Oceanfast | 2004

She cruises at 26 knots with a 3400nm range at 12 knots. She has an owner's stateroom on the bridge deck, plus four guest suites and superb outside deck spaces. With the highest classification from Germanischer Lloyds and an HSS Sea Bowld is without parallel.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



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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.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | 19,900,000 USD

This is a 142' Richmond 2007 - 6 Stateroom with on deck master, very gracious salon. MCA Class. She is in pristine condition.

Scott French | Ft. Lauderdale +1 954 463 0600 | scott.french@fraseryachts.com

Sales | Charter | Management | Construction | Crew

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Auckland	+ 64 9 302 0178
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PICOSA LADY | 23m (75') | Fleming | 2001 | 2,100,000 USD

Powered by reliable Caterpillar 3412's which provide a cruising speed of 17 knots and are still under an extended warranty. She has a full beam master with en-suite bath and two en-suite guest cabins providing accommodation for 6 guests. Serious Seller.

Jody O'Brien | Fort Lauderdale +1 954 463 0600 | jody.obrien@fraseryachts.com



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COLUMBUS 177 | 54m (177') | Columbus | 2011 | 24,500,000 EUR

Serious full displacement motor yacht of over 800 tons for delivery in March. Six staterooms include full beam owners on deck and huge VIP on the bridge deck. Exceptional volume from her 10.2m beam. Two tenders and wave runners in a garage.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



SEVEN J'S | 34m (110') | Lazzara | 2005 | 5,900,000 USD

Five stateroom layout provides guest accommodations for 12. Satin finished cherry wood joinery throughout. Outfitted for serious fishing and diving. Large aft deck, flybridge w / Jacuzzi tub and "Country Kitchen" style galley. Private financing possible.

Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



FAR NIENTE | 26m (86') | Moonen | 2006 | POA

Style, quality, and performance abound in this truly exceptional Moonen 86. Maintained to the highest standard inside and out by her professional captain. Far Niente is a best buy opportunity. 4 SR plus Crew, Cat Power and more. Lying Hyeres, France.

Jeff Partin | Ft. Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com



DEEP BLUE | 24m (80') | Cherokee | 1999 | 995,000 USD

This is a Limited Edition of only two very unique 80' footers ever made. Designed by famous Naval Architect Alberto Mercati and built in Italy at Profil Marine. Built for high speeds up to 53 knots. Finish and interiors are of the best Italian quality.

Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com



FOR SALE & CHARTER

TOUCH | 37m (120') | Louisbourg | 2004 | POA

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



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CARPE DIEM 191' (58M) TRINITY 2011. 6 SR'S
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C.A. Kevin Bonnie +33.616.39.1959



LADYLINDA 187' (57M) TRINITY-DELIVERY 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. Mark Elliott 305.794.1167



QUANTUM OF SOLACE 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



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



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



ONE MORE TOY 155' (47M) CHRISTENSEN 2001. 6 SR'S
C.A. Mark Elliott 305.794.1167



STANLEY Z 142' (43M) TRINITY 2003. 4/5 SR'S
C.A. David Nichols 954.682.6853
C.A. Kevin Bonnie +33.616.39.1959



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



BRAZIL 131' (40M) HEESEN 1993. 5 SR'S
C.A. David Nichols 954.682.6853



RED SAPPHIRE 128' (39M) HEESEN 1999. 5 SR'S
J.C.A. Kevin Bonnie +33.616.39.1959



SEA OWL 124' (38M) DELTA 1999/2008. 4/5 SR'S
C.A. Bruce Schattenburg 954.328.4329



BUZZ 91' (28M) SUNSEEKER 2007. 4 SR'S
C.A. Kevin Bonnie +33.616.39.1959



NEWPORT 71SS4 71' (22M) NEWPORT 2009.
3 SR'S. C.A. Bob Anslow 561.248.5122

BROKERAGE | NEW CONSTRUCTION | CHARTER | MANAGEMENT

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ALLURE 220' (67M) SHADOW MARINE 2007. 6 SR'S
J.C.A. Mark Elliott 305.794.1167



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



STARGAZER 180' (50M) ZIEGLER SHIPYARDS.
1964. 7 SR'S. J.C.A. Mark Elliott 305.794.1167



LATITUDE 170' (52M) CUSTOM EXPEDITION
1973/2003. 6SR'S. C.A. Frank Grzeszczak 954.494.7096
C.A. Chany Sabates III 954.604.2253



ZOOM ZOOM ZOOM 161' (49M) TRINITY 2005. 5 SR'S
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BLIND DATE 161' (49M) TRINITY 2009. 5 SR'S
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J.C.A. Kevin Bonnie +33.616.39.1959



CARPE DIEM II 150' (46M) TRINITY 2002/06. 5 SR'S
C.A. Frank Grzeszczak 954.494.7096



DOMANI 145' (44M) BENETTI VISION 2004. 5 SR'S
C.A. Mark Elliott 305.794.1167
C.A. Frank Grzeszczak 954.494.7096



MARLENA 144' (44M) TRINITY 1998/2005.
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C.A. John F. Dane 228.223.7144



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



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



LIONSHARE 130' (40M) HEESEN 1987/2009.
5 SR'S. C.A. Mark Elliott 305.794.1167



ANNA J 120' (37M) PALMER JOHNSON 2000/10.
4 SR'S. C.A. Kevin Bonnie +33.616.39.1959



EL JEFE 115' (35M) DERECKTOR 1989/2007. 4 SR'S
C.A. Mark Elliott 305.794.1167
C.A. Chany Sabates III 954.604.2253



SARAH A 89' (17M) LEOOPARD 2002. 3 SR'S
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NEW CENTRAL

PRICE REDUCTION

ALSO FOR CHARTER

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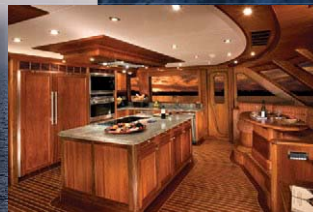


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CENTRAL AGENT

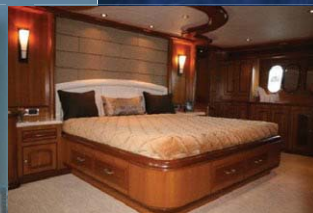


“SPLASH” 100' RAYBURN MY 2008

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.



CENTRAL AGENT



“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.

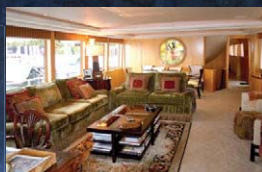
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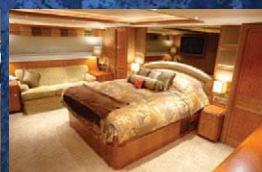
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"CLAIRE" 115' BROWARD MOTORYACHT

"Claire" represents the finest example of Browards 24' beam raised pilothouse motoryacht. Accommodates 8 guest in 4 luxurious staterooms, country style open galley w/center island and spacious settee. Salon features oversized windows for unobstructed views, formal dining for 8 persons, Spacious aft deck w/wet bar, flat screen TV, dining and seating for 8. Spiral stairway access to flybridge, Flybridge features a 4 person therapeutic Jacuzzi, wet bar, sun lounges and alfresco dining area. "Claire" is in pristine condition and the owner has spared no expense keeping the this yacht updated & in top yacht condition. Priced for immediate sale.

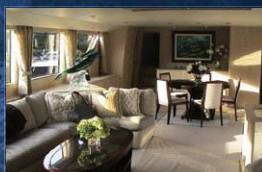


"HIDE OUT" 112' WESTPORT MY 2007

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. "HIDE OUT" 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 "HIDE OUT" 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.



CENTRAL AGENT

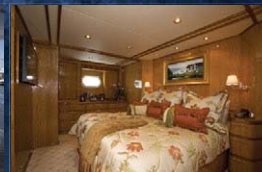


"ISLAND TIME" 105' BROWARD MY

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.



CENTRAL AGENT



"KRISHELLE" 95' INTERMARINE MY 2001

Features include popular DDEC 12V2000 engines, twin 45 KW Northern Lights gen sets, full walk around decks, spacious flybridge with wet bar, sunning areas and dining settee. Spacious aft deck is complete with wet bar and TV. A "Country style" kitchen with open galley has roomy wrap around seating. Accommodations for six in three staterooms. Built to ABS Classification and currently is in class. "KRISHELLE" is set apart from the rest in quality, design, equipment, anigre joinery, interior decor and over all condition. A must see for anyone looking for the perfect Motoryacht in the 100' range! Trades considered.

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New Construction
Westport 164



New Construction
Westport 130



New Construction
Westport 112



New Construction
Pacific Mariner 85



New Construction
Pacific Mariner 85



130' Westport Tri-Deck MY 2002 "MARY ALICE II" — Camm Moore, C.A.



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120' Sovereign 1999 "MY-CHELLE" — Bryan Long/Scott Hauck, C.A.'s



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



112' Westport RPHMY 2004 "NEW MOON II" — Bryan Long, C.A.



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108' Westport 1998 "TAHITI" — Bryan Long / Alex Rogers, C.A.'s

WESTPORT

SINCE 1964



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



103' West Bay 2001
Mark Peck, C.A.



100' Broward 2001
Andrew Miles, C.A.



98' Queenship 1993
Mark Peck, C.A.



97' Hargrave 2005
Camm Moore, C.A.



90' Hatteras SF Convertible 1997
Ralph Raulin, C.A.



88' Horizon 2005
Mike Williams, C.A.



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



78' West Bay 2002
Claude Racine, C.A.



75' Hatteras 2001
Alex Rogers, C.A.



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



70' Symbol 2006/2007
Chris June / Alex Rogers, C.A.'s



70' Viking 2008
Andrew Miles, C.A.



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



65' Pacific Mariner 2005
John Varga, C.A.



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



64' Hatteras 2007
John Varga / Claude Racine, C.A.'s



64' Queenship 2000
Mark Peck, C.A.



62' Azimut 2008
Mark Peck, C.A.



58' Jefferson 2004
Andrew Miles, C.A.

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ATLANTICA, 135' 2000/2008 Christensen Tri-Deck MY
5 S/R, On-Deck Master, ABS, 16V2000's, incredible volume! CA



COCOA BEAN, 143' 1999 Broward Tri-Deck MY
5 S/R Tri-Deck. Major Price Reduction! Ft. Lauderdale. CA



MURPHY'S LAW, 124' 1998 Delta Tri-Deck MY
4 S/R, cherry interior. Ft. Lauderdale, FL. Central Agent



CAPRICE, 123' 1994/98 Oceanco MY - Custom Don Starkey design,
4 S/R layout, custom interior, flybridge jacuzzi. Ft. Lauderdale. CA



JUST RIGHT, 100' 1999 Broward MY
Cat 3412's, 4 S/R's - Boca Raton, FL. Central Agent



CHERISH, 111' 1997/04 Broward CMY
Cat 3412's, 4 S/R's - Ft. Lauderdale, FL. Central Agent



CEDAR ISLAND, 110' 1994 Broward CMY
4 S/R's, cherry interior. New England. CA



LUKOUSAURUS, 87' 1996/2011 Broward MY
New paint, overhauled DDEC 12V92 w/warranty. Great Lakes. CA



AVANTI, 75' 2002 Hatters Sportdeck MY - Highly custom.
A/C fb, hot tub, cherry int. Cat 3412's, 2500 hrs, New England.



WENDY I, 74' 1998 Hatteras CMY
4 S/R's, DDEC 12V92's. Asking \$995k - Ft. Laud., FL. CA



JEANNE GIRL, 76' 2002 Horizon Skylounge MY
3412E w/900 hrs, excellent condition - Ft. Laud. CA



ADELIN IV, 72' 1982 Broward MY
Reduced asking price of \$499k! Miami, FL. CA

Asking \$995k

Asking \$499k

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AQUASITION 147' Intermarine TDMY
EMERALD ISLE 126' Christensen MY
COCO LOCO 124' Broward MY
LADY GAYLE MARIE 122' Burger TDMY
DAUNTLESS 118' Broward MY

CAMILLE 114' Hatteras MY
WHITE STAR 112' Westport MY
TRUE NORTH 112' Westport MY
LITTLE PARADISE 103' Westbay MY
GOLDEN TIMES 94' Hargrave MY

KING AND I 80' Burger MY
FROZEN ASSETS 86' Broward MY
KASSIDY LYNN 85' Azimut MY
MAGNIFICENT DOLL 80' Lazzara MY
PALADIN 75' Hatteras CMY

CHILD'S PLAY 75' Hatteras CMY
HALF NELSON 74' Hatteras CMY
SHELMAR 72' Burger MY
SHANI TOT 70' Hatteras CMY
RISK REWARD 64' Hatteras MY



RELENTLESS, 142' 2002 Trinity Tri-Deck MY - ABS class, 5 S/Rs, on-deck master, mahogany interior. 16V2000's. Ft. Lauderdale. CA



AQUASITION, 124' 2008 Broward MY - Lloyds class, 16V-2000s, zero speeds stbs, cherry int, 5 S/R, Ft. Laud. CA,



TRIPLE ATTRACTION, 100' 2005 Hatteras MY 5 S/R's, custom cherry int, walk-arounds, 16V2000s. Ft. Laud. CA



PG'S JESTER, 104' 1990 Broward Cockpit MY Best value on market! N. Miami Beach, FL CA



SEAQUEST, 92' 1996 Hatteras Convertible SF Major engine overhaul & new custom interior 5/11. Ft. Laud. CA



LADY DOROTHY, 114' 1996/2010 Hatteras MY Just completed \$600k refit! 16V2000's, walk-arounds. Ft. Laud. CA



HERITAGE, 86' 1987 Burger MY New interior 2011, Pristine condition MTU's. Ft. Laud. CA



FAIR SKIES, 90' 1990 Burger Raised Pilothouse CMY \$200k Price Reduction! Ft. Lauderdale, FL. CA



EQUINOX II, 78' 1999 Cheoy Lee MY Cat 3412's, 4 S/R's - Ft. Lauderdale. Central Agent

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142' Relentless..... \$132k/wk	112' Lady Sharon Gale. \$38k/wk	87' Clarity..... \$32k/wk
124' Aquasition \$75k/wk	110' Cedar Island \$30k/wk	87' Lukasaurus \$22/wk
124' Murphy's Law \$55k/wk	105' Independence 2 .. \$36k/wk	85' Justa Vacation \$35k/wk
123' Caprice \$45k/wk	103' Trilogy..... \$33k/wk	85' Castaway..... \$28k/wk
116' Serenity..... \$58k/wk	103' Child's Play \$32/wk	80' Aquarius..... \$29.5k/wk
112' Silver Moon \$49.5k/wk	100' Triple Attraction... \$38k /wk	75' Victory..... \$18k/wk
	100' Just Right..... \$33/wk	

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ADD'L CENTRAL AGENCIES

Amixtli	103'	1990 Broward MY
Sea La Vie	84'	2001 Monte Fino Skylounge MY
Morning Mist	83'	Derecktor FDMY
Lady Renee	74'	Hatteras CMY
Lady Kariman	72'	1999 Viking Sport Cruiser
Lucky Stars	63'	Hatteras CMY
No Name	60'	2003 Hatteras CNV SF

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115 TRINITY – REFIT 2007/2008

4 Staterooms
Plus Crew

Not for Sale in US Waters



Twin 3412 CATs. Luxuriously appointed four stateroom plus crew. Full electronics & many toys. Jacuzzi on flybridge. Ideal for personal or charter use. Offered at 25% of the cost compared to new. Contact CA Mack Carroll.

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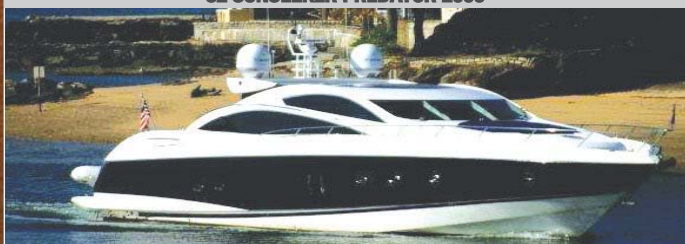
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82 SUNSEEKER PREDATOR 2006



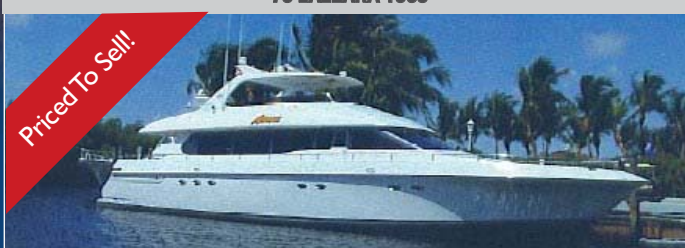
1500 hrs. Jet Boat Tender. Passerelle. Ready to cruise. Great Buy! Contact Chris Carroll.

80 HATTERAS 1990



Twin 870 hp Detroit's. 5 stateroom custom interior with added cockpit. Captain maintained. Must see. Contact CA Trevor Carroll.

76 LAZZARA 1995



Twin 1150 MTUs. 5 Staterooms. Refit 2002 incl. repowering, gens, bow thruster, A/C. Better than new! Contact CA Chris Carroll.

74 MOCHI 2008



4 stateroom/4 head layout. Most customized Mochi on the market. Maintained with open checkbook. Make an offer! Contact Trevor Carroll.

62 MCKINNA EXPRESS 2009



Twin CAT C18s with full warranties thru May 2013. Superior performance with speeds to 34 kts! Contact CA Chris Carroll.

60 HATTERAS SPORT FISH 2001



Twin 1400 hp CATs. New upgrades to electronics, night vision, cockpit teak, generator, watermaker, flat screen TVs and much more! Contact CA Chris Carroll.

58 VIKING SPORT FISH 1998



3 stateroom/3 head layout, huge cockpit. 1200 hp MAN engines. 30 knot cruise. Contact CA Chris Carroll.

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Casuarina | 1998 124' Delta
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Corona Del Mar | 1991 120' Mefasa
\$2,900,000 | Gary Goldman, 954.330.8958



Spirit of Salima | 2006 112' Tecnomar
4,500,000 € | Chris Coughlin, 239.776.4449



Inch by Inch | 2004 112' Custom Line
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Waterford | 1997 110' Hatteras
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Island Time | 1991 110' Broward
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Crowned Eagle | 2001 98' Destiny
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Criscate G | 2010 97' Custom Line
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Inspiration | 2010 88' Ferretti
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Sea Star | 1999 80' Baia
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Christina K | 1994 80' Baia
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Magnifica | 2000 74' Baia
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New Boat Ready
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Raised Pilothouse
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2005/2006 80' Cheoy Lee
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Walkaround Decks



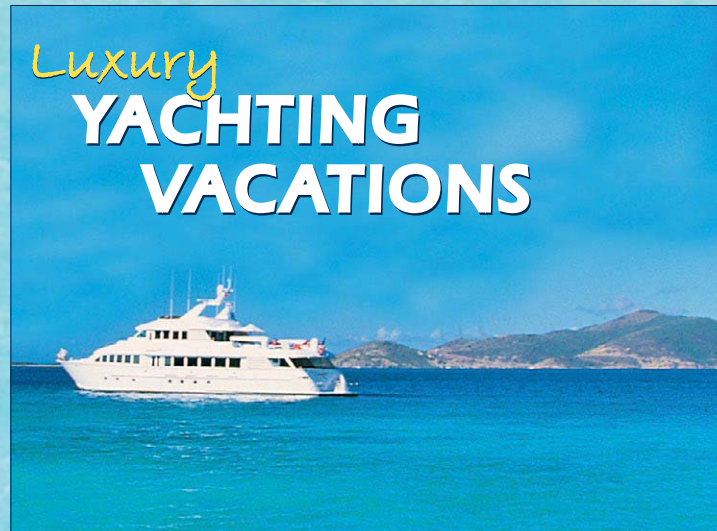
1974/1996 80' Burger
Captain Maintained
Ready to Cruise



2002 75' Fleming CMY
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147' MARCO POLO 2007

The Journey - A Proven Concept



A proven concept, the Marco Polo's initial journey for shakedown purposes was to Antibes via the Suez Canal departing from Hong Kong. She performed with effortless grace and precision, boasting commercial dependability exceeding her creators expectations throughout the journey. She was the first of her type in a continuing series, proving her designer's (Ron Holland) concept and the quality of her builder (Cheoy Lee Shipyards), setting a new world standard.

Ron Holland's goal was to design a yacht for the experienced yachtsman. Offering excellent efficiency and sea keeping ability in the most extreme geographic regions with the highest levels of reliability and proven commercial naval architecture as well as ultimate comfort through a high level of detail interior design.

The Marco Polo's hull features fine forward water lines that fair into a low volume bulbous bow that drew on the recent experience of the latest military vessels. This approach maximizes the ability of the hull to penetrate rough water conditions with reduced resistance and pitching moments, yet retains the advantage of increased range that the bulbous bow will produce. Soft mid sections and clean aft exit lines



MAZU - 151' AVAILABLE - ARRIVING SEPT 2011



With the recent launching of Mazu sistership to Marco Polo, hull #5000 for Cheoy Lee Shipyards. Marco Polo has served her position as ambassador to her mission. She is now presented with great opportunity at factory pricing to a qualified buyer of distinction.

work together to ease the hull through any sea conditions, no matter how extreme. The Marco Polo's interior arrangement is for 10 guests and up to 9 crew that provides for a very positive charter potential. Also, a low operation cost due to 35% fuel savings of the single engine configuration, plus construction details aimed at low maintenance due to her commercially engineered advantage. Being the first of her series and successfully achieving the mission with extended voyages around the globe, Marco Polo has proven her concept and her durability with flying colors.



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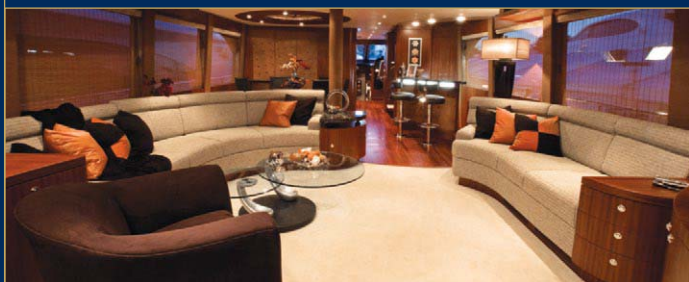
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BRAVO 88 - AVAILABLE SPRING 2012



BRAVO 100' CHEOY LEE CPMY 2007 – Beautifully appointed 4 SRs, on deck master, enclosed pilothouse w/skylounge, 2 SRs in crew w/lounge. 2X CAT C32, 1,650 HP, 22k cruise, 2X 40kW Northern Lights. Contact Marty Isenberg 954-448-0561.



SALE PENDING

BRAVO 81' CHEOY LEE MY 2002 - Many upgrades, turnkey. Capt maintained in excellent condition. Incredible layout. Full beam master, his & her heads, 2 guest SR's ensuite heads, country kitchen. **OUR TRADE.** Contact Cheoy Lee 954-527-0999.



BRAVO 78' CHEOY LEE 2008 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. 2x CAT C3412E's. 1,400 HP each, 2x 30kW Northern Lights gens. 2 available 2008 & low hour 2009. Contact Marty Isenberg 954-448-0561.



REDUCED

CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now in South Florida. Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MOTORYACHT 2003 - Excellent 3 SR layout with crew quarters, country style galley, "C" rated CAT 3412's, Fish rigged. Captain maintained with low hours. Contact Marty Isenberg 954-448-0561.



REDUCED

NEW SERENITY SERIES 68' by CHEOY LEE - Luxurious 4 SRs long range yacht built to stringent standards. 2011 Model on its way. Full warranties, being sold as new. Reduced factory pricing. Great opportunity. Contact Cheoy Lee 954-527-0999.



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The Predator 115 – truly amazing! Recently launched this stunning Sunseeker is built to RINA classification and provides for a guest party of up to 12 in five cabins. A raised wheelhouse and full flybridge presents even greater entertainment opportunity, whether in party mode or full bore passage making, the highest level of luxury, design and style is at your finger tips. Taking orders now for 2012/13 delivery, don't miss the opportunity to be on the water in this unbelievable performance motor yacht.

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Graceful, spacious and elegant describes the Sunseeker 80 Yacht. Below deck arrangements allow for 3 full beam double suites, or 2 double guest and 2 twin guest cabins with crew accommodation situated in the stern. With a cruising speed of 24 knots, but at full throttle the yacht will provide a comfortable 28-30 knots. She has an expansive flybridge with separate helm position, extensive seating and sunbathing space while the large submersible bathing platform provides plenty of space for a tender. The most sort after yacht in her class.

PREDATOR 64 - NEW MODEL



The Predator 64 offers accommodation options, furnishings and layout features to suit every style. Entertain your guests in secluded luxury or thrill in high-speed open air exhilaration provided by the sliding saloon roof. At full speed, the 37+ knots gets you wherever you want to go, fast! While the ride thrills, the Sunseeker design hull and deck provide an impressive soft ride, ensuring guests enjoy sunpad relaxation under way or at rest. The Predator 64 is a winning mix, with a number delivered to very satisfied US customers.

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2009 PREDATOR 108 – US\$ 7,699,000 – DEALER APPROVED



Amazing throughout and best specification, 3 x 2,400 MTU diesel engines matched to Arneson drives for high performance! Black hull, 4 cabins, Walnut wood.

2010 PREDATOR 84 – US\$ 5,900,000



One of a kind! 2 x MTU M94 2,650 hp diesel engines matched to Arneson drives, blistering performance 45+ knots! 4 en suite cabins, perfect condition. Best in world!

2004 75 YACHT – US\$ 2,300,000



Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2010 PREDATOR 74 – US\$ 4,100,000



Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

2005 PREDATOR 68 – US\$ 1,395,000



Twin 1300 hp MAN engines, Black hull with cream top sides, aft deck doors, Cherry satin wood, superb maintenance. Excellent performance with awesome lines.

2007 PORTOFINO 53 – US\$ 990,000 – DEALER APPROVED



Twin Caterpillar C12 – 715hp, navy blue hull, 3 cabins, large open cockpit with tender garage. High specification and is nicest available

2009 PREDATOR 52 – US\$ 1,349,000



Twin 800 hp MAN diesel engines, black hull, custom lighting throughout. Cherry satin wood, 3 cabins, crew cabin. Superb condition and captain maintained.

2005 SUPERHAWK 48 – US\$ 269,000



3 x 300 hp diesel I/O, stunning 43 knots performance yet amazing economy. In unbelievable excellent condition throughout. High specification, always kept out of water undercover.

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



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



PARAMOUR 1998 90' TARRAB FLYBRIDGE MY. Powered with 1350HP Caterpillars. 4 state-rooms all with own en-suites. 2 crew cabins. A perfect yacht for entertaining family and guests or for charter. Contact Peter Kehoe.



DRAGON LADY 2000 65' MCKINNA MY Powered with 800 HP Caterpillars. 3 Staterooms, Queen Master w/ensuite. A superb layout with beautiful custom interior. Several upgrades in 2010. Contact Peter Kehoe.



"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.



"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.

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Contact Andrew Cilla



125' URSA YACHTS 2008
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115' TRANSWORLD TRI-DECK 2010
Contact Steve Deane



95' DEVRIES LENTSCH 1970/2004 - CANOE STERN
Contact Pam Barlow



92' EXPEDITION YACHT
Contact Andrew Cilla



92' PALMER JOHNSON 1973
Contact Andrew Cilla



82' BURGER 1966/2002
Contact Pam Barlow



80' BURGER 1974
Contact Pam Barlow



76' ST.AUGUSTINE MARINE PH TRAWLER 2006
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103' BROWARD 2000
Contact Ron Morgenstein



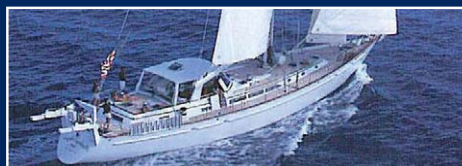
64' CONSOLIDATED 1928/1998 SPEED COMMUTER
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76' LAZZARA 1999
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88' S&S 1986, CENTERBOARD CRUISING
Contact Pam Barlow



80' GULFSTAR 1986/2005, ENCLOSED COCKPIT
Contact Steve Deane



80' SOUTHERN OCEAN SHIPYARD 1981/2007
Contact Pam Barlow



62' LITTLE HARBOR 1982
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58' TASWELL 1996 - ALL SEASON RAISED SALOON
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<i>Monocle Advantage</i>	<i>Individual</i>	<i>Fractional</i>
Specification	New 80' 3 SR	New 80' 3 SR
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Annual Operating Expenses	\$500,000	\$30,000
Crew	3	3
Destinations	Caribbean	Unlimited
Actual Annual Use	14 - 21 days	24 days
Pride of Ownership	All	All
Aggravation	All	None



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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 another 300K!! Call Jeff Stanley, Central Agent.



97' HARGRAVE CP MOTORYACHT 2003

4 staterooms in owner's party with 3 staterooms aft for crew! New paint and teak decking in 2010. CAT 3412's, twin gens. Bow thrusters, stabilized, wing controls. Many upgrades that include extensive sound proofing to make this yacht very quiet underway. A great buy at \$2,975,000 ask. Call Paul Baker, Central Agent.



70' CUSTOM KNIGHT & CARVER MOTORYACHT 2002

U.S. built famous Fexas hull design. 3412 CATs provide 20 knot cruise, walk around decks, cherry paneled interior. Spacious crew quarters aft, bow thruster, stabilized. Truly a great pedigree cruising yacht. Contact Wayne Cannava for details, 954-646-5099.



78' HARGRAVE SKYLounge MOTORYACHT 2003

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



76' HORIZON PILOTHOUSE MOTORYACHT 2001

Three double berth staterooms/three heads forward plus two cabins and heads aft, good sized galley, dependable 3412 CAT mains, full walk-around decks accented by varnished teak cap rail. Great option. Asking \$1,295,000. Call Joe Majcherek, Central Agent.



66' GRAND ALASKAN FLUSH DECK 2005

Built for extended cruising in this Seattle location, this motor yacht has 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' REAL SHIPS EXPEDITION LRC 2004

This sturdy, bulbous bow, twin engine traveler has a 20' center-console that fits a cradle on the bow. Three stateroom & three head Cherrywood interior is well done & equipped with quality gear including ASEA shorepower conversion. 4700 gallon fuel capacity. Estate sale in S. Florida, asking \$1,299,999.



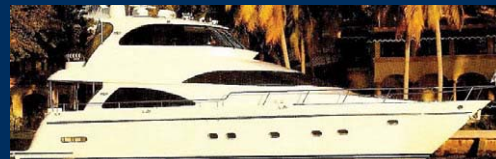
64' HATTERAS FBMY 2003

Very low hours on 10 cyl MTU 1500 hp common rail injection motors highlight this yacht. Bridge air, 3 spacious staterooms, thruster and Furuno NavNet package. Priced less than all of her sisterships, she will be the next 64' Hatteras sold. Call Jeff Stanley, Central Agent.



62' HORIZON FLYBRIDGE MOTORYACHT 2006

3 staterooms, high gloss Makore interior, C-18 Cats with extremely low hours, shallow 5'2" draft, 6 blade props give good speed with fuel efficiency, Awlgrip custom white paint 2009. Turn key condition. Only model in brokerage market. Call John Noone, Central Agent.



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66' 2005.....Enclosed Skylounge (above)Asking \$1,595,000
62' 2005.....Flybridge Motoryacht.....Asking \$925,000
54' 2000HT Express Cruiser.....Asking \$369,000
Other size/models available. 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 near 40 knots, beautiful teak trim, she stands out in any marina. Call Joe Majcherek for details.



50' BERTRAM SPORTFISHERMAN 1996

Three stateroom/two head layout, galley up, updated hardtop, dinghy davit, Detroit 1271 TA DDEC, 500 hours SMOH. Clean and ready to go! Call Jim McKee, Central Agent.



43' SPENCER 2007 WITH IPS DRIVES

Minimal bow rise underway offers great visibility, sea keeping and dry ride. 2-stateroom Anigre wood interior is amazing for a boat this size plus notable range and economy, thanks to IPS. Asking price reduced to \$895,000. Call Joe Majcherek, Central Agent.

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MTU 12V4000s, continuous duty rated. 6 staterooms including on deck master. ABS & MCA Unlimited Cruising Compliant. Extremely well equipped for extended cruising or charter.



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"SAVOY" 126' Motoryacht 1999

2500hp DDCs provide either 20 knot cruise or economical 13 knot cruise burning just 70GPH. 4 staterooms and 3 crew plus captain quarters.



BENETTI

100' Tradition Motoryacht 2004 3412E CATs. Extensive interior refit in 2010/2011. Always been maintained with a no expense spared policy. ABS 5 year survey completed in 12/2009. This Benetti is truly in magnificent condition.



HARGRAVE

"DA BUBBA" 99' Raised Pilothouse Motoryacht 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.



LAZZARA

"OCTANE" 84' Motoryacht 2007

Very low hours & extended warranty through January 11th, 2012 on C-30 CATs, optional hardtop, A/C bridge, Novurania, hydraulic swim platform and more. This one owner vessel has had no expense spared.



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.

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116' (35m) Burger RPH
M/Y 2005

Stunning interior! Four staterooms plus crew. Twin CAT power with low hours. Med-ready systems include passarelle, Atlas, Quantum hydraulics, hi capacity watermaker, waste treatment, night scope, etc. Impeccable condition. Located in Ft. Lauderdale, FL. Central Agent.



107' (32m) Burger RPH
M/Y 1998

Wide beam, large volume yacht with four stateroom layout plus generous crew quarters. Low hours on 16V2000 MTU's. Natural cherry woodwork throughout. One of Burger's finest and most versatile hull designs. Long range capable. Central Agent.



105' (32m) Flush Deck
Poole Chaffee M/Y
1976

CLARISSA is in Athens ready to cruise. U.S. built. Strong. Long range. 24' 7" beam. Four ensuites plus crew. Three salons. Huge sundeck. Stabilized, etc. Will send photos, plans, details. Euro 800,000. Central Agent.



104' (32m) Cheoy Lee
Tri-Deck M/Y 1989

Five staterooms plus crew. Master on deck. Euro stern. Open and enclosed aft decks and skylounges. Day head. Galley up. Teak interior. Gleaming Awlgrip. All in fine condition. Central Agent.
Not for sale to U.S. Citizens or Residents while in U.S. waters.



93' (28m) Burger RPH
M/Y 1975

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.



100' (30m) Burger RPH
M/Y 1996

Fresh inside and out and seriously for sale. Butternut woodwork throughout with three ensuite staterooms and separate crew quarters. 3412 Cat engines and all systems for world cruising. Don't miss a great opportunity. Co-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. Located South Florida. Central Agent.



68' (21m) Burger Flush
Deck M/Y 1964

Envied at every sighting, this charming four stateroom Burger is a delight to own and cruise. Big open enclosable aft deck. Walkaround side decks. Foredeck seating. Stabilized. Satellite TV, etc. Economical engines. Stand-up engine room. Priced to sell. Located Ft. Lauderdale, FL. Central Agent.



68' (21m) Burger
FB M/Y 1980

New to market, extremely spacious yacht in superb condition. Teak transom. Teak interior. On-deck galley and powder room. Recent engine rebuilds; extensive electrical updating; new tender and crane. Three staterooms plus separate crew. Located south Florida. Central Agent.



64' (20m) Burger
FB Cruiser 1975

Venerable S&S design. Low hour DD 871Ti's. Bow thruster. Teak interior. Burger designed and built flybridge. Open aft deck with built-in dining and wet bar. Three double staterooms. Nicely suited for owner operation. Beautifully maintained. Located south Florida. Central Agent.

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55 m - Oceanfast - 1991/2008 - 10 guests in 5 cabins - 13 crew - 2 x MTU 3480 hp (MCA, commercially registered)



Asking price : **USD 24 000 000**



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47 m - Amtec - 2002/2010 - 12 guests in 6 cabins - 10 crew (commercially registered)



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Also available for charter.

43 m - Italyachts - 2010/2011 - 8/9 guests in 4 cabins - 5 crew - 3 x MTU 2400 hp (ABS) New vessel. (commercially registered)



Asking price : **Eur 14 000 000**

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Paszkowski design



Giugiaro design



Asking price: €40,000,000

BARAKA 58m/190'3, ProteksanTurquoise, 2010
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MANGUSTA 92

38 knot ultra luxury open, MCA, three cabins plus media room, MTU 16V2000 M94 (2600HP), Kamewa 56 S3 jets, draft 4' 1", hull number 28, fully equipped, finest quality throughout, delivery in Italy in August, or Fort Lauderdale in October from MarineMax Yacht Group, the exclusive North American dealer for Mangusta. Also available within the next year 72', 80', 108', 130' and 165'. Ask us about the just announced 205'



MANGUSTA 80

45 knots without compromise - solid not cored hull, MCA, all vinylester fiberglass, painted hull and superstructure. Three cabins plus media room or four cabins. MTU 16V2000 M93 (2400HP), Arneson ASD 15, draft 4' 2", hull number 75 delivery in USA in October, available in North America exclusively from Marinemax Yacht and Brokerage Group.



ZEELANDER 44

When you want to leave the crew behind, this ultra luxury two cabin DownEaster with easy handling IPS drives, will give you the opportunity to take the family out in privacy and safety. The Frank Mulder designed hull is fast and comfortable, the sound levels "pin drop" quiet. Currently sold out, next hull October 2011.



BENETTI 93' DELFINO HULL #4

April 2012 Euro delivery on this five cabin, master up displacement masterpiece. Hulls number 1, 2 and 3 sold, see the first US 93 at the Fort Lauderdale Boat Show. Selections on soft goods still available.



MANGUSTA 148' OCEANO HULL #1

Twelve months from completion, hull, superstructure, mechanicals complete, awaiting your direction to custom design the interior of this fabulous luxury yacht. Master up with fold out terrace, legendary Mangusta craftsmanship.



AZIMUT 116 FOR CHARTER

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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 EP69

The new Horizon EP69 is characterized by her 20' beam and roomy accommodations for 6 plus crew with an open layout, large salon and country kitchen. Featuring twin MAN 560HP engines, custom NAV and AV systems, hydraulic bow/stern thrusters, digital stabilizer and water maker. Available for delivery.



Horizon E54

As stylish as she is functional, the new E54 unites the latest in green technology with a smart, modern design. The E54's 3 spacious staterooms, include a full-beam master, reminiscent of a much larger yacht. LED lighting and natural light keep her efficient. Featuring twin Volvo IPS engines, hydraulic hi/lo swim platform and a variety of layout options for even the most discerning tastes. The new E54 will debut at the 2011 Fort Lauderdale Boat Show.



Horizon PC58

The new Horizon PC58 Catamaran lends the elegance of a luxury yacht to the stability and efficiency of a multihull design. Her clean lines and interior volume allow for a comfortable 3 stateroom layout with plenty of relaxing and entertaining areas. Incorporating twin Cummins QSC 8.3 600HP engines, ZF Joystick Maneuvering System, ZF Fly-by-wire Steering System, the PC58 will debut at the 2011 Fort Lauderdale Boat Show.



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 RP120

New Horizon RP120 built to DNV mechanical and structural classification and featuring a spacious 26'2" beam with 5 stateroom layout. Still available for customization.

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"Kelly Sea" 112' Westport RPH, 2006

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"The Daddy Rabbit" 77' Hatteras CV, 2009
SOLD



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"Svengali" 70' Hatteras CV, 1999



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61' Garlington SF CV, 2000



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"The Traveller" 60' Hatteras MY, 2009



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"Bad Habit" 54' Hatteras, 2003



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"Reel Fast" 52' Viking CV, 2004



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"Fins" 48' Viking SF CV, 2005



\$849,000

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"Odyssey" is in meticulous condition ready to take new owners anywhere in the world. The list of factory options and after sale equipment that has been added is impressive. "Odyssey" is truly a "turn- key" vessel. Currently enroute to Rhode Island

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"Take 5"



Asking: \$4,500,000 **Location: San Diego, CA**
For details contact Nordhavn Yachts (949) 496-4933

NORDHAVN 64 ('06)

"Shearwater"



Asking: \$2,495,00 **Location: Fort Lauderdale, FL**
For details contact Ray Danet (772) 223-6331 or Jeff Merrill at (949) 496-4933

NORDHAVN 76 ('05)

"Inside Passage III"



Asking: \$3,495,000 **Location: Seattle, WA**
For details contact Larry Gieselman (949) 496-4933

NORDHAVN 55 ('05)

"Honu Kai"



Asking: \$1,295,000 **Location: Dana Point, CA**
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NORDHAVN 56MS ('09)

"Ata Marie"



Asking: \$1,499,000 **Location: Dana Point, CA**
For details contact Eric Leishman (949) 496-4933

NORDHAVN 43 ('06)

"Helen B"



Asking: \$699,000 **Location: Long Beach, CA**
For details contact Larry Gieselman (949) 496-4933

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Nordhavn 68	('09)	\$2,975,000
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Nordhavn 62	('01)	\$1,495,000
Nordhavn 62	('93)	\$799,000
Nordhavn 62	('97)	\$825,000
Nordhavn 57	('04)	AU \$1,468,000 All taxes paid
Nordhavn 57	('01)	\$1,250,000 Tax Unpaid
Nordhavn 57	('99)	Pending
Nordhavn 55	('09)	Pending
Nordhavn 55	('08)	\$1,495,000
Nordhavn 55	('08)	\$1,690,000 EX TAX
Nordhavn 55	('07)	\$1,595,000
Nordhavn 55	('06)	\$1,550,000
Nordhavn 55	('05)	\$1,295,000

Nordhavn 47	('07)	€775,000 Tax paid
Nordhavn 47	('04)	\$845,000
Nordhavn 47	('03)	\$875,000
Nordhavn 47	('03)	\$950,000
Nordhavn 46	('98)	\$525,000
Nordhavn 46	('89)	\$318,000
Nordhavn 43	('07)	\$895,000
Nordhavn 43	('07)	\$895,000
Nordhavn 43	('06)	\$835,000
Nordhavn 43	('05)	AU \$825,000
Nordhavn 43	('05)	\$799,000
Nordhavn 43	('04)	\$715,000
Nordhavn 43	('04)	\$775,000
Nordhavn 40	('05)	\$569,000

Nordhavn 35	('04)	\$389,000
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SWEET PEA 165.03ft (50.30m)
Feadship | 2000/2008 | Florida | USD 33,000,000



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



NORTHCOAST 125 125.60ft (38.30m)
Northcoast Yachts | 2011 model | Florida | USD 18,950,000



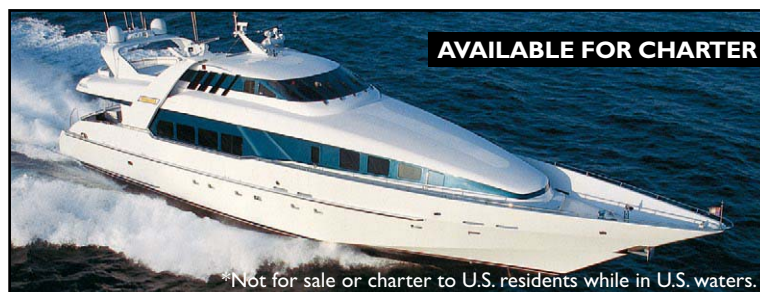
ASPEN ALTERNATIVE 120.00ft (36.58m)
Sovereign | 2002 | Florida | USD 5,900,000



BELLA BRI 151.00ft (46.00m)
Northern Marine | 2008 | Florida | USD 21,500,000



IMPULSIVE 126.00ft (38.40m)
Norship | 1993/2010 | St Maarten | USD 6,750,000



MOONRAKER 120.00ft (36.58m)
Norship | 2002/2009 | Florida | EUR 7,900,000



LUNASEA 110.00ft (33.50m)
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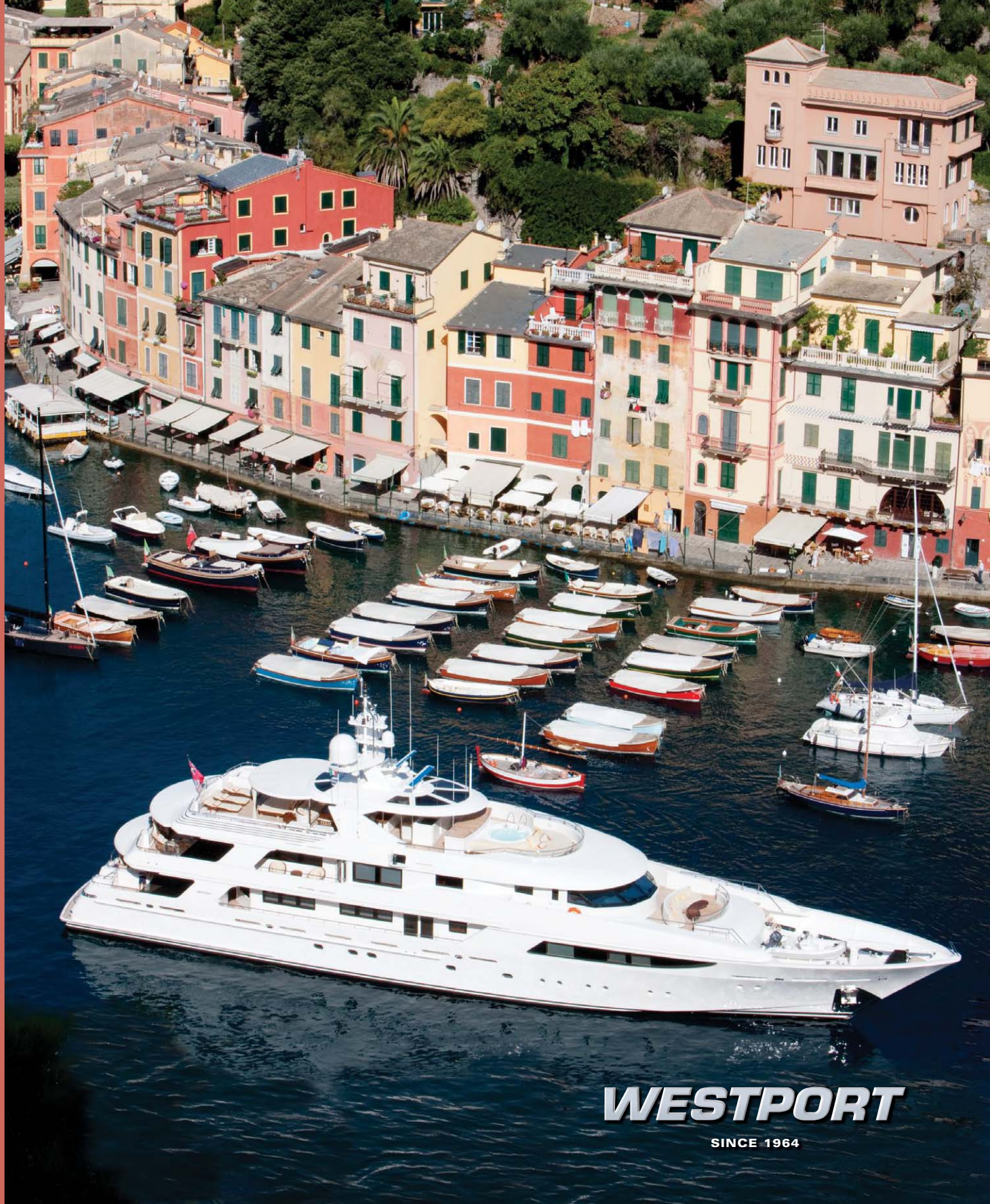
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Azimut's new 72S features a wonderful new helm station. The unique control system (UCS) works with Azimut and Xenta Systems' Easy Docking and Easy Handling initiatives and, on the 72S has been integrated into a single joystick control unit mounted on the arm of the flybridge helm station. Besides the obvious ergonomic advantages, this system redefines maneuverability.

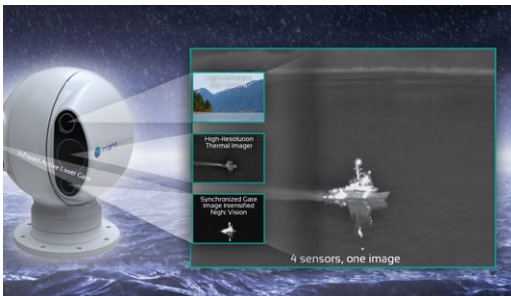
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NIGHT NAVIGATOR SOS

Equipped with four different camera systems all integrated into one display, the SOS is the latest innovation from the already impressive line of night vision systems available from Current Corp. Able to give captains a clear vision of what's ahead even in the heaviest rain or fog, this system could save lives and property by preventing collisions and keeping boats from running aground. The small camera can be mounted on the ship's exterior and works with a variety of touch-screen control systems.

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GREENLINE 33 HYBRID

Winner of one of UIM's first environmental awards and built in Bled, Slovenia, Seaway's Greenline is a solar/electric boat. A turbocharged five-cylinder Volkswagen engine; a water-cooled, 7kW electric motor; a 5kW generator; a 3kW inverter/battery charger; and a 48-volt, 240 amp lithium polymer battery work together to make the most out of solar energy. Electric power alone provides a cruising speed of 4 knots and a range of 20 nm; switch to solar power for a 3.5-knot cruise.

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Ever imagine what wonders we have yet to discover at the bottom of the ocean? With the Triton 36,000 the answers could be around the corner. Capable of diving to the deepest sites of the ocean floor in approximately 75 minutes, the 36,000 carries three passengers and is fully equipped with temperature controls, data collection equipment and an escape pod for emergencies. Already planned for commercial use, the 36,000 is set to open up a whole new world.

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