

# YACHTS

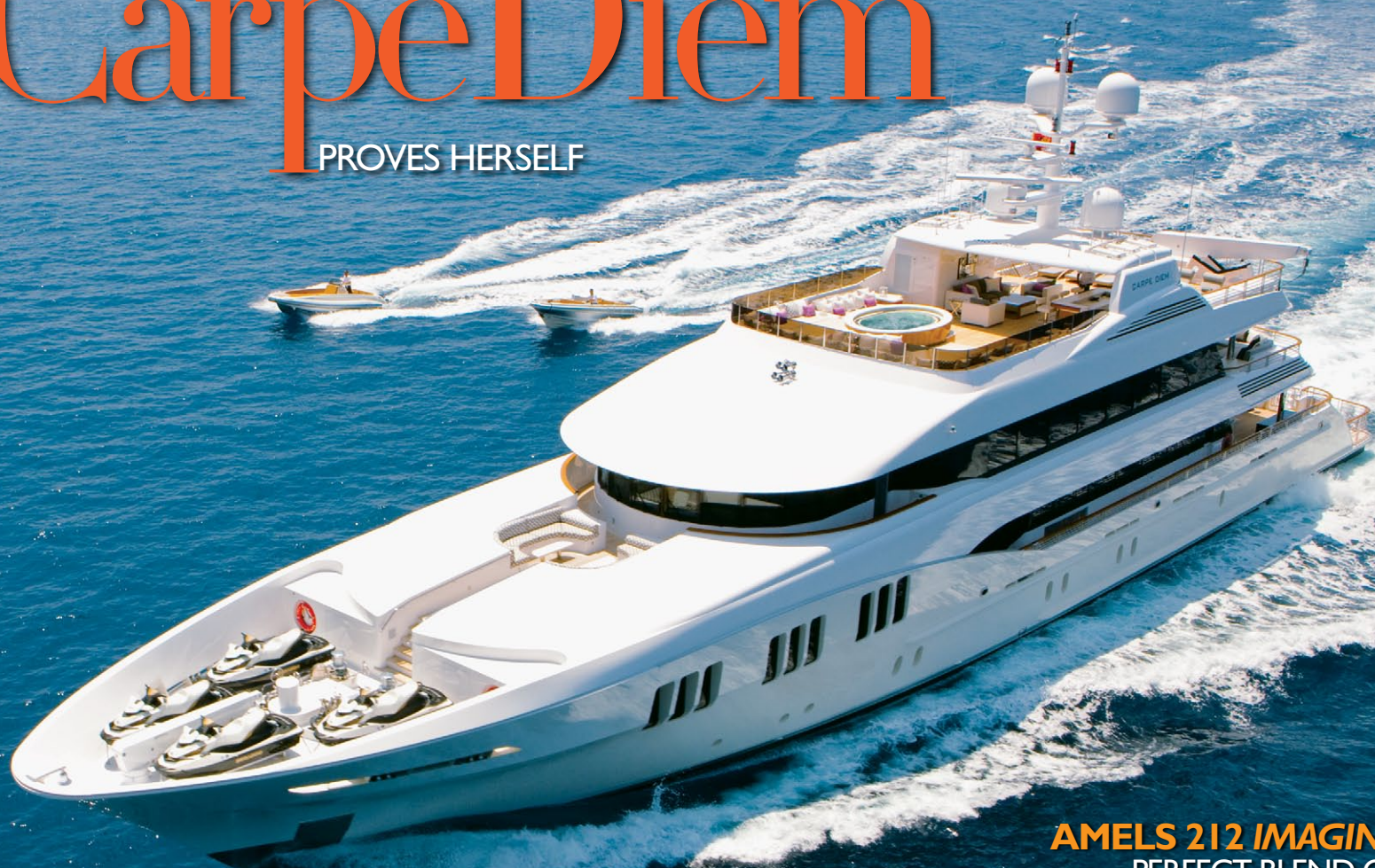
## INTERNATIONAL

FROM THE BAHAMAS TO THE MEDITERRANEAN

TRINITY YACHTS

# Carpe Diem

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ENGINEERING AND DESIGN

**SHOOTING STAR**  
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**MONACO YACHT SHOW**  
AN INSIDER'S GUIDE

**CANNES BOAT SHOW**  
NEW MODELS ON THE FRENCH RIVIERA

**SPECIAL REPORT**  
A PEEK INSIDE THE TURKISH YARDS



# ONLINE

## YACHTS INTERNATIONAL

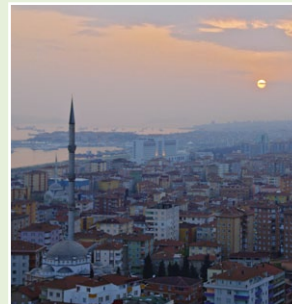
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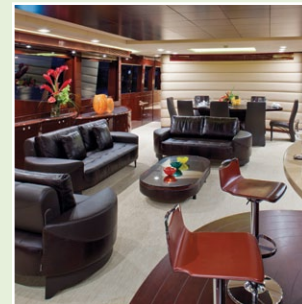
CARPE DIEM



IMAGINE



TURKEY



DREAMER

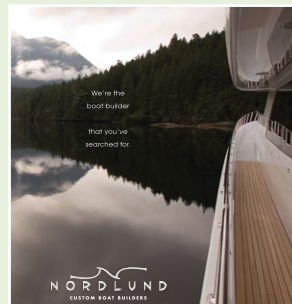
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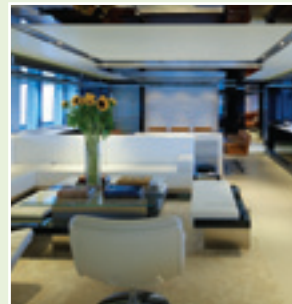
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A black and white photograph of a herd of horses running through a cloud of dust. The horses are in motion, with their manes and tails flowing. The dust is kicked up by their hooves, creating a hazy atmosphere. The lighting is dramatic, with strong highlights and deep shadows.

*In every herd, there is*



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THE MOST  
QUINTA ESSENTIA  
YACHT AT MONACO.





# contents

September/October 2011



36

90

## 11 MAKING WAVES

It's boat show season, so naturally our news section is chockfull of exciting events and even more exciting new boats that will debut this fall, starting with the season opener—the Cannes International Boat & Yacht Show

## 36 COVER STORY

*Carpe Diem* is the latest in Trinity Yachts' wide-beam series. The yacht reveals meticulous attention to detail, superbly rendered by the builder and contractors

## 46 OCEANS MATTER

Monaco's Oceanographic Museum is a leader in what has become known as the "Blue Initiative." It was the first museum to celebrate the world's oceans, recognize their vulnerability and try to enact change.

## 49 2011 MONACO YACHT SHOW PREVIEW

In terms of numbers of craft, the Monaco Yacht Show is not the biggest show on earth, but for anyone interested in big yachts—or the toys they tote—this is a must. And this year promises to be exciting

## 70 MARKET FOCUS

A recent trip we took to Tuzla and Antalya in Turkey reveals that these shipyards are building a few of tomorrow's most impressive yachts. Several of the great vessels we saw in late stages of construction will be in at the shows this fall

## 90 ONBOARD IMAGINE

A cruise aboard the new Amels *Imagine* proves that it is possible to get close to a goal that is elusive, even in the realm of superyachts and superlatives—flawlessness. She is a yacht with great credentials and features that make life on board wonderful

## 100 ONBOARD SHOOTING STAR

Something is rocking in the State of Denmark—the recent launch of the new Espen Øino-designed, fast all-carbon-fiber *Shooting Star*. The aptly named new AeroCruiser 38 II from Danish Yachts reaches speeds of 47-plus knots

## 114 ONBOARD DREAMER

Hargrave's newest and largest yacht to date, the cutting-edge motor yacht *DREAMer* is an extended family affair. Part of the close-knit family is South African Captain Sharon Buttemer, who managed the build in Turkey

ON THE COVER: *Carpe Diem* PHOTO: Kristina Strobel

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A man and a woman are standing on the deck of a white boat, looking out at a beach. The beach is covered with many birds, likely seagulls, and there are some small green plants. The water is a light blue color. The sky is not visible.

*For those who define life by the journey.*

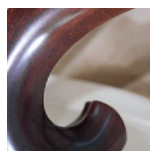
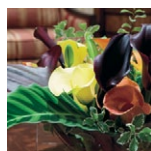
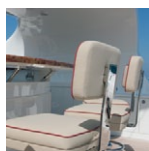
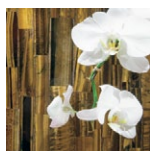
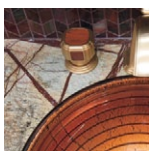
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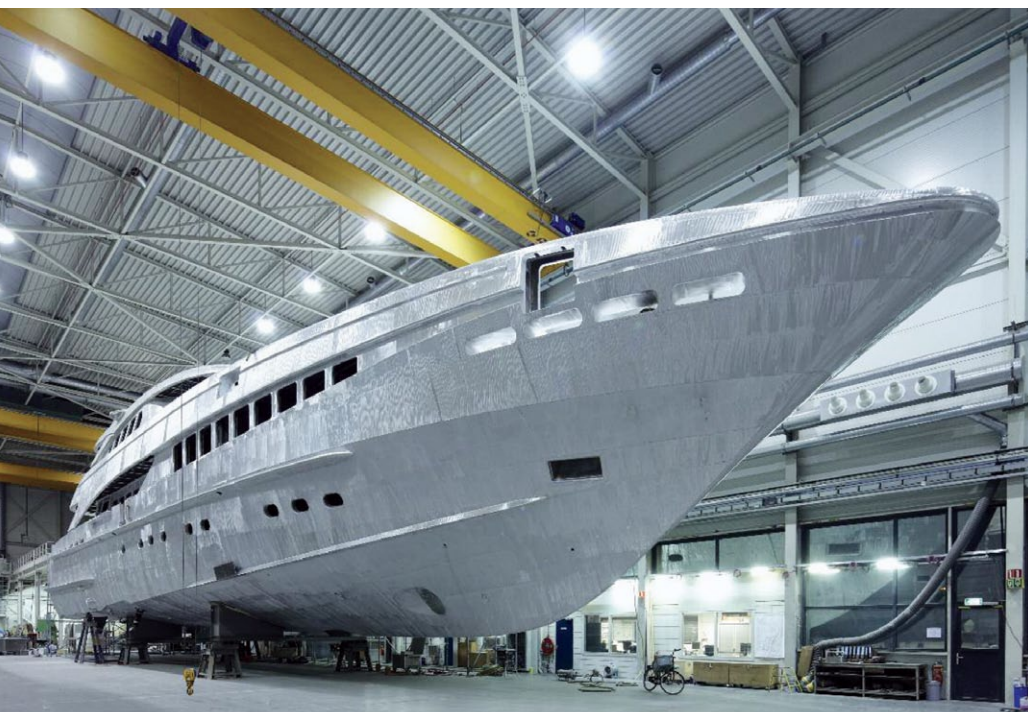


## Benetti *Nataly* Striking new design takes to the sea

The 213-foot (65-meter) *Nataly*, a new custom yacht to roll out of the Benetti's Livorno facility a few months ago, is the first Benetti to feature a plumb bow. Redman Whiteley Dixon (RWD) handled the exterior and interior design, emphasizing architectural features. Inside, the designers re-created the feel of a world-class hotel, employing a staggering level of detail. Full-length windows in the main salon and full-beam master suite shed a lot of natural light on a modern interior done in walnut, makassar ebony, zebrano and teak, as well as black and white marble and stonework. Rosewood, wengé and sandstone accent the central staircase, and custom-made hardware is used throughout. *Nataly's* generous accommodations include six lower-deck staterooms, an owner's suite plus generous accommodations for a crew of 16. Powered by two Caterpillar 3516B 2,260-bhp diesel engines, the steel-hulled *Nataly* will reach a top speed of 16 knots, a 15-knot cruising speed and will have a range of about 5,000 nautical miles at 12 knots.

FOR MORE INFORMATION, VISIT [BENETTIYACHTS.IT](http://BENETTIYACHTS.IT)





## Build them and they'll come Heesen's triple spec projects

Aside from its contracted yachts, Dutch builder Heesen is currently building three yachts on spec, banking on their style and sophistication to secure buyers down the road. This strategy has worked for the company before. All three yachts have exterior styling by Omega Architects but three different interior designers brought their unique touch to each. *Zentric*, a 144-foot (44-meter) aluminum semi-displacement yacht, maximizes deck space with a 147-square-foot sun deck and numerous alfresco dining options. The yacht, with an interior by Omega, also features a spacious forward area where all 10 guests can eat or sunbathe in privacy, even when docked in port. The 154-foot (47-meter) displacement yacht *California*, with an interior by Bannenberg & Rowell, takes its cues from its name and will transport guests back to 1940s and 1950s, with wengé floorboards, white elm paneling, and stainless steel, leather and marble details, evocative of these iconic decades. In the four lower-deck staterooms, fabrics from Armani Casa and Amy Lau enhance the

white elm and leather. The largest of the three, a 164-foot (50-meter) aluminum semi-displacement yacht with interiors by Francesco Paszkowski, employs a consistent, no-frills design featuring only ebony and whitened oak for what he characterizes as "linear geometric continuity." The designer says pieces of art throughout will enhance the sophisticated interior. All three yachts are in various stages of completion. Look for more details in the coming months.

FOR MORE INFORMATION, VISIT [HEESENYACHTS.NL](http://HEESENYACHTS.NL)

**ABOVE:** Left, *Zentric* in one of the construction halls in Heesen's modern shipyard in Oss; right, a taste of Francesco Paszkowski's no-frills design for project MY550 and Bannenberg & Rowell's skylounge for *California*

**BELOW:** Omega Architects designed the interior of the 144-foot *Zentric*; pictured here is the skylounge





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## Austin Parker revisits the Lobster Boat

Italian shipyard draws inspiration from Maine fishing boats

Ranging from 42 to 72 feet, Italian Austin Parker's newest line is a reinterpretation of classic Maine fishing boats. Featuring all the necessary hallmarks—high bow, sturdy hull and seaworthy design—all seven designs in this range are built for extended cruises. The Italian shipyard teamed with Italian designer Fulvio de Simoni for this project, and from the “entry-level” AP 42 to the AP 72 Fly, the yard's flagship, the yachts are well balanced, with comfortable living spaces both inside and out. Curvaceous lines conceal roomy interiors and accommodations. Austin Parker's AP 54 Fly debuts at the Cannes International Boat & Yacht Show this year. If the name Austin Parker is not that familiar on this side of the Atlantic, it soon will be. Having revived the brand just a couple of years ago, the builder has an ambitious development program that includes representation on the American market.

FOR MORE INFORMATION, VISIT [AUSTINPARKER.IT](http://AUSTINPARKER.IT)

## A new Sanlorenzo at the Genoa Boat Show

### SL94 flybridge joins the composite family

Sanlorenzo recently announced the newest addition to its range. This 94-foot (28.6-meter) yacht will be on display for the first time at the Genoa Boat Show in October. Francesco Paszkowski and Sanlorenzo's team designed the SL94 with a roomier-than-usual flybridge, which results in part from the availability of a tender garage. The interior of the first SL94, also designed by Paszkowski, is modern with dark hues and bleached oak. On the main deck, a central staircase separates the dining and living areas, creating more intimate spaces for guest use. The lower deck houses four staterooms and the crew quarters. Power can include two different engine packages: two 1,890-hp CAT C32 Acert engines to provide a top speed of 27 knots and a cruising speed of 25, or two 2,100-hp MTU 16V 2000 M92 engines for a top speed of 29 knots and cruising speed of 26 knots. This premiere comes close on the tail of the double launch of the SL104 *Triple Fun* and the SD92 *Mia Rocca IX*, the 15th delivered since the series premiered in 2007.

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







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## Rossinavi's fleet grows in several ways

### New flagship joins Burgess charter fleet

An all-Italian design team recently celebrated the delivery of the 230-foot (70-meter) *Numptia*, a yacht on the cusp of qualifying for Top 100 status. We caught sight of the vessel in a marina close to the Viareggio-based shipyard, and her dark hull and white superstructure, by designer Tommaso Spadolini, were elegant and impressive. Interior designer Achille Salvagni found inspiration in nature and used natural fabrics and a variety of woods from ebony to subtly bleached teak. Glass, stone and metal finish the yacht to provide



a unified whole and a unique environment. Coming up soon at Rossi Navi is a project known as FR025, a 152-foot (46-meter) yacht currently scheduled for a 2012 delivery. Although we do know that Rossi Navi joined forces with Mulder Design for naval architecture and exterior lines and Design Studio Spadolini for interior design, the shipyard has released few other details

to date. Rossi Navi is a relatively young shipyard, which had a promising debut with its first yacht, *South*, featured in *Yachts International's* November 2008 edition. More is to come, including a very appealing project, called *Ketos* by Team for Design, in the works for some time.

FOR MORE INFORMATION, VISIT [ROSSINAVI.IT](http://ROSSINAVI.IT)

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## The Mondo45 Explorer Yacht Adventure without compromise

Mondo Marine recently released details about a new project the Italian builder developed with naval architect and designer Sergio Cutolo, the Mondo45 Explorer. Mondo Marine is no stranger to the expedition style. A few years ago, the Savona-based shipyard built for Italian business icon Luciano Benetton a one-of-a-kind go-anywhere expedition vessel, called *Tribù*. With its rough demeanor outside and stylish, spacious interior,



plus RINA Green Star certification for environmental compliance, it struck a great balance. Likewise, this 148-foot (45-meter) explorer seems to have the best of all worlds. Combining elements of a working hull, a cruise ship, a research vessel and a superyacht, it offers safety and luxury to yachtsmen looking for a bit of adventure. The four-deck yacht is built to provide expansive views of the surroundings, with numerous full-length windows and a glass railing on the upper deck to provide a view from the salon straight to the horizon. Powered by two CAT C32 Acert engines, the Mondo45 will reach a top speed of 15 knots and will cruise at 14. With a huge fuel reserve (21,234 gallons), this steel-hulled explorer can make a circumnavigation with few stops.

FOR MORE INFORMATION, VISIT [MONDOMARINE.IT](http://MONDOMARINE.IT)

## MarineMax celebrates new office

Newport location will be the US home of Azimut's Magellano series

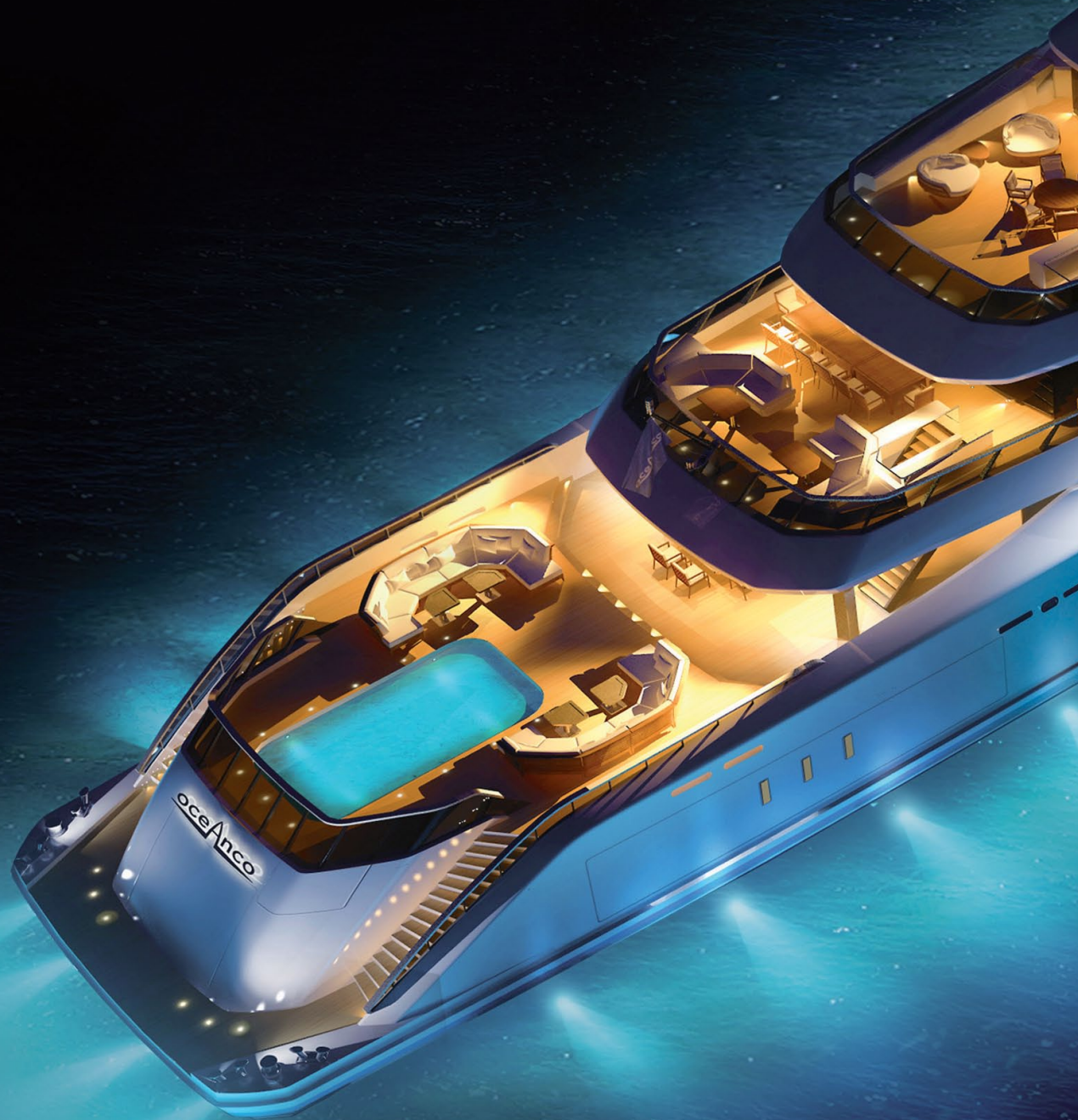
The newest MarineMax office opened on Bowen's Wharf in Newport, RI, on July 16, bringing the retailer's many brands to the yachting capital of the Northeast. MarineMax is the US dealer for Azimut-Benetti, and as such is pleased to add to its already impressive lineup the new and innovative Magellano 50, which Azimut introduced in Genoa in 2010. Magellanos (see *Yachts International* April 2010 for an article on the Magellano 74, the flagship of the Magellano line) are designed for all-weather navigation and boaters "who are not obsessed with the speed of the journey, but the true pleasure of being on the water," says Andrew Schneider, US Brand Manager for Azimut Yachts at MarineMax. The Magellano 50 debuts in the United States at the Newport Boat Show in early September and will be at the Fort Lauderdale International Boat Show October 27 to 31. With its impressive range sizes and models, including the very new Magellano, Azimut-Benetti has been a big part of MarineMax—also dealers for brands such as Sea Ray, Boston Whaler, Cabo and Hatteras—for more than 11 years.

FOR MORE INFORMATION, VISIT [MARINEMAX.COM](http://MARINEMAX.COM) OR [AZIMUTYACHTS.COM](http://AZIMUTYACHTS.COM)





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## ► YACHTS INTERNATIONAL EVENTS

### SeaKeepers' Bal de la Mer seizes the day Trinity Yachts' *Carpe Diem* welcomes the signature event

Again this year, the International SeaKeepers Society will bestow its coveted SeaKeeper Award on "an individual who has demonstrated an extraordinary commitment to marine conservation." This year's recipient is world champion and pro surfer extraordinaire Kelly Slater. Slater, featured in the IMAX movie *Ultimate Wave Tahiti 3D*, is an active supporter of environmental causes as well as an inspiration in his field. The ceremony, which will be held on September 22 during the Monaco Yacht Show, will kick off with a bang. Guests will have the opportunity to view the new *Carpe Diem* during an exclusive cocktail party aboard the stunning new yacht in Trinity Yachts' wide-beam series. The yacht and her great crew are no strangers to hosting events. The owners designed *Carpe Diem*, which is available for charter, to entertain in style. And the vessel, which has traveled extensively since March, has wowed guests with her elegance during various appearances in the Bahamas, New York and the Mediterranean. The evening will continue with a sit-down gala dinner in one of Monaco's most intriguing venues. At the end of cocktail hour, guests will board stylish tenders provided by Riva Yachts to continue the evening on land. The goal of the International SeaKeepers Society is to provide researchers with timely, accurate information to help combat the decay of our marine ecosystems. Proceeds from this event and others like it help forward the society's mission to "protect and restore." Created in Monaco by a group of concerned yachtsmen, ISKS today works closely with a panel of distinguished scientists that provide guidance and counsel. The "Bal de la Mer" is one of the cornerstones of the organization's fund-raising efforts. *Yachts International*, ISKS' media partner, is co-sponsoring the event.

#### SAVE THE DATE:

### The Best of the Best

### The Fort Lauderdale International Boat Show Megayacht Gala kick off

The Best of the Best Megayacht Gala takes places on October 15 at the Fisher Island marina in Miami. This invitation-only gala event is an opportunity to tour 14 exclusive yachts before the Fort Lauderdale International Boat Show, Oct. 27 to 31. The evening showcase and cocktail is the brainchild of Trilogy, a partnership between *Yachts International* Magazine, Show Management and *Opulence Magazine*. Proceeds benefit the Make-A-Wish Foundation of Southern Florida.

FOR MORE INFORMATION REGARDING THESE EVENTS, CONTACT  
Karlene Pack, [karyachts@aol.com](mailto:karyachts@aol.com) or visit us online at  
[yachtsmagazine.com](http://yachtsmagazine.com) and on Facebook

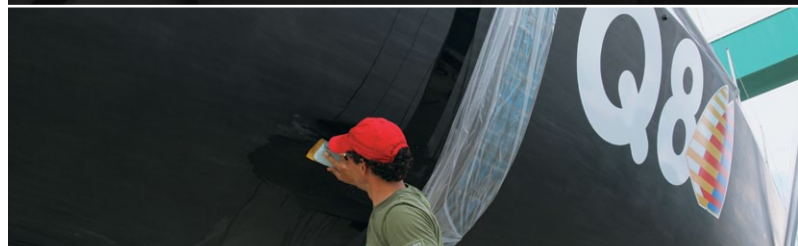
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## Contemporary Burger

### Raised pilothouse by Ivan Erdevicki

For more than a century, Burger has been one of the most well-known and highly respected names in boating in the United States. The company's designs are known for not only its commitment to quality, but also its appreciation of classic elements. In the past few years, however, a different kind of Burger has begun to emerge, with the shipyard's recent collaboration with Vancouver-based Ivan Erdevicki Naval Architecture & Yacht Design. The newest project on Burger's drawing board is a 131-foot (40-meter) contemporary raised pilothouse design, which includes an impressive array of amenities for a yacht of its size, including a hidden garage for a 19-foot tender. A full-beam master suite—complete with his-and-hers bathrooms—shares the main deck with both formal and informal dining areas, an open salon and a shaded al fresco dining space. Powered by twin MTU 16V 2000 M94 main engines, this yacht is designed to cruise at 22 knots and has a range of 2,500 nautical miles at 11 knots.

FOR MORE INFORMATION, VISIT [BURGERBOAT.COM](http://BURGERBOAT.COM) OR [IVANERDEVICKI.COM](http://IVANERDEVICKI.COM)



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International Sales: [Bill.Hicks@oceanstainless.com](mailto:Bill.Hicks@oceanstainless.com)





# Kingship takes the next step toward “Green”

## Green Voyager construction begins under favorable auspices

A little more than two years ago, Kingship partnered with Axis Group Yacht Design and Big Blue Consulting to ensure that its revolutionary project, the 144-foot Green Voyager, surpassed

even RINA's highest level of standards. In the spring, Kingship celebrated the keel laying, the first step in ship construction. Within two years time—delivery is expected in 2013—the Green Voyager

will carry an eco-passport that will allow her to cruise some of the world's most protected waters without her owners having to worry about damaging environmentally sensitive areas. How? The multi-prong approach includes a plumb bow to reduce resistance, a true hybrid propulsion system, solar panels, heat-recovery calorifiers, heat-reflective glass, high-efficiency insulation, a zero-sewage-water discharge system, and bio lubricants and fuels. And Kingship's Green Voyager manages all of this without compromising the lifestyle guests would expect on a yacht of this caliber. The interior is spacious and filled with natural light, and the designers made full use of the available deck space to ensure that passengers enjoy the best of both worlds. Recently, Viareggio-based Axis Group, opened a representation office in Shanghai.

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



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## PRINCESS YACHTS Princess 32m

With this new model, the first of its M class, Princess Yachts declares it is ready to tackle the megayacht segment. This composite yacht made her world debut at the London Boat Show where she was displayed on land, looking quite huge from the show floor with a height of 42 feet. With a 105-foot LOA, the yacht has room for four or five suites, depending on chosen layout. Princess Yachts, now part of the LVMH luxury group, has a solid track record of sound engineering and has enhanced and updated its interior design, making this new yacht a must see.

**LOA:** 105ft. (32m) **BEAM:** 23 ft. 4in. (7.11m) **DRAFT:** 6ft 6in. (2m) **ENGINES:** 2 x 1,925-hp CAT C32 Acert Optional ranges up to 2 x 2,600-hp MTU 16V2000 M94



## AZIMUT Grande 120SL

We saw it in the late stages of construction, and this yacht indeed promises to be grand. Big-yacht features include awesome interior volume and ceiling height. A large sliding roof above the salon complements large side windows and a wide-opening aft door, for lots of natural light. Plus, there is an outdoor salon/dining area front, salon/dining area aft and salon on the sun deck. The Grande 120SL is part of a new range of yachts all 100 feet or more. The company has designated Benetti's CEO Vincenzo Poerio to oversee this new line of megayachts, without losing the Azimut touch.

**LOA:** 116 ft. 5in. (35.5m)  
**BEAM (MAX):** 24ft. 8in. (7.5m)  
**DRAFT:** 4ft. 10in. (1.5m)  
**FUEL CAPACITY:** 4,755 gal (18,000L)  
**ENGINES:** 3 x 2,400-hp MTU 16V2000 M93



## BENETTI Crystal 140

Along with its custom yachts, Benetti builds a range of semi-custom yachts in composite. The latest-born in the so-called Class range is the Stefano Righini-designed Crystal 140. It comes on the heels of the very well-received Delfino 93, with which it shares a family look. During winter sea trials in Italy, the yacht reached a maximum speed of 16 knots. However, the Crystal 140 will be appreciated as a long-range cruiser with great exterior decks and a comfortable layout. François Zuretti designed several interiors available around two themes: classic or modern.

**LOA:** 137ft. 7in. (41.9m) **BEAM:** 29ft. 9in. (9.05m)  
**DRAFT:** 7ft. 6in. (2.27m) **ENGINES:** 2 x 1,450-hp @ 2,300 rpm CAT C32 Acert **SPEED (MAX.):** 15 knots  
**RANGE @ 11 KNOTS:** 4,000 nm







## CANNES INTERNATIONAL BOAT & YACHT SHOW

**DID YOU KNOW?** Cannes derives its name from a word that means peak in the dialect of Liguria (in nearby northern Italy). It's not so surprising, considering that the medieval city was built on a hilltop overlooking the spectacular bay. During the late 19th century, and the Belle Époque especially, Cannes went from fishing village to elegant resort town. Influential and wealthy people moved in, building private villas for their holidays. Soon landmark hotels popped along the promenade, including the Carlton, the Majestic and Martinez, which still grace the famous Croisette. This is the background for the Cannes International Boat & Yacht Show. Taking place on the heels of the G-20 economic summit held in Cannes this year, the 34th annual show is September 6 to 11, 2011. Its spectacular location, a plethora of new models from international builders and the possibility of doing sea trials make this a desirable show to attend. Nearby Port Pierre Canto displays brokerage yachts, and the indoor Espace Riviera showcases smaller craft, builders, designers and services. Sailboats, tenders, production yachts, mono- and multi-hulls are on view. Among the hundreds of boats on view, here are a few new boats to consider seeing this year:

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





PERSHING

## Pershing 108

This is a first for Pershing: triple engines for additional punch and power: Fulvio de Simoni design in and out continues the Pershing tradition for stylish vessels that will quicken the pulse of most performance-oriented boaters. Latest-generation MTU engines, efficient and compact, leave ample room for a luxurious and comfortable interior. The full-beam master includes a space that can be used as a loft, an office or whatever else the owners desire, and there is still room for three more large cabins. Crew quarters aft include a full galley. Innovative, built-in, convertible loungers on the flybridge and a large sun pad on the bow will entice everyone outdoors.

**LOA:** 109ft. (33.23m) **BEAM:** 22ft. (6.7m) **DRAFT:** 6ft. (1.83m) **ENGINES:** 3 x MTU 16V 2000 M94 **SPEED (MAX.):** 42 knots **SPEED (CRUISING):** 37 knots **RANGE:** about 330 nm

ARCADIA YACHTS

## Arcadia 115

A truly refreshing take on design and an environmental bent characterized this new Italian shipyard's first yacht—the Arcadia 85. With an LOA of close to 115 feet, the new Arcadia has plenty of additional space inside and out, plus a "green" attitude like her smaller sistership. Optional electric propulsion is available. Solar panels integrated into the yacht's specially designed glass superstructure supplement the day-to-day energy use. This design feature gives the range its distinctive look. Below the very bright main deck, which accommodates a large owner's suite, are three to four spacious guest cabins.

**LOA:** 114ft. 10in. (35m) **BEAM:** 26ft 6 in. (8.10m) **DRAFT:** 6ft 10in. (2.10m) **DISPLACEMENT:** 150 tons **ENGINES:** 2 x 1,224-hp MAN **FUEL CAPACITY:** 3,963 gal. (15,000L)



FERRETTI CUSTOM LINE

## Navetta 33 Crescendo

This new fiberglass, semi-displacement model by Ferretti Custom Line integrates features that are in high demand in a 100-plus-foot yacht. This includes the full-beam owner's suite on the main deck plus four spacious lower-deck guest cabins. The upper deck is split into the wheelhouse and the salon with a living/dining area aft. A great circular glass door opens wide onto the open air; a feature rarely seen in this size yacht. A choice of engines is available for a top speed of up to 20 knots. Range, at 10 knots, is around 1,650 miles. The yacht features Mitsubishi Anti Rolling Gyro stabilizers to minimize rolling.

**LOA:** 107ft. (32.62m) **BEAM:** 23 ft (7m) **DRAFT:** 8 ft. 3in. (2.52m) **ENGINES:** 2 x MAN V12 1,400hp or 2 x MAN V12 1,550hp **SPEED (MAX.):** 17 knots or 20 knots **RANGE @ 10 KNOTS:** 1,600 nm or 1,650 nm





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APREAMARE

## Maestro 66

Building upon the qualities of the charming Maestro 65, this model features a Volvo Penta IPS propulsion system. With more interior space, the Maestro 66 boasts a larger master cabin and more room for the crew. With the new IPS system also comes higher top speed and lower fuel consumption. Car-like maneuvering gives easy docking and perfect high-speed handling. With minimal vibration and virtually no exhaust fumes, onboard comfort takes a giant leap forward. A bit more tweaking on the outdoor and indoor area provide improved space for dining and sunbathing. With standard twin Volvo Penta IPS-3 1050s, the boat reaches a cruising speed of 26 knots and a maximum speed of 30 knots.

**LOA:** 70ft. (21.30m) **BEAM:** 18ft. 9in. (5.70m)  
**DRAFT:** 5ft 11in. (1.80m) **ENGINES:** 2 x Volvo Penta  
 IPS3-1,050 800hp or 2 x Volvo Penta IPS3-1,200  
 900hp **SPEED (MAX.):** 30 or 32 knots  
**SPEED (CRUISING):** 26 or 27 knots



SESSA MARINE

## Sessa C68-IPS

What has changed on this stylish 68-footer from innovator Sessa Marine is the engine and propulsion package, that is to say, quite a bit. The flagship of the Sessa line, launched in 2009 with twin MAN engines (see *Yachts International* April 2010), now comes with an optional Volvo Penta IPS propulsion package. At 35.7 knots and 2,370 rpm, fuel consumption is 88.6 gph, but at 22 knots, it is an attractive 47.2 gph. The well-designed C68, tank-tested at the Krylov Institute in Russia, already featured ease of maneuvering, but the IPS joystick operation can only add to this quality. For people who cannot do without a more conventional twin-propeller, twin-diesel setup, Sessa Marine still offers that option.

**LOA:** 69ft. (21m) **BEAM:** 16 ft. 6in. (5.1m) **ENGINES:** 2 x IPS 1200 @ 2,300 rpm  
**TRANSMISSION:** IPS 3-A **SPEED (MAX.):** 35+ knots



FERRETTI YACHTS

## Ferretti 720

The latest flybridge yacht from Ferretti Yachts features a sporty exterior line and generous interior spaces that include a full-beam master amidships. The aft main deck, with teak flooring, accommodates a table for eight to 10 guests, and a cozy flybridge features comfortable sun pads and a living/dining area with grill and fridge. The Ferretti 720 stands out for its ease of handling with the ZF SteerCommand and a ZF Joystick Maneuvering System (JMS), which can be fitted on request. The JMS electronically controls engines, inverters and bow thrusters. Cruising speed is 28 to 30 knots, according to engine option.

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 1,524hp **SPEED (MAX.):** 31 or 33.5 knots







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## GALEON 780 Crystal

Galeon is a Polish shipyard with a knack for innovative and edgy design. In association with British designer Tony Castro, Galeon has developed and splashed a number of interesting vessels, including the Raptor 700, which we tested in its flybridge (or SkyDeck) version. This new 780 Crystal flybridge model is Galeon's flagship. Among several attractive features are a Jacuzzi on the flybridge and a large glass panel over the two-seat helm station. The layout makes room for four cabins, including a full-beam master. Various options for the main deck layout include one with a formal dining area facing an enclosed galley. The interior design is contemporary.

**LOA: 80ft. 5in. (24.5m) BEAM: 19ft. (5.80m) DRAFT: 4ft 3in. (1.3m) ENGINES: 2 x 1,800-hp MAN V12**



CANTIERE DELLE MARCHE

## Darwin 86

A new shipyard and new model rolled into one definitely warrant a visit. Sergio Cutolo designed the Darwin 86, built in Ancona, Italy, as a small go-anywhere ship. The boat features a full-displacement steel hull and aluminum superstructure, long-range ability (how about 7,000 miles?), lots of interior space on three decks, spacious exterior decks, a 21-foot tender for shore excursions or quick trips to the marina, a well-designed engine room and zero-speed electric fin stabilizers. Various interior layouts are available for up to 10 guests and five crewmembers. The Darwin 86 is the first of a series of robust yachts designed for owners who like to spend time at sea.

**LOA: 85ft 11in. (26.02m) BEAM: 24ft 4in. (7.43m)  
DRAFT (FULL LOAD): 7ft 6in. (2.30m) ENGINES:  
2 x CAT C12 385hp @ 1,800rpm SPEED (MAX):  
11.5 knots RANGE @ 10 KNOTS: 7,000 nm**



VICEM YACHTS

## Vicem 75 Flybridge

This Cannes debut is one of the most recent examples in Vicem's Vintage line (52 to 100 feet). This series, built in renewable mahogany encapsulated in epoxy, owes its name to its obvious reference to a different era. Still, its performance (top speed of 30 knots) and systems are completely current. A full-beam salon, fully equipped lower-deck galley and pleasant flybridge with upper helm and room for dining are nice features for a vessel that has a range of 850 nautical miles. Each Vicem is a little different, as the builder is more than willing to customize the interior. Well versed in the handling of wood and cabinetry, the shipyard offers a good selection from ultra classic to more modern veneer finishes.

**LOA: 80ft. 4in. (24.5m) BEAM: 18ft. 5in. (5.61m)  
DRAFT: 5ft. 7in. (1.70m) Engines: 2 x 1,550-hp Man V12  
SPEED (MAX.): 30 knots CRUISING SPEED: 24 knots RANGE  
@ 11.5 KNOTS: 870 nm**



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APREAMARE

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SUNSEEKER

## Manhattan 73

The Sunseeker Manhattan 73 was first introduced in London. This flybridge yacht features amazing amenities: a nicely opened main deck and plenty of headroom belowdecks. The master stateroom has large hull windows with an opening porthole and walk-in wardrobe. In addition to four spacious cabins, the yacht has a nicely sized crew cabin. A user-friendly setup characterizes both helm stations, the elegant console on the main deck and the upper helm. The latter, located forward of a nicely appointed flybridge deck with stylish carbon arch, should be especially fun as the yacht reaches 30-plus knots. Companion seating is available.

**LOA:** 74ft. 2in. (22.6m)  
**BEAM:** 18ft. 10in. (5.73m)  
**DRAFT (FULL LOAD):** 5ft. 4in. (1.63m)  
**FUEL CAPACITY:** 1,321 gal. (5,000L)  
**ENGINES:** several options  
**SPEED (MAX.):** up to 34 knots  
**SPEED (CRUISING):** up to 25 knots  
**RANGE:** up to 325 nm

RIVA

## Riva 63 Virtus

The Riva 63 Virtus is the product of the long-standing relationship between Officina Italiana Design and AYT (Advanced Yacht Technology), the Ferretti Group's research and design center. As far as yachts go, this is on the smaller side but compromises nothing in terms of quality and amenities. It even has a tender garage. Inside, guests will find a salon and dining table for six plus three cabins. Back up top, a bimini can be deployed while the boat is running, which it will yearn to do once its twin 1,340-hp MAN 12V engines are on. The yacht delivers excellent performance, with a 40-knot top speed and a cruising speed of 35, not to mention its fantastic looks.






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LOA: 64ft. 6in. (19.68m) BEAM: 17ft. (5.20m) ENGINES: 2 x MAN V8 1,000hp SPEED (MAX.): 31 knots SPEED (CRUISING): 27 knots



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● Trinity *Carpe Diem*

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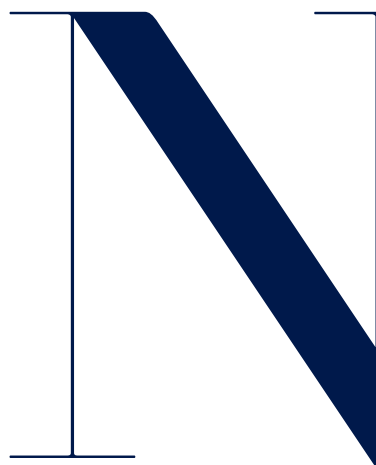
*Carpe Diem* is most commonly translated from Latin as “seize the day.” However, literally speaking, the word *carpe* means “pick, pluck, cull, gather”—and that is exactly what Nicholas Wise, the owner’s representative, did in the quest for a few slabs of perfect white onyx.

STORY Cecile Gauert PHOTOS Kristina Strobel and Jim Raycroft





**ABOVE:** No details were overlooked: the teak-clad Jacuzzi with Calcutta marble rim matches the bar located a few steps away on the inviting sundeck; the teak deck's attractive white caulking ages very well



**Nicholas Wise made it his personal mission to find that elusive stone.** He started with the Italian-born “Marble King” of Brooklyn. Then through connections and chance meetings, he finally identified what he was looking for in Viareggio—the equivalent of a white rhinoceros in the exotic stone world. This is just one story among many, one step in a long process to build this new 191-foot Trinity. Interior designer Carol Williamson went to equally great lengths to achieve exactly what the owners wanted—elegant comfort with an array of unique textiles and textures. Inside, lamps and overhead lighting capture the glimmer of silk, velvet, mother-of-pearl and nickel. Makassar ebony, beautifully veined and stained, offsets white onyx floors and custom carpeting. Moreover, the yacht is a stunning showcase for the owner’s photography collection, which includes the last-known picture of actress Jane Mansfield with Italian darling Sophia Loren; Frank Sinatra lighting John Kennedy’s cigarette and, of course, the incomparable Marilyn Monroe.



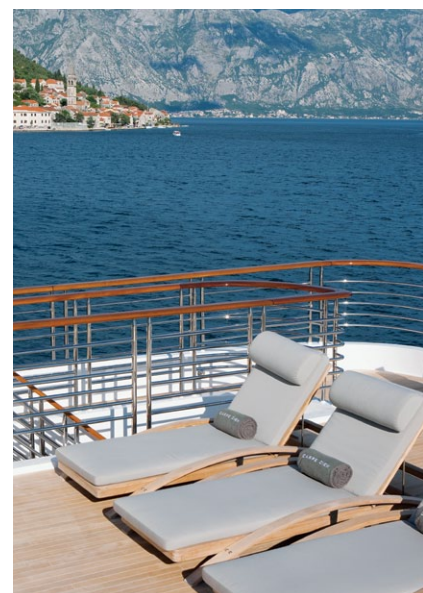
Collecting vintage photography and Art Deco antiques is one of the owner's hobbies.

The interior with its contrast of dark and light draws inspiration from European Art Deco, featuring objects from the Streamline period. Williamson, who worked on the refit of the 150-foot Trinity now named *Carpe Diem II*, sheds light on a few more details: The bar on the aft deck has the same kind of tufting on the side that is also a prominent feature in the owner's stateroom. There, it is done in a shimmering gray silk. Artisans actually sewed it in situ. The Art Deco theme travels from inside to the outdoors, where the railings and doors—all custom-built at the Trinity yard—feature a geometric pattern.

Carol Williamson + Associates created the motif and the craftsmen at Trinity built it.

"This yacht was not pushed out of the yard," says Capt. Ryan Butterwick, who has worked with the owner for eight years. He contributed to the build of the current *Carpe Diem* when he was not running *Carpe Diem II*, now undergoing a substantial refit. Butterwick is a no-nonsense guy, not only in the way he expresses himself, but also in his approach to the proper bridge layout—where everything is centralized and within easy reach. There are three helm chairs facing the navigation screens. The owners of this vessel, who also own a highly customized 58-foot sportfish (Donzi by

**BELOW:** The sundeck, bridge deck aft and lower deck all have ample spaces for dining and lounging; the superb stainless-steel railings feature a pattern reminiscent of the Art Deco style; subtle reminders blend all design elements inside and out







**ABOVE:** The owners and designer chose modern, simple furniture that works well with an elegant European Art Deco undertone; fabrics have soft patterns and a reflective quality

Roscioli Express) called *Carpe Momentum* and a Riva 33 Aquariva Super named *Carpe Vita*, love to be on the bridge. Well, in fact, they love to actively use their boats. *Carpe Diem* carries two peppy custom tenders, a 23-foot Novurania Chase and a 22-foot jet tender by Nautica in addition to four of the latest-model Sea-Doos, which match the yacht's color scheme. The decision was made to forgo a garage and carry Jet Skis and tenders, respectively, on the foredeck and sun deck. As soon as the yacht reaches mooring, off they go. The large swim platform, finished in a beautiful teak with crisp white caulking, accommodates inflatable beach furniture that is fun and surprisingly comfortable. Comfort and elegance are evidenced throughout. For

instance, the bar on the aft main deck is a casual place to hang out after a swim, and one deck farther up in the large skylounge is an inviting sectional sofa upholstered in velvet and a stunning onyx-topped bar.

The team at Trinity was very accommodating with all of the owners' special wishes and accessible at all hours of the day. Project Manager Kevin Greene represented the owner at the shipyard. He has supervised a dozen or so projects at Trinity and confirms the yard's commitment to doing things just right, from the stunning stainless steel to the incredible details on the stairs, to single out just a couple of the outdoor features. "The yard's stainless-steel department is unlike any other yard," he says. The spiral staircase from the bridge deck



**RIGHT:** The Oceanographic Museum opened its doors in 1910 **BELOW:** The International SeaKeepers Society's "Bal de la Mer" at the museum last year **OPPOSITE:** The museum has showcased artists such as Damien Hirst, whose shark is pictured here, alongside the colorful aquarium; a mosaic greets visitors as they enter. A statue of Albert I watches over the gardens and the sea



# THE Oceanographic Museum IN Monaco

More than 100 years of commitment to ocean conservation



PAMELA JONES

**STORY** Jill Bobrow

Monaco's Musée Océanographique (Oceanographic Museum) is a leader in what has become known as the "Blue Initiative." It was the first museum to celebrate the world's oceans, recognize their vulnerability and try to enact change.

Founded by Prince Albert I, the great-great grandfather of Prince Albert II of Monaco, it is arguably the oldest institution committed to conserving the ocean environment. Upon its creation, Prince Albert I specified that the museum's mission statement be "to know, to love and to protect the oceans." The museum, conceived in 1906, opened its doors in 1910. The imposing historic neoclassic building perched on the "Rock" above Monaco has old-fashioned splendor, and its exhibits recall more the Smithsonian Institution than the Boston aquarium.

Still, it is a modern establishment, committed to education and service to its community, working in close relationship with political

initiatives. Prince Albert I was extremely forward thinking, and Prince Albert II shares many of the same sensibilities as his namesake, including a sense of adventure and commitment to environmental causes.

Last year, in recognition of his extraordinary commitment to marine conservation, the International SeaKeepers Society presented Prince Albert II with its coveted SeaKeeper Award after an elegant fund-raising event held at the museum. Indeed, the prince's initiatives have encouraged research worldwide.

Museum Director Robert Calcagno explains, "A few years ago, we held a two-day conference with more than 200 researchers and scientists from 60 different countries to discuss the ocean's acidification. The scientific consensus of that conference was a unilateral recognition that the oceans are absorbing greenhouse gas—CO<sup>2</sup>. A certain amount of CO<sup>2</sup> in the oceans is perfectly fine, but



to the sun deck is a work of art with its teak-capped banister and teak stairs wrapping into a fan shape.

The owner wanted continuity, and this was delivered in both obvious and subtle ways. For instance, unique furniture pieces that are now indoors were once planned for the outdoors, and many of the pieces on the outside decks, finished to sustain the heat, humidity and salty environment, could easily be welcomed inside. It all works in concert. Nickel indoors, stainless steel outdoors. At night, 38 underwater lights cast a beautiful halo, and the nameplate shines below the custom-lit mast. Inside, carefully placed lighting highlights the shimmering fabrics, architectural features and the

vintage photography.

As the crew readies *Carpe Diem* for another weekend with her owner, rhythmic dance music, a club-style number that is part of the extensive onboard collection stored on the yacht's Kaleidescape system, pours out of well-concealed speakers. The skylounge is the perfect place for a party, with guests able to move easily to the air-conditioned aft deck or even the sun deck. Once the tenders are gone, the wide sun deck accommodates chaises aft and a teak-clad Jacuzzi with a Calcutta rim forward. In the middle are group seating and another bar. "The owner works hard and he likes to entertain," Wise says. Clearly family, friends and charter guests

**BELOW:** The Makassar in the dining room and elsewhere provides a rich contrast; the skylounge bar has a rare white onyx top; close-ups of the main salon chairs, hallway and skylounge vintage chairs reveal a wealth of details







**ABOVE:** The master suite includes a seating area, an office, his and hers bathrooms; hers, in white marble and mother of pearl is pictured on the next page along with the master bedroom and two of the guest suites; each bathroom features a different kind of marble

will find the yacht well suited for a variety of activities. Pieces of artwork slide down to reveal TV screens. The screens found outside are waterproof. There are speakers everywhere and deep comfortable chairs. It will be tempting to stay outdoors until the wee hours of the morning. But sleep deprivation will not win. The beamy yacht features six large staterooms, three of which can vie for the spot of master suite. Each has its own private bathroom featuring a collection of great marbles.

And while guests are asleep, the yacht has the capacity to rally to the next port of call quickly. Top speed is 21 knots, and cruising speed is a fast 18 to 18.5 knots. At the economical speed of 10 knots, she has a 5,000-nm range, which allows her to split time between the Americas and Europe.

*Carpe Diem* is a versatile yacht, based on a Trinity-designed semi-displacement hull with wide beam (first used on *Mi Sueño*). She has range and plenty of cruising ability. Butterwick enthused about the yacht's performance after a crossing from Newport, RI, to Kotor, Montenegro, in 12.5 days, including fueling stops. After logging 7,700 nautical miles since the yacht's mid-March launch, he has a good feel for the yacht. "Trinity has built a great hull! Fast and stable," he says.

The beam not only helps in providing the amazing volume inside, it makes it easy for the owners to go to a variety of cruising grounds. One of the owner's favorite destinations off the East Coast of the United States is the Bahamas' gem, Harbor Island. Few yachts this size could dock there. *Carpe Diem* can because the hull has





a draft of 7 feet 8 inches (8.5 feet fully loaded). A yacht with a displacement hull, requiring a much bigger bilge, could be three to four feet deeper. She may be shallow, but the thinking that went into her design was anything

but. Meticulous attention to detail, superbly rendered by top-notch contractors, has produced a yacht fit to feature the kind of stone the Brooklyn Marble King himself would be proud to have found. ■



CARPE DIEM IS ON DISPLAY AT THE MONACO YACHT SHOW.

FOR DECK PLANS AND ADDITIONAL CONTENT, SEE THE DIGITAL EDITION

## Trinity Yachts Carpe Diem

**LOA:** 190ft. 11 in. (58.2m)  
**BEAM:** 33ft. 6 in. (10.2m)  
**DRAFT:** 7ft. 7 in. (2.3m)  
**CONSTRUCTION:** Aluminum  
**TENDERS:**  
 • 23ft. Novurania Chase  
 220-hp Yanmar Diesel,  
 • 22ft. Nautica Landing Craft  
 260-hp Yanmar Diesel  
 • 15ft. Novurania Inflatable  
**ENGINES:** 2 x 3,384-hp Caterpillar  
 3516B Series II HD

**GENERATORS:** 2 x Northern Lights  
**SPEED (MAX.):** 21 knots  
**SPEED (CRUISING):** 18 to 18.5 knots  
**RANGE @ 14 KNOTS:** 3,142 nm  
**RANGE @ 10 KNOTS:** 5,000 nm  
**STABILIZERS:**  
 Quantum QC 1800 ZeroSpeed  
**BOW THRUSTER:** 200-hp Quantum  
**FUEL CAPACITY:** 22,000 gal. (83,279L)  
**FRESHWATER CAPACITY:**  
 3,500 gal. (13,249L)

**GROSS TONNAGE:** 749 tons  
**CLASSIFICATION:** ABS +A1  
 Commercial Yachting Service AMS  
 MCA compliant  
**NAVAL ARCHITECTURE:** Trinity Yachts  
**EXTERIOR STYLING:** Trinity Yachts  
**INTERIOR DESIGN:**  
 Carol Williamson + Associates  
**BUILDER:** Trinity Yachts – 2011

\*Original dimensions are provided in the metric system



### What is your background?

Before I started my firm in 1984, I headed the interiors department for an architectural firm in Portland. I set out to create an independent interior design office that worked closely with architectural firms. Initially, I worked strictly in commercial design. My most notable project in that area was the Nike World headquarters' north campus. Over time, clients asked us to work on their residences, and from there it led to the design of their yachts. I have worked on interiors for several yachts that Christensen built—*Remember When*, *Primadonna*, *Marathon*, to name a few—and the refit of the first *Carpe Diem*, a 150-foot Trinity, among others.

STEPHEN CRIDLAND



Clockwise from left: Heidi Snidow, Angela Paschall, Kira Iwasaki and Abby Glover; center: Carol Williamson

# INTERVIEW WITH Carol Williamson

### What is unique about this yacht?

The most unique aspect of this build is how involved the owner was in every detail. Design is a true passion of his. We worked very closely on the development of the overall concept. One of my favorite details is the owners' breathtaking collection of vintage black-and-white photography. It is the perfect complement to the dark Makassar walls and the iridescent materials we utilized throughout.

### What was the inspiration for the design?

The owners' love of Parisian Art Deco design. The owner also requested a modern interior with clean lines, complemented by a dark, rich and dramatic wood. We had many discussions about the style of the furniture. It needed to be modern and elegant to complement the vintage furniture and lighting pieces that were collected.

### What are the major design components?

The Makassar wood veneer was the springboard for the design direction. At the beginning of the design phase, the owner sent us a photo that inspired him, which featured this unique wood. It gave us direction. We experimented with veneers and various stains to get the color and effect we were looking for. We created this very rich shell by utilizing ebonized cherry to complement the Makassar panels, pale cream-colored ceilings, light wool carpets in cream or pale platinum grays for contrast, white onyx floors for the entries and iridescent upholstery materials for the custom-built seating. We incorporated Parisian and Belgian Art Deco design, which has a very streamlined and modern look and vintage pieces that the owner found, which we re-upholstered to match.

### How did you make it happen?

My design team and I went through several iterations to develop design consistency without it becoming too thematic. We used fabrics with a subtle reflective quality (silk, velvet, wool and opalescent leathers) to create a great play of light and dark. We worked on all of the railing designs, the gates and elliptical caps to continue the Art Deco detailing outdoors. We used other design elements found inside, like the tufted outdoor leather on the aft-deck bar, which mirrors the tufted sateen walls in the owners' stateroom. The owner really wanted cohesiveness between interior and exterior design. The dining chairs on the aft deck are vintage Probbler chairs the owner saw in a design magazine. Initially we were intending to use them for the interior, but as the design evolved, they were transformed and re-created for use outdoors.

## Resources

**BUILDER:** Trinity Yachts, [trinityyachts.com](http://trinityyachts.com)

**INTERIOR DESIGN:** Carol Williamson + Associates, [cwinteriors.com](http://cwinteriors.com)

**STONE INSTALLATION:** Pacific Stone Source, Seattle, [mchhckm@aol.com](mailto:mchhckm@aol.com)

**STONE SOURCING:** Jeff Homchick & Associates, Seattle, Wash.

**CUSTOM FURNITURE:** Durante Furniture, [durantefurniture.com](http://durantefurniture.com)

**INTERIOR WOOD:** Zepso Industries of North Carolina, [zepso.com](http://zepso.com)

**EXTERIOR WOOD:** Westhoff Interiors Inc., [westhoffco.com](http://westhoffco.com)

**PROJECT MANAGEMENT:** Kevin Greene, OYS, [k.greene@oys.cc](mailto:k.greene@oys.cc)

**CHARTER MANAGEMENT:** International Yacht Collection, [iyc.com](http://iyc.com)

**SALES INQUIRIES:** Frank Grzeszczak, [fg@iyc.com](mailto:fg@iyc.com) or Kevin Bonnie, [kbonnie@iyc.com](mailto:kbonnie@iyc.com)





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**RIGHT:** The Oceanographic Museum opened its doors in 1910 **BELOW:** The International SeaKeepers Society's "Bal de la Mer" at the museum last year **OPPOSITE:** The museum has showcased artists such as Damien Hirst, whose shark is pictured here, alongside the colorful aquarium; a mosaic greets visitors as they enter. A statue of Albert I watches over the gardens and the sea



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More than 100 years of commitment to ocean conservation

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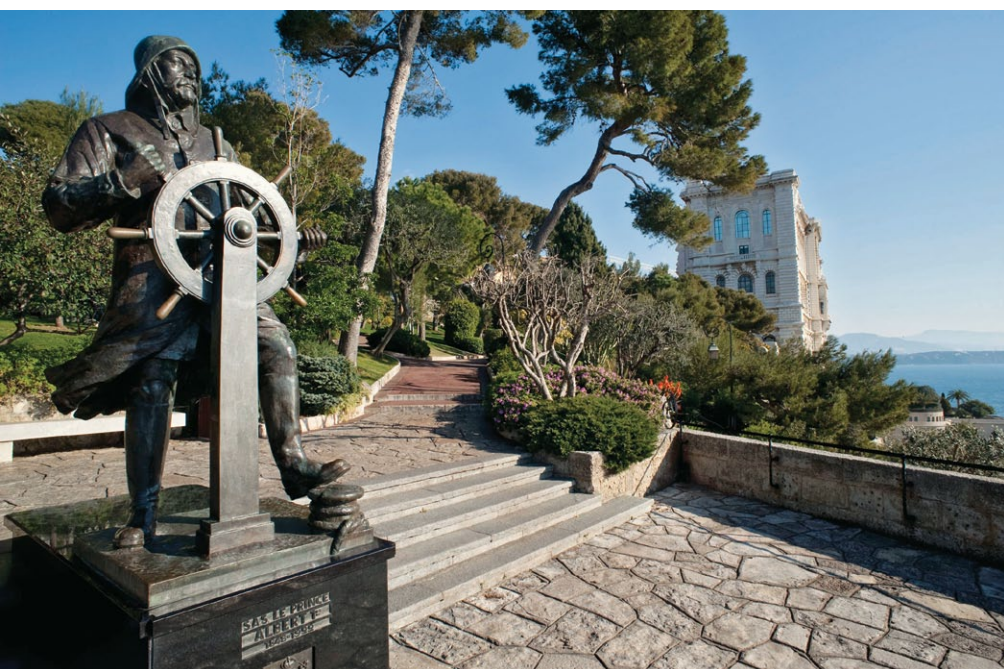
Last year, in recognition of his extraordinary commitment to marine conservation, the International SeaKeepers Society presented Prince Albert II with its coveted SeaKeeper Award after an elegant fund-raising event held at the museum. Indeed, the prince's initiatives have encouraged research worldwide.

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PAMELA JONES





an unfortunate byproduct of those gasses means that the oceans are getting an excess of acid, which is highly detrimental," he says. In 2009, Prince Albert II, as head of state, took that message—the "Monaco Declaration of Acidification"—to the rest of the world.

In March 2010, Prince Albert II gathered 36 champions of the sea to talk about preserving marine species such as sharks and tunas. With these large predators being threatened, the ecosystem as a whole is threatened as well. He also discussed the idea of exploring the ocean's greatest depths. "The oceans, which are up to 10,000 meters deep, are less well known than the planet Mars," Calcagno says.

The museum maintains important relationships with like entities worldwide. "We have a sister Oceanographic Museum in Paris, and we share knowledge and ideas with them. We are also highly focused on relationships with the USA and Canada. We are actively working with MIT, Woods Hole,

Scripps, and the aquariums in Monterey, Boston and Vancouver," Calcagno adds.

But the Oceanographic Museum is not one-dimensional. "Prince Albert I wanted to put in a single burst the two driving forces of our civilization—art and science—to make people understand the world's oceans," Calcagno says. Thus the museum showcases paintings and sculpture in addition to living fish in the aquarium. Last year, for instance, it hosted a major exhibition of hip, controversial artist Damien Hirst. The current exhibition is dedicated to the Mediterranean Sea. It features a monumental installation by the celebrated Sino-French artist Huang Yong Ping, and an exceptional collection of maritime objects that illustrate the Mediterranean's rich biodiversity.

"The increasing urbanization of the coast, overfishing, exploitation of the natural resources, proliferation of invasive species, maritime transport and pollution of

different kinds such as toxic waste are daily dangers facing the Mediterranean Sea and can lead to biodiversity impoverishment, with irredeemable cultural, economic and ecological consequences," Calcagno says.

Another exhibit ongoing this year is OCEANOMANIA: Souvenirs of Mysterious Seas, a new project by American artist, naturalist, archeologist and traveler Mark Dion, who created a monumental curiosity cabinet also currently on display.

Looking to the future, the museum plans to host new exhibits, continue to marry science and art and educate the public about our precious oceans.

**OCEANOMANIA** is on display through September 30, 2011.

**MÉDITERRANÉE**, presented with the Nouveau Musée National de Monaco, will be on view through May 20, 2012.

For more information, visit [oceanomc](http://oceanomc)



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**I**N TERMS OF NUMBERS OF CRAFT, the Monaco Yacht Show is not the biggest show on earth, but for anyone interested in big yachts—or the toys they tote—this is a must. Because of its location in Port Hercules, surrounded by the golden metropolis clinging to hillsides, the show can only welcome so many yachts. But with resources and ingenuity, organizers manage to fit in quite a few—100 this year—plus 25 tenders. A sneak preview of what may be at this year's event got us really excited. Just look through our pages: cover girl *Carpe Diem*, the Amels 212 *Imagine*, Danish Yachts *Shooting Star*—they will all be there. By mid-July, an estimated 100 new yachts with a length of 90 feet or more had their first taste of water so far this year, following a busy 2010. A select few are previewed in the following pages. It promises to be quite a show, if not the beginning of a new golden era. This year's Monaco Yacht Show is September 21 to 24.

**STORY** Staff report

FOR MORE INFORMATION, VISIT [monacoyachtshow.com](http://monacoyachtshow.com).





» OCEANCO **SEVEN SEAS** Azure Naval architects, project manager Wright Maritime, designers Nuvolari-Lenard (exterior) and Molly Isaksen (interior) worked closely with Oceanco on its most recent delivery, the 282-foot *Seven Seas*. Her styling reprises what nearly equates to an Oceanco trademark: an infinity pool that doubles as a helipad. This pool, however, also has a glass wall that, in conjunction with a special projector, also serves as a screen for viewing movies from the water or the dock. Six cabins plus owners' suite on a private deck accommodate 12 guests, who can also enjoy movie night in the salon, equipped with professional projection equipment, or wander off on the yacht's two tenders.

**LOA:** 282ft. 2in. (86m) **BEAM:** 46ft. 6in. (14.20m) **DRAFT:** 7ft. 8in. (2.35m) **ENGINES** 2 x 4,680-hp MTU 16V 595 TE **SPEED (MAX.):** 20 knots

» DERECKTOR **CAKEWALK** If you missed her in Fort Lauderdale last year, here is an opportunity to catch up with one of the most talked-about yachts of 2010. Tim Heywood design on the outside, an interior by American designer Liz Dalton of Dalton Designs Inc. and a slew of other A-list companies collaborated on what was touted to be the largest yacht built in America in decades. Six decks plus a tank deck accommodate huge entertainment spaces, luxurious staterooms and extra-wide promenade decks. The sprawling garage with side tender doors was built for the owner's custom tenders. See the March/April edition of *Yachts International* for a full article.

**LOA:** 281ft. (85.6m) **BEAM:** 46ft. 11in. (14.30m) **DRAFT:** 13ft. 11in. (4m) **ENGINES:** 2 x MTU 16V 4000 M71 @ 3,306hp **SPEED (MAX.):** 17 knots  
**SPEED (CRUISING):** 15 knots

» FREIRE SHIPYARD **PEGASO** Located in Vigo, Spain, the Freire Shipyard specializes in commercial shipbuilding (tugs, fishing boats, patrol vessels, etc.). Little wonder, then, that this recently launched expedition-style vessel managed to avoid scrutiny for months. H2 Design and Mark Berryman collaborated on the design of this steel-hulled bluewater vessel born in Galicia. *Pegaso* was designed to cruise all around the world. This serious expedition yacht has a helipad and room for a submarine. Perhaps most amazing of all, she is said to have a range of 10,000 nm.

**LOA:** 241ft. (73.6m) **BEAM:** 43ft. (13.2m) **DRAFT:** 12ft. (3.8m) **ENGINES:** 2 x 3,149-hp Caterpillar **SPEED (CRUISING):** 17 knots





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» **SORAYA 46** This new yacht from a new shipyard combines heretofore little-known talents—young designer Jure Bukavec from Slovenian design firm Uniellé and interior designer Alès Bratina—with a roster of A-list names as far as systems and machinery is concerned. A widebody design creates exceptional volume inside. Clutter-free decks hide everything from tenders to safety rafts. A touch-and-go helipad is, unusually, located on the bow and a large beach club opens at the transom. An integrated electronics system feeds into a high-tech aircraft-style bridge. Soraya's parent company, Gentech Ltd., has built the full-displacement steel yacht, which has transatlantic range, in accordance with MCA and RINA rules.

**LOA:** 153ft. (46.6m) **BEAM:** 30ft. (9.1m) **DRAFT:** 8 ft. (2.45m) **FUEL CAPACITY:** 17,629 gal. (66,726L) **ENGINES:** 2 x 1,300-hp Caterpillar C32 ACERT **SPEED (MAX.):** 16 knots **SPEED (CRUISING):** 12 knots

» **SANLORENZO 46 STEEL RÊVE D'OR** Sanlorenzo will exhibit Hull No. 3 of its series in steel, *Rêve d'Or*. The 46 Steel, a steel displacement tri-deck with aluminum superstructure, is the flagship of Sanlorenzo's fleet. *Lammouche*, Hull No. 1, was introduced in Monaco last year. These yachts have custom interiors that give them individuality. However, all of them have a beach club and fitness area opening onto a huge bathing platform and generous deck spaces. On the operations side, other highlights include a tunnel accessing systems and a service area, transatlantic range and a top speed of about 17 knots. She is just below 500 gross tons.

**LOA:** 150ft. 11in. (46m) **BEAM:** 30ft. 6in. (9.3m) **DRAFT:** 8ft. 6in. (2.6m) **ENGINES:** 2 x 2,040-mHP CAT 3512B **SPEED (MAX.):** 17 knots **SPEED (CRUISING):** 15 knots **RANGE @ 12 KNOTS:** 4,000 nm

» **PENDENNIS HEMISPHERE** The charter market has seen a growth in the large catamaran segment in the last few years. But this one, a sail catamaran with naval architecture by French naval architects and multihull specialists Van Peteghem Lauriot Prévost (VPLP), at 145 feet and 500 gross tons, will be the largest luxury sailing catamaran available on the charter market, according to Burgess. With a mast soaring to 190 feet, it will have an imposing presence. Yet, for aesthetics as well as ease of use, decks have been designed to be clutter-free. Interior design is by Michael Leach Design. The interpretation of luxury on this catamaran is said to be comfort over glitz. A crew of eight will cater to 12 guests, accommodated in five cabins.

**LOA:** 145ft. (44.2m) **BEAM:** 54ft. 6in. (16.6m) **DRAFT:** 10ft. 8in. (3.25m) **SPEED (CRUISING):** 13 knots under power





» PROTEKSAN TURQUOISE **TALISMAN C** Proteksan launched the 231-foot *Talisman C* last spring, the largest yacht the Turkish shipyard has delivered to date. We had a sneak preview at what promises to be a great yacht for owners' use as well as charter (if she follows her predecessor, a 174-foot Proteksan available for charter). H2 Yacht Design styled the earlier yacht and the owners retained the firm again to design her larger sistership. The London-based design company styled the new *Talisman C* and gave her a sophisticated Art Deco-inspired interior. The owner's suite occupies about one third of the main deck and features a spectacular bathroom with great split-level design. A central staircase draws light from the skylight to the lower-deck lobby. A large tender garage accommodates tenders and toys.

**LOA:** 231ft. 6in. (70.54m) **BEAM:** 40ft. 2in. (12.23m) **DRAFT:** 12ft. 10in. (3.95m) **ENGINES:** 2 x 2,447-bhp **SPEED (MAX.):** 17 knots **SPEED (CRUISING):** 15 knots **RANGE @ 14 KNOTS:** 4,000 nm

» ROSSINAVI **NUMPTIA** This all-Italian yacht was built in Viareggio, in many respects Italy's yacht capital. This large and beautiful yacht is another great step for the relatively young Rossinavi shipyard. The yacht owes her stylish lines to Studio Spadolini. Interior designer Achille Salvagni, drawing inspiration from nature, used natural fabrics, a variety of woods from ebony to subtly bleached teak, plus glass, stone and metal to create an innovative interior. Axis Group Yacht Design did the naval architecture of this impressive hull with a long-range cruise of more than 7,000 nautical miles. The five decks include an appropriately named spa deck plus a 13-foot-long infinity pool.

**LOA:** 229ft. 8in. (70m) **BEAM:** 43ft. 3in. (13.2m) **DRAFT:** 11ft. 2in. (3.4m) **ENGINES:** 2 x 3,383-hp Caterpillar 3516B **SPEED (MAX.):** 18.6 knots **SPEED (CRUISING):** 16 knots

» ABEKING & RASMUSSEN **KAISER** The latest delivery in A+R's 60-meter yacht series has a distinct personality but shares similar qualities with sistership *Elandess*. Like her, *Kaiser* (or Emperor) owes her styling to Donald Starkey and interior to Bannenberg & Rowell. These two yachts also share solid engineering and construction, qualities that attracted the owner to the German shipyard, which delivered her to her owners, in the shipyard's words, "exactly on time." Exacting work from onsite interior fabricator Rodiek translated the designers' and owners' vision into reality. The steel-hulled yacht is built to Lloyd's class.

**LOA:** 197 ft. (60m) **BEAM:** 35 ft. 2in. (10.7m) **DRAFT:** 10ft. 8in. (3.5m) **ENGINES** 2 x CAT 3516B **SPEED (MAX.):** 16 knots **SPEED (CRUISING):** 14 knots **RANGE (MAX.):** 4,000 nm



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» CRN **DARLINGS DANAMA** *Darlings Danama* is the latest yacht in CRN's 60-meter series. Zuccon International Project has designed this series, which is built in steel and aluminum. This yacht features a pleasantly bright and light contemporary interior by architects Alexandre and Cristina Negoescu. A glass elevator allows guests to easily move in between four decks. In addition to a private master suite on the main deck, the yacht features a VIP suite with great views on the upper deck and four lower-deck cabins. This arrangement is well suited for charter, and the yacht was expected to make her debut on the charter market this summer. CRN, based in Ancona, Italy, is the part of the Ferretti Group.

**LOA:** 195ft. 2in. (59.5m) **BEAM (MOLDED):** 36ft. 6in. (10.2m) **DRAFT:** 9ft. 10in. (3m) **ENGINES:** 2 x 1,570-hp Caterpillar 3512B **SPEED (MAX.):** 15 knots **SPEED (CRUISING):** 14 knots

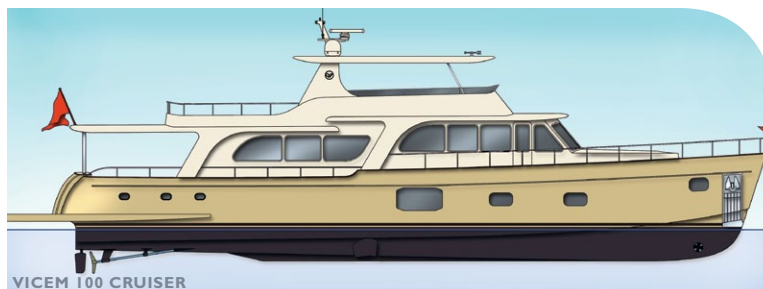
» PICCHIOTTI **GALILEO G** This is the second in the newly introduced Vitruvius series built by the Perini Navi Group's Picchiotti yard. Naval architect Philippe Briand, drawing inspiration from sailboats, favors long lines and a narrow beam in its "Briand Optimized Stretched Hull," first seen on *Exuma*. This much larger Vitruvius was built to ice class, allowing her owners to cruise from the Pacific to the Atlantic through the Arctic Ocean. We saw the vessel in the late stages of construction before her late-July launch. Extra-thick steel plates were used for the hull; the aft deck is built for cold weather and a single huge radar dome tops the boat, allowing the explorer to stay in touch even in hard-to-reach places. The interior is on the classic side with beautiful dark veneer.

**LOA:** 183 ft. (55.7m) **BEAM:** 34ft. in. (10.39m) **DRAFT:** 10ft. 6in. (3.2m) **ENGINES:** 2 x CAT 3512 C **SPEED (MAX.):** 16 knots **RANGE @ 11 KNOTS:** 9,000 nm

» COLUMBUS 177 **PRIMA** Columbus Yacht debuts in Monaco with *Prima*, the company's appropriately named first yacht. Sergio Cutolo (Hydro Tec Naval Architecture) and Tommaso Spadolini (interior) designed this full-displacement yacht with steel hull and aluminum superstructure. The MCA- and RINA-classed yacht was built in compliance with ABS rules and is suitable for unrestricted navigation. A large sun deck with Jacuzzi is one of several al fresco options. Six comfortable cabins include a full-beam owners' stateroom with balcony. The attractive décor, blending classic and modern elements, is neutral enough for owners to add their personal touch. A second vessel, a 160-footer, is currently under construction at the Palumbo Group's shipyard in Naples.

**LOA:** 176ft. 3in. (53.40m) **BEAM:** 33ft. 5in. (10.20m) **DRAFT:** 7ft. 8in. (2.35m) **ENGINES** 2 x 3,384-hp Caterpillar 3516B **SPEED (MAX.):** 21 knots **SPEED (CRUISING):** 17 knots





VICEM 100 CRUISER



CHE



SARAFIN

» SUNREEF 114 **CHE** Polish builder SunreefYachts has built its reputation with its growing line of sail- and power-cats. Many are available on the charter market, where the spacious interior and stability at anchor—thanks to the catamaran-hull configuration—are much appreciated by vacationing guests. *Che*, a sailing catamaran with a 42-foot beam, is currently the largest yacht in the Sunreef fleet. The owners created the relaxed interior using bamboo and pleasing shades of blue. The galley opens onto the salon, making a nice hub for entertainment. Four guest cabins accommodate seven. Built in aluminum with a carbon mast, *Che* cruises effortlessly under sail or power, with a range of 2,400 nautical miles at 11 knots.

**LOA:** 114ft. (34m) **BEAM:** 42ft. (12.8m) **DRAFT:** 8ft. 3in. (2.5m) **ENGINES:** 2 x 455-hp Cummins **SPEED (UNDER SAIL):** 12 to 20 knots **SPEED (UNDER POWER):** 11 to 14 knots

» VICEM 100 CRUISER It is, by far, the largest yacht yet in Vicem's Vintage series, built in mahogany and epoxy using cold-molded construction. It features a large flybridge and a roomy interior with five spacious cabins in the standard layout, which also includes a large U-shaped Gaggenau galley. A relatively small draft makes the yacht well suited to Caribbean or Mediterranean coastal cruising. Do not let this classic-looking yacht deceive you. She is rather speedy, with a 21-knot top speed and cruising speed of 17 knots. Equipped with a nice-size crew area and built to RINA certification, this yacht could do well in the charter market.

**LOA:** 106ft. 7in. (32.5m) **BEAM:** 23ft. 11in. (7.28m) **DRAFT:** 6ft. 3in. (1.9m) **ENGINES:** 2 x CAT C32 1,550hp **SPEED (MAX.):** 21 knots **SPEED (CRUISING):** 17 knots

» OYSTER 100 **SARAFIN** *Sarafin* is the first of a series of large sailing yachts that Oyster is building at the RMK shipyard in Turkey. RMK set up an entire building with a large curing oven to handle these large composite hulls at its facility in Tuzla. Extensive testing and surveys during the construction ensured the yacht complies with stringent class requirements (Lloyd's 100 A1). The sleek exterior is by Dubois Naval Architects. The interior, built as light as possible, is on the contemporary side—there is a choice of veneer as well as layout.

**LOA:** 101ft. (30.8m) **BEAM:** 24ft. 10in. (7.57m) **DRAFT HPB KEEL:** 12ft. 10in. (3.9m) **ENGINE (STANDARD):** 355-hp Cummins QSM11, C rated **SAIL AREA (FULL):** 5,307 sq. ft.





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» ISA 500 **PAPI DU PAPI** Celebrating its 10th anniversary this year, ISA is presenting a 164-foot yacht designed by Andrea Vallicelli with interiors by Francesco Paszkowski. It is one of three 50-meter steel-hulled yachts that were under construction simultaneously at ISA, whose naval architects and engineers developed the platform. While the three yachts have common technical features, they are vastly different in appearance inside and out. For a tri-deck yacht with a nearly 30-foot beam, *Papi du Papi* boasts a sleek and dynamic silhouette. The design includes two dramatic stairways leading to the beach platform, which connects to the interior through curved glass doors. The yacht includes six spacious staterooms.

**LOA:** 163ft. 10in. (49.95m) **BEAM:** 29ft. 6in. (9m) **DRAFT:** 8ft. 2in. (2.50m) **ENGINES:** 2 x CAT 3512C DITA SCAC **SPEED (MAX.):** 16 knots **SPEED (CRUISING):** 15 knots

» MONDO MARINE **ZALIV III** The 162-foot *Zaliv III*, with exterior styling by Giorgio Vafiadis and refined, modern interiors by Luca Dini, is a new showpiece for the Northern Italian shipyard, which specializes in metal construction. Designed to suit the needs of a large family, this all-aluminum yacht's layout features two master suites—including a large one with an office—on the upper deck, plus four lower-deck guests cabins. A fifth cabin on the bridge deck can be used by the captain or as an extra guest cabin. Teak and holly floors, leathers, linen and cotton upholsteries create a relaxed ambiance. *Zaliv III*, powered by twin MTU 16V 4000 M90 engines, can reach a top speed of 22 knots and has transatlantic range at 12 knots.

**LOA:** 161ft. 10in. (49.36m) **BEAM:** 29ft. 6in. (9m) **DRAFT (FULL LOAD):** 8ft. 6in. (2.6m) **ENGINES:** 2 x 3,650-hp MTU 16V 4000 M90 **SPEED (MAX.):** 22 knots **SPEED (CRUISING):** 20 knots

» HEESEN **SATORI** *Satori*, a stunning new all-aluminum semi-displacement Heesen, boasts sleek exterior styling by Omega and an ultra-modern interior design by Rémi Tessier, including his signature collection of sofas, tables and chairs. The main salon features a backlit white onyx bar and a rotating curved sofa. The curved interior walls have a Palladium leaf surface and ebony privacy panels. The atrium staircase between floors is an absolute showstopper. In addition to her super-large, super-Zen master cabin, she has two VIP cabins and two twin cabins. Speedy and under 500 gross tons, she is classed ABS+I and AMS MCA LY2 compliant.

**LOA:** 163ft. 4in. (49.8m) **BEAM:** 29ft. 7in. (9m) **DRAFT (FULL LOAD):** 8ft. 8in. (2.65m) **ENGINES:** 2 x MTU 16V 4000 M90 **SPEED (MAX. AT HALF LOAD):** 24 knots **RANGE @ 12 KNOTS:** 3,000 nm



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SORAYA 46



SANLORENZO 46



» **SORAYA 46** This new yacht from a new shipyard combines heretofore little-known talents—young designer Jure Bukavec from Slovenian design firm Uniellé and interior designer Alès Bratina—with a roster of A-list names as far as systems and machinery is concerned. A widebody design creates exceptional volume inside. Clutter-free decks hide everything from tenders to safety rafts. A touch-and-go helipad is, unusually, located on the bow and a large beach club opens at the transom. An integrated electronics system feeds into a high-tech aircraft-style bridge. Soraya's parent company, Gentech Ltd., has built the full-displacement steel yacht, which has transatlantic range, in accordance with MCA and RINA rules.

**LOA:** 153ft. (46.6m) **BEAM:** 30ft. (9.1m) **DRAFT:** 8 ft. (2.45m) **FUEL CAPACITY:** 17,629 gal. (66,726L) **ENGINES:** 2 x 1,300-hp Caterpillar C32 ACERT **SPEED (MAX.):** 16 knots **SPEED (CRUISING):** 12 knots

» **SANLORENZO 46 STEEL RÊVE D'OR** Sanlorenzo will exhibit Hull No. 3 of its series in steel, *Rêve d'Or*. The 46 Steel, a steel displacement tri-deck with aluminum superstructure, is the flagship of Sanlorenzo's fleet. *Lammouche*, Hull No. 1, was introduced in Monaco last year. These yachts have custom interiors that give them individuality. However, all of them have a beach club and fitness area opening onto a huge bathing platform and generous deck spaces. On the operations side, other highlights include a tunnel accessing systems and a service area, transatlantic range and a top speed of about 17 knots. She is just below 500 gross tons.

**LOA:** 150ft. 11in. (46m) **BEAM:** 30ft. 6in. (9.3m) **DRAFT:** 8ft. 6in. (2.6m) **ENGINES:** 2 x 2,040-mHP CAT 3512B **SPEED (MAX.):** 17 knots **SPEED (CRUISING):** 15 knots **RANGE @ 12 KNOTS:** 4,000 nm

» **PENDENNIS HEMISPHERE** The charter market has seen a growth in the large catamaran segment in the last few years. But this one, a sail catamaran with naval architecture by French naval architects and multihull specialists Van Peteghem Lauriot Prévost (VPLP), at 145 feet and 500 gross tons, will be the largest luxury sailing catamaran available on the charter market, according to Burgess. With a mast soaring to 190 feet, it will have an imposing presence. Yet, for aesthetics as well as ease of use, decks have been designed to be clutter-free. Interior design is by Michael Leach Design. The interpretation of luxury on this catamaran is said to be comfort over glitz. A crew of eight will cater to 12 guests, accommodated in five cabins.

**LOA:** 145ft. (44.2m) **BEAM:** 54ft. 6in. (16.6m) **DRAFT:** 10ft. 8in. (3.25m) **SPEED (CRUISING):** 13 knots under power



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PERI YACHTS 37M

» **BENETTI TOLD U SO** *Told U So* may be the 16th Benetti Vision, but she is unlike any of the other yachts in the series. Owner Kirk Lazarus, an entrepreneur, hotelier and designer, has been hands-on with every detail of the yacht's flow and style from its inception. With charter in mind and taking a page from his credo for his Molori Resorts, he has emphasized elegant comfort and service. The owner's suite yields a 180-degree view, and the shades open with the touch of an iPad. You can order "cabin service," turn the lights on and off and choose your music or movie also via iPad. There are many cozy corners for guests to be apart or come together. The garage is filled with toys, including a Riva 33 tender.

**LOA:** 143ft. (43.6m) **BEAM:** 29ft. 6in. (8.96m) **SPEED (MAX.):** 15 knots **SPEED (CRUISING):** 12 knots


» **HAKVOORT SNOWBIRD** A new custom yacht from the family-run Hakvoort shipyard in Holland, the 128-foot *Snowbird* makes a statement. "I think that color is what makes life interesting," says interior designer David Ostrander of the Illuminus Design Group. On the outside, this alluring oceangoing motoryacht with naval architecture by Azure and styling by Cor D. Rover is on the classic side from flared bow to nicely angled stern. The interior is a feast for the eyes with colorful artwork, fabrics and furniture pieces against a backdrop of book-matched teak walls and wengé soles. Built to Lloyd's regulations, this steel-hulled yacht has maximum range of 5,500 nautical miles, providing guests ample time to admire the artwork.

**LOA:** 128ft. (39m) **BEAM:** 26ft. 2in. (8m) **DRAFT:** 8ft. 3in. (2.55m) **ENGINES:** 2 x CAT C18 DI-TA **SPEED (MAX.):** 12.5 knots **SPEED (CRUISING):** 10.5 knots

» **PERI YACHTS 37M** Peri Yachts is a relatively new yard (the company's first yacht was launched in 2006) but it has made a name for itself, especially in Europe and the Middle East, by choosing quality over quantity. From the get-go, the yard enlisted well-known names, such as Bill Dixon for naval architecture and composite specialist High Modulus. To achieve a distinctive look that would set Peri Yachts apart from other composite builders in its size range, the company hired a lesser-known and innovative Turkish designer, Scaro Design. Today the range includes a new flagship, the Peri 41T. But it will be the newest Peri 37—a stylish widebody yacht—that the Antalya-based builder will present in Monaco.

**LOA:** 123ft. 10in. (37.75m) **BEAM:** 26ft. 3in. (8m) **DRAFT:** 6ft. 6in. (2.05m) **ENGINES:** 2 x 2,600-hp MTU 16V 2000 M94





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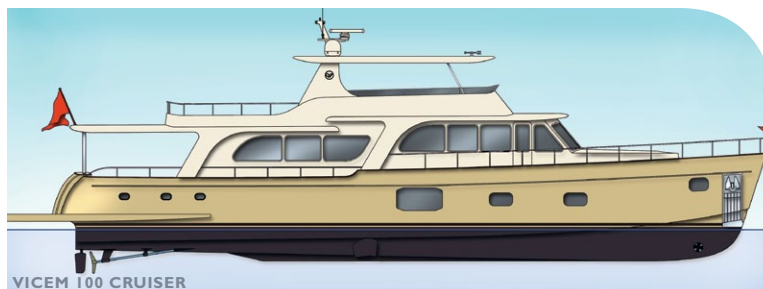
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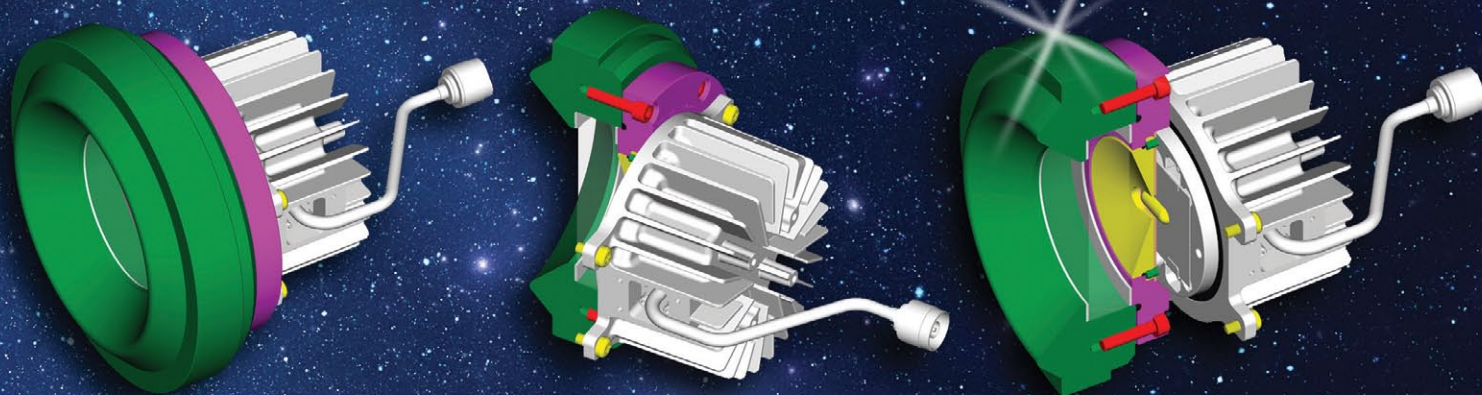
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# Talking





# Turkey

A recent trip to Tuzla and Antalya, Turkey, revealed that shipyards there are building a few of tomorrow's most impressive and interesting yachts. The international media caught onto something that the yachting world had already grasped years ago: Turkey, an emerging economic powerhouse at an important regional crossroads, is worthy of attention.

NOT ONLY IS TURKEY A SUPPLIER OF GOODS, its nationals are joining the ranks of luxury consumers. With a steadily growing GDP—among G20 members, Turkey had the strongest growth in 2010—the Turkish economy is creating new wealth, some of which is translating into yacht purchases. The European Union designated Istanbul as the 2010 European Capital of Culture (the political capital is Ankara), which heightened the profile of this waterfront city already well known for its rich history and culture.

Turkey's beautiful coastline and strategic location between the Mediterranean to the south, the Aegean to the west and the Black Sea to the north accounts for its vibrant boating culture, its long tradition of boatbuilding (the first shipyard dates back to 1390) and ancient seafaring history. In addition to a wide choice of beautiful cruising grounds, yachtsmen have access to quality infrastructure on shore. More than 20 marinas with 6,530 berths are located all around the coast. The Turkish government is fostering an ambitious program of marina expansion, attracting major developers. International marina operator Camper & Nicholson Marinas, for instance, opened the 400-slip Çesme Marina on the Izmir Peninsula in June 2010. Another 5,800 berths are expected to capture a rapidly growing nautical tourism industry (up 25 percent from 2009 to 2010). This is good news for boat- and yachtbuilders here, which are in a position to benefit from an increasing local market.

This development is particularly welcome. Turkey is the world's fourth largest yachtbuilding country behind Italy, the United States and Holland and even though it has advantageous labor costs and a well-established reputation, builders still had to contend with the global decline in new-yacht orders.

Like yachtbuilders elsewhere, several shipyards had to find creative ways to keep employees working until traditional markets—including the all-important North American market—recovered. Part of the answer in Turkey, as elsewhere, was refit work—a good bet, since many of the more recently established builders, like Sunrise Yachts, which built its shipyard from the ground up in the free-trade zone in Antalya, have tiptop facilities for tasks such as painting.

While many companies had to restructure or stall construction for a few months to wait out a general slump, optimism is tangible here. "When I came here it was a breath of fresh air. People are buying here; things are happening," says Patrik von Sydow, Numarine's new CEO, who recently moved his family from the UK to Istanbul. Just a few months ago, Floating Life (which manages, among others, a fleet of Norman Foster-designed yachts available for fractional ownership and charter) chose the Marmaris Yacht Marina as its base of operation in the Eastern Mediterranean. Italian Overmarine, builder of Mangusta, recently expanded its dealer network to Turkey, forming a partnership with La Mar Aqua, a strategic choice that has to do with Turkey's economy, location and natural beauty, according to CEO Maurizio Balducci.

Boatbuilding in Turkey is spread across the country, with active centers in Bodrum and Izmir, both represented by their own boatbuilders associations, in addition to the Istanbul area, Tuzla and Antalya on the Turkish Riviera. Limited in time, we focused on Tuzla and Antalya and still could not visit everyone. Here is a closer look at a few of the builders that opened their doors to us. It's only a sample of what goes on there.

**STORY** Cecile Gauert | **PHOTOS** Cecile Gauert and shipyards



# TUZLA/PENDIK AREA

Tuzla, located on the Bosphorus' Asian side, is considered an extension of Istanbul. In the early 1980s, the Turkish government fostered the development of a shipbuilding industry near what used to be a fishing village and resort area. Considerable growth in commercial work put Tuzla on the map and soon other boatbuilders moved in, attracted by the infrastructure, convenient location and abundant skilled labor. Today, from the rooftop terrace of the luxurious Divan Hotel, Tuzla appears to consist primarily of shipyards and cranes as far as the eye can see. Pendik and its marina are a few miles away, but still within easy reach of Istanbul and its international airport.



## RMK MARINE

RMK Marine is part of the Koç Holding Group, an industrial and consumer goods conglomerate of impressive scope (*Fortune* ranks the company as the world's 273rd largest). It is hard, probably impossible, to spend any time in Turkey without seeing the Koç name somewhere, from a television screen to a luxury hotel. RMK is both a ship- and superyacht builder, which accounts for its tight security and impressive facilities at the heart of Tuzla's shipbuilding area. On the commercial side, RMK Marine is working on an order for four 296-foot (90-meter) coast-guard cutters. In 2006, RMK Marine began building *Nazenin V*, a 170-foot (52-meter) Sparkman & Stephens-designed ketch with an interior by Redman Whiteley Dixon. The build of the aluminum sailing yacht was part of an overall strategy to build up RMK's profile as a superyacht builder, said Mike Burnham, RMK Marine's business development director, who showed us the shipyard. About the time *Nazenin V* was conceived, RMK also expanded its facilities and entered into an agreement to build large composite sailboats for UK-based Oyster Marine. A modern structure with five building slots is dedicated to the Oyster production. When we visited, we saw the Oyster 100 (which is expected to be in Monaco) and the Oyster 125, ready to launch in 2012. Both are built according to Lloyd's stringent

class rules, which mandated extensive and continued testing. To accommodate these large composite hulls, using the latest in infusion techniques, RMK Marine built a huge curing oven. Also nearing completion at the time of our visit was the Ron Holland-designed project BN80, a 148-foot (45-meter) expedition-style yacht with an interior by Design Unlimited. It features a huge master stateroom, a private deck and a sun deck with seating for 24 plus a Jacuzzi. Everything, except marine electronics, is done in-house. Interiors are built to scale in the large joinery shop, where craftsmen are as able to create a modern almost minimalist look (for the Oyster) as a traditional classic interior (as the one so eloquently featured on *Nazenin V*). There is plenty of room for refit work as well. Rahmi Koç, the Koç group's honorary chairman and an avid collector, also founded the fascinating Rahmi M. Koç Museum in Istanbul (see story on page 86).

**BN80—a Ron Holland project now in final stages of construction—as she'll appear finished; the first Oyster 100, seen here fresh out of the yard, will be at the Monaco Yacht Show; the hull of the first Oyster 125 was produced by infusion (6.3 metric tons of resin infused in four hours) and is believed to have set a record for the longest single infusion done to date**





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## PROTEKSAN TURQUOISE

It already had been an exciting year by the time we arrived in Pendik, Proteksan Turquoise's yacht-finishing yard. Three new yachts were added to the builder's growing fleet this year—bringing the total to 17 and counting. The opening of this modern facility in 2007, not far from Tuzla, marked the company's 10-year anniversary. Proteksan Turquoise was born of the merger of two experienced builders, Hayati Kamhi and Mehmet Karabeyoglu, who showed us the recently launched 231-foot (70-meter) *Talisman C*. A few weeks later, we caught up with *Yogi* and *Turquoise* (launched just a few months earlier) at the MYBA Charter Show in Genoa. There is more to come. A 238-foot (73-meter) yacht and a 164-footer (50-meter) are already in Pendik. Plus a 246-footer (75-meter), was at Proteksan's hull facility located in the Kocaeli Free Trade Zone at the time of our visit. The shipyard, a member of the Superyacht Builders Association since 2010, builds all aluminum or aluminum/steel yachts and has forged a reputation that has attracted high-profile owners, including the Russian government. Karabeyoglu, who built the first *Turquoise* (now *La Naturalle Dee*) in 1994, estimates that the shipyard is able to

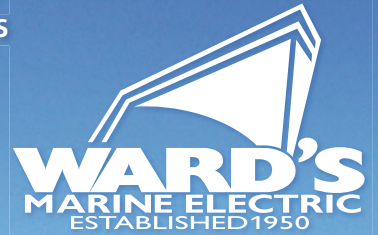
sell at prices that are 20 percent lower than comparable yachts built in Italy and 25 to 35 percent less than most Dutch shipyards, while still delivering quality. "There is no magic at all," he says. "We are able to spend more time on labor, and that's the key." While clearly Proteksan Turquoise has established its reputation with its aluminum and steel yachts, it has not turned its back completely on tradition. We had the unexpected pleasure to also visit Karabeyoglu's personal sailboat, the lovely *Jazz Jr.*, which was there for maintenance and light refit work. Karabeyoglu, who is an avid sailor, allows this lovely 108-foot (33-meter) classic yacht to take charter guests around Greece and Turkey. Karabeyoglu is building a sistership for a friend, using the same traditional techniques and materials he used to build *Jazz Jr.*

***Talisman C*, *Yogi* and *Turquoise* in Pendik; the next project, the 238-foot *Vicky*, is seen entering the finishing hall; *Turquoise* (below right) was built for a repeat customer who helped put the shipyard on the international map in 1994 with the first *Turquoise* (now *La Naturalle Dee*); *Talisman C* during sea trials**





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## NUMARINE

It is a bit unexpected, when looking for the Numarine shipyard, to find it perched atop a hill overlooking Tuzla. But this is where founder Ömer Malaz was able to build the kind of modern industrial facility he envisioned for a line of stylish composite boats produced using infusion techniques. In November, Patrik von Sydow came aboard as CEO of Numarine, which now has backing from Dubai-based investors. Sydow, who is Swedish by birth, lived in the UK for 19 years. His experience in the marine sector includes positions

**A 2010 Numarine 78 HT, with a custom paint scheme, shows its power and speed; the modern shipyard handles everything in-house, from hull construction to interior fittings and stainless-steel work; Patrik von Sydow, who recently took over as CEO, is impressed with Turkey's vitality**

with Sunseeker and Sealine. His first encounter with Numarine in 2005 intrigued him enough to keep in touch. Last year, Sydow moved to Istanbul to help fulfill the company's ambition to reach new heights. Recently, Numarine hired Connect Marketing—a company whose clients include Bentley—to help shore up its brand identity. Sydow would like

to see Numarine benefit from its affiliation with Istanbul, one of the hottest European cities.

Turkey is very much part of Numarine's DNA. It is the home of Numarine's founder and of industrial designer Can Yalman (one of the designers who gave Numarine boats their edgy look). In addition, Sydow says Numarine is attracting local buyers who have the means and desire to spend. So, why not emphasize Numarine's ties to Turkey? Another priority is to continue accentuating similarities between models, currently ranging from 55 feet (17 meters) to a 102 feet (31 meters). The 102 RPH, the current flagship, will make a repeat appearance at the Cannes boat show this year. A great-looking 130 widebody (40 meters) is also on the drawing boards but has yet to be built. While in Tuzla, we had the opportunity to hop aboard the shipyard's latest 78 HT (24 meters) before it was shipped to its owner in Brazil. It has a nice, firm ride and a gift for exhilarating acceleration to 36-plus knots. Numarine is also planning to display this model at the Fort Lauderdale International Boat Show in October through its US dealer Pegaso Marine.





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## PERINI NAVI – YILDIZ

The Perini Navi Group built upon an existing facility in Turkey 20 years ago and is one of the first international superyacht builders to set up shop in Tuzla. It was here that the company's flagship, the *Maltese Falcon*, was built entirely in a hall now dedicated to steel work. With a separate hall that handles aluminum construction and several workshops (for cutting and prefabrication), the recently expanded Yildiz yard is prepared for heavy metal work and more. Echoes of heavy-duty metal work fill the halls as we meet up with CEO Burak Akgül aboard the impressive 240-foot (73-meter) Vitruvius, which will have electric azipod propulsion. Climbing the raw metal steps is a real workout as the yacht reveals its awesome scale over five decks. The group, which has forged its reputation with a range of innovative sailing yachts, now also includes the Picchiotti motoryacht division. The first in the Vitruvius series was the extremely well-received *Exuma*, which has cruised the world extensively since delivery and keeps exceeding expectations in terms of range and fuel efficiency.

The 180-foot (55-meter) ice-class Vitruvius, expected to be at this year's Monaco Yacht Show, also had its beginnings at this waterfront facility. In fact, all the Perini Navi Group yachts start here, although the shipyard, which is equipped to do more, most often waves the yachts farewell after completing everything from hull construction to wiring. From here, the yachts go to La Spezia, Italy, for finishing. Also under construction here were two sailing yachts, a 131-foot (40-meter) lightweight fast cruiser and the first 197-footer (60-meter), which will replace the Perini 56m and will be available as a ketch or a sloop.

**A rendering of the largest Vitruvius yet shows off her dimensions; the center image shows sections of the hull going into the assembly hall and, at right, a transom photo shows the hull in much more advanced stages of construction; on the left is the first Perini Navi 40 S/Y, a fast cruising cutter designed in collaboration with Ron Holland, in earlier stages of construction**



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Black Sea to the Sea of Marmara, colorful boats took passengers across the one- to two-mile stretch. Examples of the elegant wooden Bosphorus boats are part of the museum's permanent marine collection. As a true collector, Rahmi Koç has a keen eye for the exceptional and objects that best illustrate history in any of the museum's area of interests: automobile, aviation, marine, engineering, communications and more. The marine gallery features one of Riva's most beloved models, a beautiful Aquarama, powered by two Chris-Craft V8 engines. Preceding the Aquarama by just a year is an early example of an amphibian vehicle, a German-built Amphicar. A single Triumph Herald rear engine powered what is a rare example of an amphibian vehicle designed for fun rather than military use. The quirky Amphicar met great success in the car-crazy United States, where it has its own Owners' Club. From engines to full-size vessels,

including a US-built submarine, to a fantastic collection of ship models, which includes a detailed scale model of JP Morgan's *Corsair*, marine buffs can occupy several fun-filled hours. But there is much more to see in 124,000 square feet of indoor and outdoor exhibits on cobblestoned streets, which host special events. Two hours spent browsing the permanent collection and a visiting exhibit on mechanical musical instruments did not allow us to see the museum's extensive collection of scientific instruments, which includes a two-day marine chronometer attributed to Scottish marine instrument-maker David Stalker.

For more information, see [rmk-museum.org.tr](http://rmk-museum.org.tr)

**A plane points to the old Ottoman anchor house; a Riva Aquarama in the marine gallery; Vernicos is one of several restored commercial boats and steam tugs; founder Rahmi Koç**





# ANTALYA FREE ZONE

Antalya is a tourist destination on the Turkish Riviera with a seashore promenade—not unlike La Croisette in Cannes—and a vibrant history. Within a few miles of the free zone where the yachtbuilders are concentrated are an old harbor, which dates back to the founding of the city in 150 BC; the historical site of Termessos, in nearby mountains; a vibrant commercial center and an international airport. Founded in 1987, the free zone is in a pleasant environment between mountains and the sea. Tax benefits have attracted a variety of tenants. At the time of our visit, there were approximately 15 different active boatbuilders in Antalya.



## CYRUS YACHTS

Okan Onal, the busy technical director of Cyrus Yachts, says that the local market is keen on the boutique shipyard's retro-style semi-custom yachts, with Dutch design and naval architecture—which, at first, came as a bit of a surprise. Two of five of the 113-foot (34-meter) Cyrus 34s the company has built to date were sold to Turkish yachtsmen, and the most recent inquiry Cyrus received also comes from Turkey. The well-organized shipyard, under Vitters management, is keeping busy with a number of extensive refit projects. It is set up to do all work in-house for its high-quality semi-custom motor yachts, ranging from 99 feet (30 meters) to 131 feet (42 meters) and built to RINA class. The first Cyrus 34, appropriately named *Cyrus One*, had come home for some routine work. It was presented at the Monaco Yacht Show in 2008, and its stylish custom interior showed outstanding workmanship. The styling may be retro but systems are to the latest standards. When we visited, the shipyard also was hosting a couple of sailing yachts, including a recent launch from Vitters. The extensive woodshop is able to do detailed work,

including building furniture (as it has for the Vitters sloop *Lady B*). The 70 current employees are able to tackle a range of complicated tasks, from hull extensions to engine and systems refits. Unquestionably, however, a new order for the yet-to-be-built Cyrus 42 would be a welcome development. The newest model in the Cyrus range is ready to start with an order. With full engineering done, construction time would be two years. This 131-foot semi-displacement yacht shares the lovely retro modern look of the earlier and smaller ones, with styling by Rene van der Velden. Fully stabilized and built in composite, the Cyrus 42 has a cruising speed of 14 knots, which gives it a range of 4,000 nm and a top speed of 19 knots.

**The Cyrus 34 *Cipitoubia II* peeks out of the yard before her launch in June 2009; below right is *Cyrus One*, which recently returned to the shipyard for some regular maintenance; hull No. 6 of the Cyrus 34 series is ready to go, waiting for an owner to add his or her personal touch to the interior; Cyrus Yachts builds semi-custom yachts, now including the Cyrus 42**



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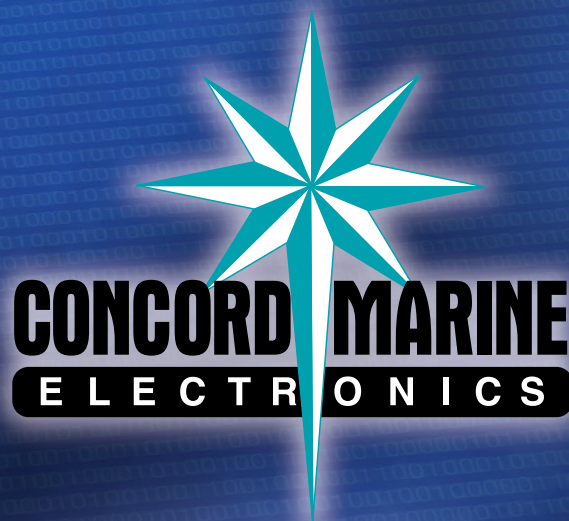


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## SUNRISE YACHTS

You could say that Guillaume Roché, cofounder of Sunrise Yachts, built a shipyard to address all of his frustrations as a captain. It would be an exaggeration, but he freely volunteers that his extensive experience on boats plus a decade or so as a boatbuilder and project manager in Turkey (initially in Tuzla) have sharpened his eye for the practical details that make life aboard so much easier for the captain, the crew and, of course, the guests. Roché and his German business partner Herbert Baum, at times a yacht owner himself, started their adventure in Antalya after a chance meeting in 2005. The facilities they built are top notch. Chauffeured car service is available for VIPs who breeze through the Antalya Free Zone's security gate and drive a few yards to reach the impressive Sunrise Yachts corporate offices. The partners seemingly thought of everything: owners and owners' reps have their own comfortable offices; the subcontractors can set up shop onsite and the employees have a nice garden for outdoor barbecues and an indoor cafeteria. Sunrise Yachts clearly aims to be the perfect environment to build, paint and service a yacht and provide visiting owners with a pleasant experience. The big investment included a state-of-the-art climate-controlled paint shed, which proved a good idea to capture welcome refit work. At the 2009 Monaco Yacht Show, Sunrise Yachts presented its first

yacht, a 147-foot (45-meter) tri-deck then named *Africa* (see *Yachts International* November 2009). Hull No. 2 is now well under way and a walkthrough revealed an eye for detail. The method used to affix pipes requires no welding (just a crimping tool to hold them in place). The engine room is nicely laid-out and clutter-free; one of the reasons is that all water systems are located in one separate area, which also helps reduce the amount and length of the pipes. A tunnel runs through the entire boat for easy access to the system. Accommodations are generous, with a full-beam master suite plus four guest suites and five crew cabins. Plus, there is a proper office for the captain, a position that Roché equates to that of chief operator and manager of a multi-million-dollar company.

The shipyard is currently building a 206-foot (63-meter) Espen Øino-designed yacht. Øino has cooperated with the shipyard on several attractive models, including the Sunrise 50 and Sunrise 54.

**Sunrise Yachts built a climate-controlled painting hangar (below left) along with great offices and construction bays; currently under construction is a 206-foot yacht designed by Espen Øino, who also developed the Sunrise 50 seen below; the shipyard's aerial photo reveals some of Antalya's natural assets**





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## VICEM YACHTS

Vicem Yachts has contributed to shoring up the profile of Turkish builders in the United States with its classic cold-molded boats, which include a range of attractive cruisers now under the moniker of Vintage line. In recent years, the company diversified, adding to its traditional wooden boats and cold-molded techniques a

**Vicem Yachts' Vulcan line in composite includes the Vulcan 32 RPH, seen here on its way to the assembly hall, and the Vulcan 46, currently under construction in Antalya; a full-size mockup of the interior (far right) built by Vicem's craftsmen faithfully duplicates the modern décor created by Art-Line for the stylish tri-deck seen in the rendering**

line of yachts built in composite, including a 151-foot (46-meter) tri-deck, with naval architecture by Frank Mulder and interior by Dutch designer Art-Line, which we saw in the last stages of construction. Unfortunately, the timing for the introduction of this new Vulcan Line (which also includes a 105-footer) coincided with the financial crisis. Still, the yard forged on and we toured a very advanced project, managed

with utmost professionalism and care by Dutch-born and US-residing project manager Bob Riemens. It's very impressive, even at this stage. It's meant to be light for a boat this size (speed being one of Mulder's hallmarks) and includes top-of-the-line equipment and systems, as well as effective sound insulation from Van Cappellen. While top speed should be anywhere between 25 to 28 knots, the four-stateroom yacht, built to RINA class, is also capable of transatlantic range. When we visited Vicem Yachts—which, since 2006, is also part of a large Turkish industrial group, Sanko Holdings—the company was in the process of consolidating all of its operations in Antalya, where it already has several construction halls. It will be closing its Tuzla facility, where we had the opportunity to walk through the nearly complete interior of the Vicem 46. There was also a full-size mockup of another project known as Vanguard, a fast and stylish open-style boat born of the collaboration of designers Michael Peters and Pininfarina. Vicem Yachts forges ahead with one location and three lines: Vintage, Vantage and Vanguard.





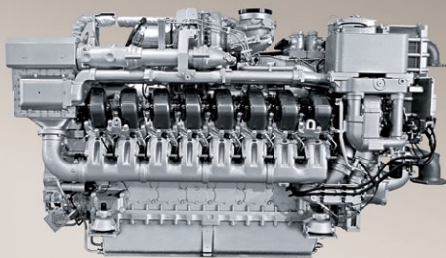


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# RAHMI M. KOÇ MUSEUM



**The museum, on the banks of the Golden Horn, celebrates transportation and industry**

THE *LIMAN 2* CHUGS ALONG, ITS PISTONS GOING UP and down noisily but efficiently as the engineer charged with the old steam engine looks on. A cool fog envelops minarets of the cityscape as she cruises along, occasionally blowing her steam whistle. Never mind her many years of service, this 1935 Dutch-built tugboat, which was retired from official duty for the Port of Istanbul in 1990, now resides at the restored Hasköy Dockyard and still happily cruises Istanbul's Golden Horn for museum visitors. This is a lucky turn of events for the old tug. The museum's senior residents receive the best of care—lovingly restored, painted, polished and displayed in a historic setting at the heart of an increasingly fashionable Istanbul neighborhood. The *Liman 2* is part of an amazing and diverse collection at the Rahmi M. Koç Museum, founded by businessman and philanthropist Rahmi Koç. The museum literature says that his interest in transportation began

at an early age when his father, Vehbi Koç, gave him a toy train he brought back from a business trip in Germany. Vehbi, who started as a grocery-store owner in Ankara, founded a company that bloomed into an industrial and financial empire. Rahmi Koç who succeeded his father, presided over the fortunes of Koç Holding, for two decades. While growing the business, now in the hands of his own son, Rahmi pursued his passion for collecting objects that illustrate the history of industrialization and transportation.

In 1994, he founded this museum in an 18th century Ottoman anchor house. As his collection—which also includes planes, trains and automobiles—grew, the museum spilled across the street into an old dockyard on the banks of a tributary of the Bosphorus. At a time when no bridges spanned the banks of the strait linking the



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Black Sea to the Sea of Marmara, colorful boats took passengers across the one- to two-mile stretch. Examples of the elegant wooden Bosphorus boats are part of the museum's permanent marine collection. As a true collector, Rahmi Koç has a keen eye for the exceptional and objects that best illustrate history in any of the museum's area of interests: automobile, aviation, marine, engineering, communications and more. The marine gallery features one of Riva's most beloved models, a beautiful Aquarama, powered by two Chris-Craft V8 engines. Preceding the Aquarama by just a year is an early example of an amphibian vehicle, a German-built Amphicar. A single Triumph Herald rear engine powered what is a rare example of an amphibian vehicle designed for fun rather than military use. The quirky Amphicar met great success in the car-crazy United States, where it has its own Owners' Club. From engines to full-size vessels,

including a US-built submarine, to a fantastic collection of ship models, which includes a detailed scale model of JP Morgan's *Corsair*, marine buffs can occupy several fun-filled hours. But there is much more to see in 124,000 square feet of indoor and outdoor exhibits on cobblestoned streets, which host special events. Two hours spent browsing the permanent collection and a visiting exhibit on mechanical musical instruments did not allow us to see the museum's extensive collection of scientific instruments, which includes a two-day marine chronometer attributed to Scottish marine instrument-maker David Stalker.

For more information, see [rmk-museum.org.tr](http://rmk-museum.org.tr)

**A plane points to the old Ottoman anchor house; a Riva Aquarama in the marine gallery; Vernicos is one of several restored commercial boats and steam tugs; founder Rahmi Koç**





# WE USED TO SELL YACHTS AS LUXURY ITEMS

## IN TODAY'S WORLD THEY'RE REALLY A NECESSITY

Years ago buying a yacht like the 136' Hargrave "DREAMER" pictured above was fun and exciting and represented a once-in-a-lifetime reward for those of you who made the sacrifices and paid the price to reach the pinnacle of your profession. Your successes became the mirror of the American Dream.

Today things have changed and successful people have now become the target of every two bit politician from the White House on down, tolerated by most on the right and vilified by most on the left. It almost seems like when they are not discussing ways to take away your personal assets they are drafting some piece of legislation that will shut down your business.

Maybe that's why being on the water has become almost a necessity for today's entrepreneur, providing a refuge where they can leave the insanity of today's world behind to focus instead on finding creative solutions that will power their company into the future.

Having big dreams in your business and personal life is what drives our segment of the economy and creates thousands of jobs for all the boat companies you see in this magazine. If you ever get discouraged and think nobody in the world cares about you and your dreams, trust me, the boating industry does!

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Michael Joyce / CEO, [mjoyce@hargrave.org](mailto:mjoyce@hargrave.org)

**HARGRAVE**  
CUSTOM YACHTS



# AMELS 212 Imagine...





A few hours aboard the new Amels *Imagine* proves that it is possible to get close to a goal that is elusive, even in the realm of superyachts and superlatives—flawlessness. She is a yacht with great credentials and features that make life on board wonderful. *Imagine* debuts at the Monaco Yacht Show.

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







**ABOVE:** The main salon is an elegant area with a piano and large flat-screen TV; stitched leather ceilings and faux leather panels complement wood flooring in jatoba with wengé details; eucalyptus in a satin finish frames the large windows

*Imagine's* stylish Yachtwerft Meyer tender spins around the new reigning queen of the Amels Limited Editions in an approach perfectly choreographed for full effect.

It gives me time to take it all in: her nice lines, perfect gray hull paint and gleaming white superstructure. The first impression I get from *Imagine* is that for a 1,503 gross-ton yacht, she is quite elegant, lean and pleasantly restrained in her styling. She owes her good looks to designer Tim Heywood, who has worked with Amels on the 171, 177, 199 and 212 Amels Limited Editions models.

I ascend the few easy steps leading to the aft deck, where crewmembers offer silver trays of golden champagne—a nice way to break the ice. The aft deck is perfect for entertaining small or large groups and it does not take long for a small circle to form by the salon entrance, chatting amiably, champagne flutes in hand.

I take a peek through the glass doors surrounding the dining room, which is, unusually, the first room you encounter when entering from the aft deck. Jim Dixon, associate director of Andrew Winch Designs and a fine-furniture designer, created the





custom table in carved wengé, which stands very well on its own as a decorative piece between the exterior and interior spaces.

It is a clever idea to have the dining room here, as it opens up more space for the living area. *Imagine*'s salon looks like it belongs in an elegant home, with its Bechstein Grand Piano, upholstered sofas and chairs, stylish coffee tables and wide passageways. Big windows with eucalyptus shutters and fabric blinds, stitched faux-leather ceiling, parquet flooring (a combination of jatoba hardwood and wengé), crushed copper and mother-of-pearl accents, a backlit alabaster bas-relief and a hand-picked antique Persian rug all work in concert to create an elegant yet approachable space.

The highly customized interior owes its modern sophistication to Andrew Winch Designs in close collaboration with the owners' representative, Yavor Nenov. An important amendment one of the owners made to the planned design was to use copper instead of stainless steel for nearly all interior fixtures, including light-bulb casings. This seemingly minute detail helps the overhead lights cast a pleasant glow that softens the décor.

It is abundantly clear by now, even without looking further, that *Imagine* strikes a great balance between engineering and creativity. Countless details went into making her what she is—a luxurious vessel able to entertain while safely and comfortably taking guests to faraway places or, if they prefer, enjoying a secluded anchorage.

**ABOVE:** The dining room is the first room guests encounter when they step inside; the expandable table in brushed wengé comes from Andrew Winch Designs; it sits atop a matching floor detail in breccia oniciata marble, an elegant prelude to the wide-open salon





**ABOVE:** Blackout roller blinds ensure a restful night in the full-beam master stateroom; eucalyptus wood, leather, touches of copper and a jacquard fabric panel create a contemporary and soothing ambiance

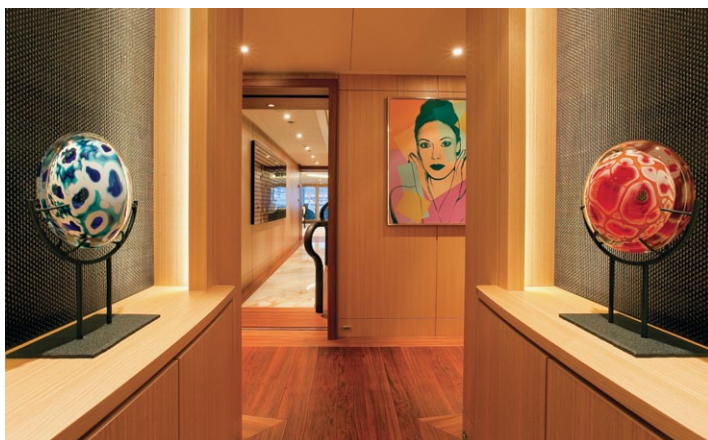
Hull No. 1 of the 212 Limited Edition Series gets high marks during a cruise along the Palma coast, gliding effortlessly at 13 to 14 knots through a moderately choppy Mediterranean sea. The 20- to 25-knot winds are barely noticeable. Consumption at 13 knots is about 185 gallons an hour (about 317 gph at the 17-knot top speed).

As part of Damen Shipyards, a shipbuilding conglomerate with more than 5,000 vessels to its credit, Amels has access to extensive resources in terms of naval architecture. As a basis it chose the already proven hull it used for the custom-built Amels *My Shanti* (now *Aquarius*) delivered in 2007. Four fin stabilizers work in conjunction with the optimized full-

displacement steel hull (no bulb) to provide a steady ride. The Quantum stabilizers also work at anchor. The yacht drops anchor off a secluded beach long enough for us to enjoy a multi-course lunch expertly prepared by the yacht's Neapolitan chef, Tiziano Nastri. While the tender gently bobs along the swim platform with the current, the yacht stays impressively still. The side glass panels protect us from the wind without spoiling the panorama. They are welcome additions on that breezy and occasionally drizzly March day.

Noise and vibration are other big comfort spoilers, and air conditioning can be a big contributor in that category. *Imagine* features an efficient and quiet climate system by Heinen & Hopman. And, in order to further





**ABOVE:** On *Imagine*, the owners chose to have matching VIP rooms on the bridge deck, which have particularly attractive opening balconies; an elegant staircase with leather-covered banister leads to the cozy and quiet lower-deck cabins





**ABOVE:** A panel with modern artwork slides down to reveal a large TV screen in the spacious skylounge; the folding glass panels on the aft deck are welcome additions on windy days

help regulate ambient temperature, the shipyard used specially treated double-pane glass (covered with an anti-UV metal-based film) for all windows. Two VIP suites on the bridge deck feature full-length windows so that their occupants can step out on to a small balcony to enjoy the ocean breeze.

Holland-based consultant Art Unlimited helped the owners select and place the art, which includes paintings, prints and photos, mostly from contemporary artists. These pieces add drama, color and a fun element. An interactive piece by rAndom International—featuring mirrored OLEDs (organic light emitting diodes) that react to an electrical current—engages everyone. There is also a photo of Yoko Ono and John Lennon composing

the song that gave the yacht her name.

As comfortable and attractive as the yacht's interior is, the decks offer many compelling reasons to step outdoors. Designer Tim Heywood added signature curves to the topsides of the superstructure. Similar ones are evident on other Tim Heywood-designed yachts, but here they are more than cosmetic, delineating two lovely alcoves. The owners' project manager was so fond of these quiet nests, ideal for contemplation or reading, he suggested to take them a step further, with the addition of an eye-shaped window, so you can curl up on the terry cloth-covered mattress and watch the waves streaming alongside the hull.

The pool with swim-up bar on the foredeck area and



the Jacuzzi in its nest of sun pads invite more social gatherings. The deep pool is able to drain in three minutes (a Lloyd's requirement). Side-view windows, opening onto the top-floor landing and the side of the pool, add a playful touch. There is also a gym with great views. Another dining room is located there under the radar arch. The spacious aft deck is reserved for sunbathing with a huge comfortable striped sun bed and lounge chairs. When stowed out of the way, they make room for an optional touch-and-go helipad.

Few guests will ever enter the yacht's crew and technical areas, yet they are very important. Happy crew, happy guests, they say, and functionality is a major requirement for trouble-free cruises. The garage is spacious with

side doors and built-in cranes to haul and deploy the tenders. The two-level engine room is meticulously organized around two Caterpillar engines and feature a soundproof engineer room. The impeccable galley is nothing flashy but features ample prep and storage space and top-of-the-line stainless-steel appliances to steam, fry, bake or roast. The crew has a comfortable mess for meals and nicely appointed and easy-to-maintain cabins. The laundry room will be able to handle a great load of towels and sheets all at once.

One area guests will probably end up visiting frequently is the bridge where we spoke with Captain Grahame Shorrocks, a Scotsman by birth who has spent 25 years of his career in yachting, 16 years as

**BELOW:** The sun deck is divided in two; aft is another outdoor dining area and two alcoves with windows overlooking the ocean, ideal for daydreaming; the aft deck can accommodate an optional helipad







**BELOW:** A contra-flow pool, Jacuzzi and sunbathing area share space on the sundeck's forward area; through the sliding-glass doors is a panoramic and climate-controlled gym



FOR ADDITIONAL CONTENT  
AND DECK PLANS, SEE THE  
DIGITAL EDITION

a captain. The bridge is a great place from which to enjoy navigation through vertical windows. The black leather-upholstered banquette, behind the leaning post, is comfortable and easily accessible. Instead of the somewhat intrusive table partially blocking access to the banquette, there is a smaller adjustable table and armrests with built-in cup holders. A walkaround integrated bridge is clutter-free with five easy-to-view screens. Just out of the sturdy doors are the side-swing stations. Capt. Shorrocks stepped outside and maneuvered the ship expertly to line up with the docks in Palma de Mallorca's Club de Mar, as easily as if this

were a boat half her size. Years of experience helped no doubt, but so did the yacht's in-line Voith thruster/propeller (an axle-free, electrically driven propeller), which quietly assists in moving the yacht sideways.

This yacht has two owners—business partners—but one cohesive and elegant interior, which will appeal to many.

The yacht was delivered early and with only five items to revisit on the checklist. Four were fixed within no time and the fifth was an owners' change request, Nenov said.

Yes, indeed, *Imagine*...leaves little to be desired. ■

For more information, visit [amels-holland.com](http://amels-holland.com), or for charter information, [fraseryachts.com](http://fraseryachts.com).

## Amels 212 *Imagine*

LOA: 215ft. (65.5m)  
LWL: 194ft. 2in. (59.2m)  
BEAM: 39ft. (11.9m)  
DRAFT (FULL LOAD):  
12ft. 7in. (3.85m)  
DISPLACEMENT: 1,400 metric tons  
TENDERS: 2 x 27ft. custom  
tenders  
ENGINES: 2 x 2,680-hp Caterpillar  
3516B diesels

GENERATORS: 3 x Caterpillar  
SPEED (MAX.): 17 knots  
SPEED (CRUISING): 13 knots  
RANGE @ 13 KNOTS: 5,000 nm  
STABILIZERS: Quantum 4 x fins  
BOW THRUSTER: 1 x "inline" Voith  
thruster @180kW  
FUEL CAPACITY:  
40,947 gal. (155,000L)

FRESHWATER CAPACITY:  
10,039 gal. (38,000L)  
GROSS TONNAGE: 1,503 GT  
CLASSIFICATION: Lloyd's Register  
EXTERIOR PAINT: Awlgrip  
EXTERIOR STYLING:  
Tim Heywood  
INTERIOR DESIGN:  
Andrew Winch Designs  
BUILDER: Amels – 2011

\*Original dimensions are provided in the metric system





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# Thrilling

The aptly named new AeroCruiser 38 II  
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of 47-plus knots







# ride ABOARD Shooting Star

STORY Jill Bobrow | PHOTOS Thierry Ameller







**ABOVE:** Art-Line created the décor, balancing form and function; central to the concept are natural light and a close connection with the outdoors

Something is rocking in the State of Denmark—the recent launch of the new Espen Øino-designed, fast all-carbon-fiber AeroCruiser 38 II *Shooting Star*. Denmark, a country comprised geographically of a peninsula and several islands, has a decidedly seafaring culture, but is not universally recognized for superyacht building. For the uninitiated, Denmark invokes the usual clichés—the occasional reference to the one-liner from Hamlet, the Little Mermaid, and Danish Modern—but in terms of the luxury yacht market, Denmark has been a bit of a superyacht sleeper in the last few years. That is about to change. With the advent of *Shooting Star*, the discerning yachtsman will now be reawakened to innate capabilities of this proud little country, and, in particular, to the builder Danish Yachts. Christina Sørensen Lotter, a director at Danish Yachts, premiered the builder's stunning “new baby,” *Shooting Star*, to a select group of VIPs and press at a party at the chic Port Palace Hotel in Monte-Carlo last May.

“We pride ourselves in three things—which we call CAS—our craftsmanship, our architecture and our services to our clients,” Lotter says. Speaking in a strong, clear voice, with a British boarding-school accent, the lovely and charming Lotter



was beaming with pride when she introduced the distinctive-looking newly launched yacht. This was the first viewing since the boat splashed in Skagen—a fishing village at the northern tip of Jutland—home and headquarters of the Danish Yachts' shipyard. Lotter proudly announced that much of the team is Scandinavian, her family and yard is Danish, the naval architect Espen Øino is Norwegian, and the captain of the boat is Swedish. While an international effort went into the concept of this yacht, Lotter likes to emphasize its Scandinavian roots.

Lotter's late father, Jørgen Philip-Sørensen, astute businessman and founder of the enormous international security and service conglomerate G4S, was also an avid

sailor. That avocation led him to invest in Danish Yachts' shipyard more than 10 years ago. Danish Yachts builds sailing yachts, motoryachts and military vessels for the Danish Navy. The new AeroCruiser II line at 125 feet (38 meters) invokes the yard's earlier 115-foot (35 meters) *Moon Goddess*, also designed by Espen Øino and built in 2006 for the then owner of *Princess Mariana* (see *Yachts International*, March 2007). Danish Yachts is also renowned for building the exquisite *Ranger* in the spirit of the 1937 J-Class yacht. At one point in history, the yard belonged to a group of Danish yacht yards called Royal Denship. The shipyard's naval architect, Michael Pedersen, is quick to point out that Danish Yachts is no longer associated with the group at all. Danish Yachts is

**BELOW:** An unconventional approach to entertainment and dining takes full advantage of the outdoors; all materials are treated for marine use; a steering wheel and joystick take center stage on the high-tech glass bridge—engage!




---

The yacht is  
aerodynamic  
from the  
get-go and as  
snazzy as a  
Lamborghini  
convertible

---



privately managed and financed under the auspices of the Skagen Trust, a well-consolidated London-based fund. The yard, which has three production halls covering an area of 59,202 square feet, now specializes in building high-tech modern composite yachts using carbon fiber and epoxy construction in the 98- to 164-foot range.

Lotter, who was very close to her father, has risen to the challenge of continuing his legacy and creating remarkable vessels. "He respected the craftsmen enormously," she says. A perky powerhouse of a woman, Lotter is a devoted wife and a busy mother of tweens. Yet, she is simultaneously involved with several family companies in addition to Danish Yachts. Drawing on her marketing and management skills, she has become a quick study of the yachting world. She has put all of her business acumen and drive into ensuring that the new AeroCruiser was finished to perfection. The proof is in the product. The joinery

is exquisite, and the attention to detail is obvious. Lotter used her personal interior design talents and impeccable taste in choosing *Shooting Star's* soft furnishings and décor. Her verve and enthusiasm is positively infectious. She is eager for the world to experience this yacht as the culmination of all that is good about Scandinavia, especially high design and craftsmanship.

From bow to stern, *Shooting Star* is angular and curvaceous in all the right places. The yacht is aerodynamic from the get-go and as snazzy as a Lamborghini convertible. Espen Øino points out that this design is an evolution from the 115-foot *Moon Goddess*, but represents a huge step forward technologically from the hull shape, the material and the weight savings, to the advancement of the waterjet system and the interior spatial design. Perfecting the deadrise of the bow and paying attention to the center of gravity was extremely

**BELOW:** The master suite with queen-size bed is located forward in the boat; during a test drive at top speeds, it proved remarkably quiet and vibration-free








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**“We try to make each Art-Line interior represent an ideal balance between function and emotion”**

---



important to get the boat to plane correctly. The Dutch Interior design firm Art-Line established a theme of bringing the outside in and the inside out. The result is a seamless flow. In their yacht design work, Frank Pieterse and Marilyn Bos-de Vaal, principals of Art-Line, express a deep commitment to contemporary art and architecture. They say, “We try to make each Art-Line interior represent an ideal balance between function and emotion.” With the sunroof open, you are living under natural elements by day or night, but even with it closed there is natural light everywhere. It is, simply put, a “feel good” yacht. Øino says, “There is no other boat that encompasses as much natural light from every corner, even in the cabin corridors belowdecks.” The yacht’s interior décor reflects the colors of the place where she was built, Skagen—the blues of the big sky, the whites of the clouds and the beiges of the sand dunes. The main

salon is completely contemporary: a maple table inlaid with carbon fiber, cream-colored sofas and settees, a white lacquered bar, leather and stainless-steel bar stools and chairs, and a linen and silk shag carpet by the sofa to add a different dimension of texture.

Captain Picard and Commander Riker would be comfortable at the helm: The glass bridge reminiscent of “Star Trek” is state-of-the-art, and the pilothouse with its curvilinear glass is like a space station. Behind the helm is a stunning swoop of concave glass that cuts a swath through curved teak-paneled walls and rolls up and over the coach roof like a surfer’s wave on Maui. Four leather observation seats appear suspended from the aft-bridge bulkhead. At full throttle, the first impulse is to fasten your seatbelt, but due to the stability underway, it is really not necessary (nor are there any seatbelts). You can simply sit back, relax, and flex and sway in harmony with the

**ABOVE:** Danish Modern style and interesting art give three guest cabins their distinctive allure; a fourth cabin is used as a TV lounge





**ABOVE:** There is a seamless flow from the aft deck to the indoor main salon

movement of the boat.

While some may bill this boat as a high-class day cruiser, there are very comfortable guest accommodations for up to eight in four staterooms. In this case, the fourth cabin was designed as a chic theater viewing room, but can be transformed for an extra guest. All staterooms are stylish, serene and light, with hand-picked Italian marble, leather overheads and interesting art. In two of the guest cabins there are translucent gray-toned rubber sinks that reflect the purple lighting around them. Lotter points out that when the water runs from the tap, it makes no sound. The

master cabin is placed, unusually, in the forward peak of the boat. Neil Cheston, Director of Sales at YCO, who is looking for the perfect buyer for this new yacht, was quick to point out that he had visited each guest cabin while the yacht was under way at 48 knots, and had sat on the beds and stood in the bathrooms to check out noise and vibration levels. “She is amazingly quiet and smooth” he says. “The build quality is so good that even at high speed, where you sense every ripple on the water, the fittings don’t rattle and nothing creaks. Quite eerie in fact!” He encouraged me to do the same when I experienced the

## Danish Yachts AeroCruiser 38 II *Shooting Star*

LENGTH: 124ft 8in (38m)  
BEAM: 24ft 7in (7.5m)  
DRAFT (FULL LOAD):  
4ft 9in (1.45m)  
ENGINES: MTU/Holm Technoscan  
+ MJP Waterjets  
RANGE @ 35 KNOTS: 550nm

CLASSIFICATION:  
Det Norske VERITAS  
EXTERIOR PAINT:  
Hempel + Excel Paint Finish  
EXTERIOR STYLING:  
Espen Øino International  
NAVAL ARCHITECTURE: Danish  
Yachts/Espen Øino International

EXHAUST SYSTEM: Marquip  
INTERIOR DESIGN:  
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BUILDER: Danish Yachts

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boat underway. I complied, and sure enough, belowdecks, it is amazingly stable and quiet. No rattling even from the doors, which have all been well sealed. Part of it is due to a custom underwater exhaust system by Marquip, designed to reduce vibration and minimize drag to meet the yacht's high-speed performance goals, a top speed that exceeds the 47 knots set in the specs.

Cheston coined the claim, "There is no faster way to from Monaco to Saint-Tropez than via the AeroCruiser." From here to there in just one hour, one can't get to lunch at Club 55 any faster, even if you were to take a helicopter. When we went out for a spin from Monaco

to Cannes, Lotter was as excited as if it were her first time. We sat in the bridge in the comfortable spectator seats and off we went. We zoomed ahead, rocketing at 47 knots. The boat, with her powerful twin MTUs and MJP jet drives, is extremely smooth and stable underway.

Make a wish when you see *Shooting Star*—she could be yours. The asking price is 18.5 million euros, but that includes the Bang & Olufsen entertainment system, angora and cashmere throws, Georg Jensen cutlery and silverware, linen, towels, and of course, the Danish chocolates. ■



FOR ADDITIONAL CONTENT,  
AND DECK PLANS, SEE THE  
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FOR MORE INFORMATION, VISIT: Danish Yachts: [danishyachts.com](http://danishyachts.com) Espen Øino: [espenoeino.com](http://espenoeino.com) Art-Line Interiors: [artline-design.com](http://artline-design.com) YCO: [sales@ycoyacht.com](mailto:sales@ycoyacht.com)



**ABOVE:** Christina Sørensen Lotter who's embraced her father's passion for creating innovative vessels now guides Danish Yachts into the future **LEFT:** *Shooting Star* shows off her moves





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# DREAMer **ALL IN** THE Family

Hargrave's newest and largest yacht to date, the cutting-edge motor yacht *DREAMer* is an extended family affair. Part of the close-knit family is South African Captain Sharon Buttemer, who managed the build in Turkey.

STORY Cecile Gauert | PHOTOS Shaw McCutcheon/Susan Finnerty







**ABOVE:** *DREAMer's* modern interior, created by the yacht's owner, is a departure for Hargrave

“Y

ou must feature Sharon in your article; she is an amazing person,” says owner Sam Shalem, who was involved in every detail of this very personal yacht. Sam may be soft spoken, but he is persuasive and he makes sure I meet his captain after patiently walking me through the boat and showing me all the details that came out of his creative and practical mind.

*DREAMer* is his third Hargrave yacht and the largest he’s owned. He bought his first craft in 1975, a \$7,500 boat that made him proud. He chuckles as he recounts the experience of overhearing a lift operator describe his newly acquired pride and joy in deprecating terms.

That evidently did not deter him. He has gotten more involved with his each of his boats’ designs. *DREAMer*, his most personalized yacht yet, fits his family’s lifestyle.

Before walking through the yacht, we have a long chat in the galley, a perfect retreat from the hustle and bustle of the Miami boat show. *DREAMer*, with a prime spot alongside Collins Avenue and an imposing curvaceous exterior, is attracting all kinds of attention.

Actually, although “galley” is the proper word to use in the boating vernacular, this open space with table, comfortable banquette in Formenti Italian leather, large free-flowing cooking island, stylish stainless-steel appliances, including a Sub-Zero wine refrigerator,



feels and looks more like a gourmet kitchen. Sam, the CEO of a commercial real estate company and large mall developer in the Northeast, is the chef aboard. He cooks for his wife, children, grandchildren and the crew. He's chosen everything from the man-made stone for the countertop, quartz-based Caesarstone from Israel, to the chafing dishes, which he found in Turkey. He also has a warming drawer to keep the food nice and hot, when he does not make sushi with the fish he's caught and cleaned. He took advantage of every corner, or rather every curve, to ensure his oils and spices, glassware and cooking pots had convenient storage.

This open space is a place for the entire family, including the extended one who lives aboard. "I like to interact with the crew," Sam says. And so he does. He truly was a mentor to Sharon. He stops her as she walks by and the conversation continues in the galley.

Sharon started with the family as a stew/deckhand on

the family's 92-foot Hargrave, she explains. Eight months into the job, Sam, having spotted in her qualities she did not realize she had, began to teach her everything from changing oil to navigating. Finally, Sam and his wife were about to take delivery of a new 105-foot Hargrave called *Dream*, Sam encouraged Sharon to get her captain's license. "Nawwww, I don't think so," she recalls saying. He persisted; she relented, but not without some lingering self-doubt. When she first reported for class, the instructor spotted her hesitation. Yet, by the end of the day, she had won him over. "You can do this," he told her.

"I surprised myself," says Sharon who ran the 105-foot *Dream* before this much larger 136-footer. In November 2008, she moved to Antalya to follow construction of Sam's new dream, a voluminous and contemporary composite yacht that features so much of his personal design.

Sharon, a young lady armed with a disarming person-

**BELOW** (from left to right): The salon and adjoining dining room feature custom-built furniture from Italy; the galley looks more like a gourmet kitchen in a big house, complete with a large wine refrigerator; the family can observe the action—or watch television—from the comfortable banquette





ality, packed her bags and checked into a hotel close to the shipyard. At first she was tentative with the all-male working crew. There was a language barrier, which increased the distance. One of the craftsmen who spoke a few words of English asked her if she really was the captain. Little by little, they built a friendly working relationship. She learned Turkish and she taught them English. And she earned their respect.

Sam, who sourced everything from the small glass pebbles forming a colorful path in the owner's bathroom to the fabrics, custom Italian furniture and innovative faucets, flew to the shipyard about every two weeks. Sharon made sure everyone stayed on task and complied with Sam's vision.

Hargrave CEO Michael Joyce unequivocally gives credit to the owners for what was achieved on this yacht, and on a walk through he points out the details that Sam added, including a couple of curved mahogany pieces

that are decorative elements along the bulkhead.

People familiar with Hargrave Custom Yachts may be surprised to read that the new flagship of the Hargrave fleet was built in Turkey. Michael Joyce says this is not so unusual. The company is not married to a single shipyard, even if it has collaborated very effectively with Kha Shing shipyard on many builds. It is helpful to remember that Hargrave, originally a design studio, years ago branched into building custom yachts. *DREAMer* exemplifies this mission.

A radical departure from the traditional Hargrave look inside and out, it is the largest composite yacht bearing the Hargrave label. This, in turn, determined the choice of the shipyard. This particular yard, based in Antalya, had experience building large composite yachts. "There was no learning curve," Mike says. The yard, which has a working relationship with composite specialists High Modulus, built the 41-meter Tamsen Yachts *Namasté* and sistership

**BELOW:** The master suite continues the curvy contemporary theme and features huge windows with incredible views







*taTii*, among others. They built the 27-foot beam *DREAMer* to RINA class for unrestricted navigation.

The owners took advantage of that freedom and a 3,300-nm range, and hopped aboard for a long Mediterranean cruise, followed by a trip in the Caribbean before the yacht's 2011 Miami show debut.

Given the frequent use (the family normally uses their vessel 12 to 15 weeks a year) and the yacht's long-range abilities, the owner focused on comfort. While he went for a contemporary look, he softened it with numerous curves, soft ultra suede on the walls and neutral tones, which come alive with occasional splashes of warm color and dark mahogany cabinets. Yet, he points out that the color scheme is subdued enough that a future owner could personalize the décor easily with art pieces.

The staterooms on the lower deck are equal in size and smartly distributed around the stairs leading to the foyer. One, however, has a smaller additional room with bunk beds for the grandkids.

A small door in the ensuite bathroom of one of the guest cabins leads to the crew quarters. Like in all Hargrave yachts, they are spacious, comfortable and well appointed. It's no surprise, of course, given these owners' relationship with the crew. The designers used the same color scheme and good-quality materials, albeit easier to maintain than the rest of the boat, to make the crew mess and rooms cozy and pleasant.

A separate staircase leads back to the main deck and galley, the dining area with a table and chairs, custom-made in Italy, and a spacious salon with bar. The master

**ABOVE:** A mosaic of Italian glass pebbles is the centerpiece of the master bathroom; with family-use in mind, one of the staterooms is connected to a cabin with twin beds and Pullman, perfect for grandchildren





**ABOVE:** The skylounge is the perfect entertainment area; the stairwell leads to a well-designed lower-deck foyer; the wheelhouse is welcoming to guests as well as the captain

stateroom is forward. Big windows, protected by smartly designed shades that allow the light to filter in or block it out as needed, open onto great water views. There is ample headroom (more than 7 feet) below the soffit for plenty of breathing room. The bathroom is spacious and fanciful, with asymmetrical oval sinks, a glass-enclosed shower with Italian-made shower head by Gessi Ovale and a bathtub with jets. Hard-to-build single-panel ceilings feature curvatures that follow the pattern on the glass pebble floor. The shipyard reconstituted the puzzle to match the original design.

The skylounge with its massive TV screen (65 inches wide) is ideal for movie night, and opens onto a generous aft deck with low-lying cushions that look made for naptime after a satisfying meal. Up top is the sun deck with Jacuzzi, which the grandkids will use as a pool, and a large barbecue, because Sam also likes to

grill when he entertains friends and family.

Forward is an exterior console for navigating in open air. In the main bridge below, three helm chairs upholstered in leather face the console, with two large screens framing the engine-monitoring screen, GPS and autopilot. The yacht is appointed with the latest in electronics. A banquette and table welcome guests, and the captain has her own generously appointed cabin with desk and a nice-size window. It comes as no surprise. Speaking about the owners, Sharon says, "They treat me like their daughter, and I have not had a crewmember that has worked with them who has not appreciated them and spoken highly of them."

Indeed, this yacht looks like a great extended family yacht, with plenty of space for fun times at sea. ■

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



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## Hargrave DREAMer

LOA: 136ft. (41.45m)  
BEAM: 27ft. (8.23)  
DRAFT (MAX.): 6ft. 10in. (2.08)  
SPEED (MAX.): 18 knots  
SPEED (CRUISING): 16 knots  
RANGE: 3,300 nm  
HULL/SUPERSTRUCTURE: composite  
FUEL CAPACITY: 10,500 gal. (39,747L)

FRESHWATER CAPACITY: 1,300 gal (4,921L)  
YEAR LAUNCHED: 2010  
CLASSIFICATION/CERTIFICATION: RINA, unrestricted  
ENGINES: 2 x 1,825-hp Caterpillar C32 ACERT  
DRIVE TYPE: V drive  
TRANSMISSION: ZF 3055V

GENERATORS: 2 x Kohler 80 kW  
WATERMAKER: SEA RECOVERY Aquamatic  
STABILIZERS: NAIAD model 525 with stabilization at anchor  
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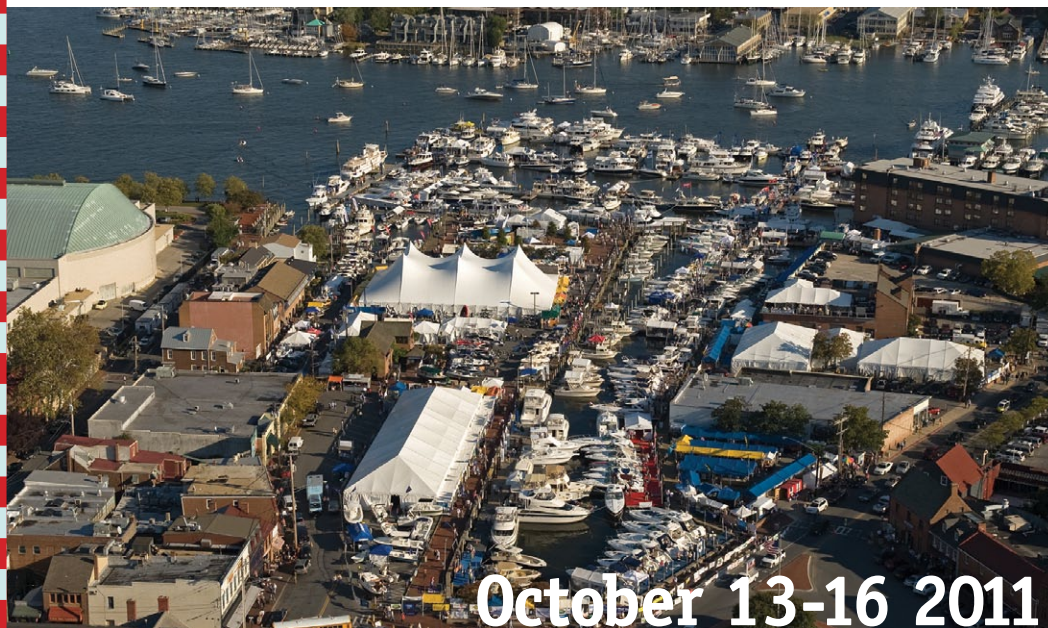
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121'/37M Crescent 2003/10 **OLGA\***



121'/37M Denison 1986/02 **NEWS\***



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



116'/35M Feadship 1970/08 **UTOPIA II**



115'/35M Broward 1997 **CLAIRE**



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



110'/34M Christensen 1992 **R RENDEZVOUS**



108'/33M Hargrave 2006 **FREEDOM R\***



108'/33M Mangusta 2004/10 **PAN DEI 2\***



105'/32M Mangusta 2000/11 **HAMSA\***



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



101'/31M Leopard 2008 **PAN DEI 1\*** ➤



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

➤ **IN MONACO SHOW OR IN THE AREA**

\* Not for sale or charter to US residents while in US waters.





92'/29M Intermarine 2001 **KRISHELLE**



92'/28M Palmer Johnson 1985/11 **PEGASUS III**



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



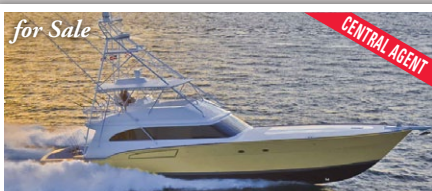
88'/27M Rayburn Custom 2004 **LADY VICTORIA**



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



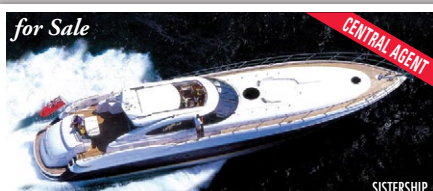
86'/26M Hatteras Sportfish 2002 **SPHEREFISH**



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



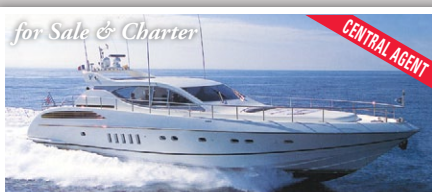
80'/24M Hatteras 2004 **OCEAN VIEW**



80'/24M Sunseeker Predator 1998 **AGAPE LOVE\***



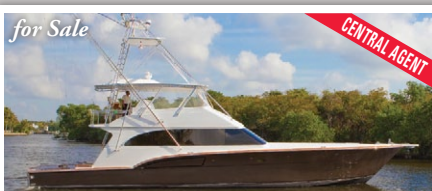
80'/24M DeVries Lentsch 1930/02 **LELANTA\***



79'/24M Leopard Express 2000/06 **DOLCE VITA II\***



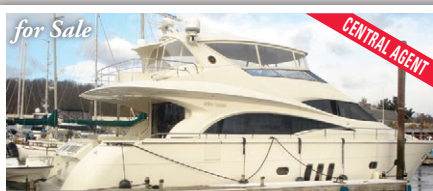
75'/23M Sunseeker 2005 **CHAIRMAN**



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



70'/21M Hatteras Sportfish 2003 **USELESS\***



65'/20M Marquis 2007 **GOOD TIMING**



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



56'/17m Derektor 1977 **FLYING GOOSE**



58'/18m Grand Harbour F/B 2008 **SYMBAN\***



52'/16M Hatteras S/F 1992 **BAER NECESSITY**



45'/14M Wally Tender C013 2003 **WALLY**



44'/13M Hinckley 2000 **LADY LAURIE**

\* Not for sale or charter to US residents while in US waters.



# CUOR DI LEONE

Superb 50m (164') Benetti launched in 1999; recently completed a **USD4m** refit in Italy including incredible interior finishes, total repaint, new generators; the list is extensive! 12 guests in 6 suites plus 12 crew maximizes her potential for private and charter use. **Owner highly motivated to sell now!**

CUOR DI LEONE will feature at both the Monaco Yacht Show and Fort Lauderdale International Boat Show.





motivated owner  
aggressively for sale now!

# SEASOCCLEAN



Peter Thompson: [pt@ocyachts.com](mailto:pt@ocyachts.com) +44 7788 755334  
Michael White: [mike@ocyachts.com](mailto:mike@ocyachts.com) +44 7785 360845



# 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](http://oceanindependence.com)  
incorporating Cavendish White



for charter late 2011

# SEASOON EAZY



Peter Thompson [pt@ocyachts.com](mailto:pt@ocyachts.com) +44 7788 755334  
Michael White [mike@ocyachts.com](mailto:mike@ocyachts.com) +44 7785 360845



# BURGER YACHT SALES

John Todd  
Julien Elfenbein

CUSTOM YACHTS OF DISTINCTION SINCE 1863.



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

Beautiful woodwork and granite detail throughout. Low hours on C-32 Cats. Four ensuite staterooms plus separate crew quarters. Mega-yacht systems impeccably maintained. Recent \$2 Million dollar price reduction. See in Ft. Lauderdale. 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

Located in Athens, Greece. 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. Price drop to Euro 780,000. Co-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. Located Ft. Lauderdale, FL. Central Agent. *"Not for sale to U.S. Residents while in U.S. waters."*



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

Long range Hargrave design. Twin CAT diesels. Beautiful condition. Stellar ownership history. Three double ensuite staterooms. Tub in master head. Generous crew quarters. Walk-in engine room. Must be sold! **Daily price reductions now underway!** 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. 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

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.

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

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

**BURGER**



CUSTOM BUILT IN THE USA



ON DISPLAY AT THE CANNES SHOW



**FAR NIENTE | 26m (86') | Moonen | 2006 | 4,400,000 EUR**

Style and luxury abound in this beautifully maintained yacht with 4 staterooms plus crew. Cat Power, stabilizers, Lloyds/MCA compliant and Dutch pedigree.. Inspection highly recommended. Lying SOF.

Jeff Partin | Ft. Lauderdale +1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)

MAJOR PRICE REDUCTION



**B-NICE | 34m (114') | Saba Yachts | 2010 | POA**

Stunning Long range 34m expedition yacht with huge volume. This floating villa is ideal for extended cruising or live aboard in major comfort. Zero Speed stabilizers, RINA classed. Lying Marmaris.

Jeff Partin | Ft. Lauderdale +1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)  
Ken Burden | Monaco +377 93 100 450 | [ken.burden@fraseryachts.com](mailto:ken.burden@fraseryachts.com)

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The Superyacht Experts



FRASER YACHTS





Not for sale to US residents while in US waters.

**LORETTA ANNE IV | 40m (131') | Alloy Yachts | 2009 | POA**

Gorgeous Alloy, Dubois, Starkey design with on-deck master, office, three en-suites and gym below. Flybridge dining, jacuzzi, tender garage and zero speed stabilizers. MCA and Lloyds!

Jody O'Brien | Ft. Lauderdale +1 954 463 0600 | [jody.obrien@fraseryachts.com](mailto:jody.obrien@fraseryachts.com)



Not for sale to US residents while in US waters.

**EMBARK | 35m (113') | Codecasa | 1995/2011**

Proper example of this popular modern series with owner's cabin on deck, 4 stateroom layout, excellent range and great sea keeping ability. VAT Paid.  
Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | [stuart.larsen@fraseryachts.com](mailto:stuart.larsen@fraseryachts.com)



**ACE OF DIAMONDS | 34m (112') | Hakvoort | 1988/2006**

Dutch built with 600 hours on new engines. Owner's stateroom on deck. Completely rebuilt in 2006 at Hakvoort. Near perfect condition. Proven fishing machine.  
Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | [stuart.larsen@fraseryachts.com](mailto:stuart.larsen@fraseryachts.com)



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

Best priced Predator on the market. Original Owner. Very well maintained. Excellent condition throughout.  
Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | [josh.gulbranson@fraseryachts.com](mailto:josh.gulbranson@fraseryachts.com)



**FAR NIENTE | 26m (86') | Moonen | 2006 | 4,400,000 EUR**

Beautifully maintained 4 stateroom yacht, Lloyds/MCA compliant CAT power with modern interior. On Display Cannes Boat Show.  
Jeff Partin | Fort Lauderdale +1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)

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**BLACK PEARL | 18m (58') | Donzi | 2006 | 1,790,000 USD**

A unique opportunity for the serious angler! A 58' express sportfish with new paint and in pristine condition.

Scott French | Ft. Lauderdale +1 954 463 0600 | [scott.french@fraseryachts.com](mailto:scott.french@fraseryachts.com)



**LAZZARA LSX 92 | 28m (92') | Lazzara | 2009 | 5,750,000 USD**

Sport bridge deck, panoramic loft galley, owner's spa room with side balcony access, piano-finish gloss interior.

Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | [jose.aranajr@fraseryachts.com](mailto:jose.aranajr@fraseryachts.com)



**GRACE'A | 24m (80') | Azimut | 2008 | 3,500,000 USD**

This is the only Azimut 80' of recent year in the market world wide. Super low hours and EVERY OPTION offered by Azimut on their 80ft Carat Yachts.

Jose Arana | Mexico +52 55 5004 0408 | [jose.arana@fraseryachts.com](mailto:jose.arana@fraseryachts.com)



**OLD CAPTAIN | 41m (134') | Riga Shipyard | 2009 | 3,500,000 EUR**

Full sized swimming pool, 9000 NM range, casino, MAK 1300 HP @ 400 RPM engine.

Jeff Partin | Fort Lauderdale + 1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)  
Ken Burden | Monaco + 377 93 100 450 | [ken.burden@fraseryachts.com](mailto:ken.burden@fraseryachts.com)



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

Designed with elegance and comfort, Princess Sarah is in pristine condition.

Features 6 Staterooms with on deck master.

Scott French | Fort Lauderdale + 1 954 463 0600 | [scott.french@fraseryachts.com](mailto:scott.french@fraseryachts.com)



**FRASER YACHTS**



# It's an Irresistible Combination

## **M/Y Irresistible**

Length: 80' Beam: 20'  
State Rooms: 3 Crew: 3  
Speed 30 knots

Power: Volvo Pentas IPS Drive system  
Price/Share: 10% share \$300,000  
Delivery: September 2012

## **Cruising Waters:**

Caribbean, New England,  
Bahamas, Mediterranean



Monocle is taking yachting to new heights with the delivery of the M/Y IRRESISTIBLE. She is the IRRESISTIBLE combination of a luxurious yacht with the latest green technology and proven Asset Management at a price everyone can afford. Designed for pure pleasure and more fun, this fully stabilized 80' Monte Fino is being built just for the Monocle Fractional Program.

Her engine room will be home to the revolutionary Volvo Penta IPS drive system with D-13 engines. This system will increase her range by 50%, decrease fuel consumption and CO2 emission by 30% and provide reduced maintenance costs overall. As an added bonus the Volvo Penta system requires less engine room space allowing for a roomier interior. Her staterooms are as spacious as any 100' yacht on the water today.

To add to the overall efficiency and keeping "GREEN" in mind she will have solar panels on the hard top to generate hot water for the Jacuzzi spa and domestic consumption.

With longer fuel range, two large capacity water makers and two Northern Lights generators for electricity you will be totally independent spending less time and less money at the fuel docks allowing you more time for your vacation at those private coves.

In keeping with our high standard of luxury this yacht will include all the amenities expected on much larger vessels. The spacious master suite is complete with a king size bed and a 50" TV and entertainment center. You will be spoiled in your master bath with its oversized walk in marble shower with multiple shower heads. Your guests will be equally spoiled in their private en-suite staterooms also with entertainment centers and all having an abundance of closet space.

There is always fun and excitement top side where there is a wet bar for entertaining, ample seating for dining, a Jacuzzi spa for relaxing along with a jet ski, kayaks and large tender for those exclusive beach parties.

All the management responsibilities of the yacht and crew are provided by Monocle Management.

Allow yourself to have fun and be spoiled on board your own private yacht enabling you to acquire colorful life experiences producing wonderful memories year after year.

A 10% share in this exceptional yacht cost only \$300,000 and entitles you to 4 weeks of use every year. Your annual contribution towards the operational expenses including permanent crew is only \$30,000.

*\*Financing and terms are available.*

*The M/Y IRRESISTIBLE will arrive in September of 2012. Call Monocle and reserve your share of future fun today.*





# BRADFORD MARINE YACHT SALES



## The Highlander



### First Time Offered for Sale **THE HIGHLANDER**

#### 46 Meter (151') Bannenberg designed Feadship by De Vries

Built for world famous magazine publisher Malcolm Forbes, **The Highlander** offers the highest quality Dutch pedigree with the superb styling of world renowned designer Jon Bannenberg. She offers all the luxurious amenities one would expect from this high quality, full displacement hull with great sea keeping abilities including a helicopter deck for quick arrival or departure.

**The Highlander** sleeps 14 in five staterooms. The Master Stateroom sleeps three with a queen bed and twin size bed to starboard. Four of the guest staterooms have twin beds, three of which have Pullman berths. Additionally, the Observation Room has entry doors that close for privacy and could easily be used as a VIP with pullout twin beds and en-suite head and shower.

Perfect for both personal and corporate use, this iconic Bannenberg designed Feadship has been effectively used to entertain corporate CEO's, executives, heads of state, and royalty by the Forbes family and Forbes Magazine. The Highlander has cruised extensively around the world to places including the Pacific Rim, Saint Petersburg, Russia, Alaska, the Amazon, Caribbean, and the Americas.

Contact Worldwide Central Agent Whit Kirtland for More Information  
(305) 793-5886 | [Whit@WKYS.net](mailto:Whit@WKYS.net)





# BRADFORD MARINE YACHT SALES



**2011 125' Northcoast Motor Yacht**  
New Boat Ready for Immediate  
Delivery | Trades Considered



**1996 115' Greenbay Marine**  
5 Staterooms | ABS Certified  
*Not Offered To US Residents While In US Waters*



**1993 105' Broward**  
Raised Pilothouse  
New Engines 2002



*Not Offered To US Residents While In US Waters*

**2000 100' Azimut**  
Just Arrived at Our Docks  
New to Market | Call for Details



**92' Jones Goodell Yacht Fisherman**  
4 Stateroom  
Reduced to \$1,499,000



**1984 90' Broward**  
Captain Maintained  
Asking \$699,000 | Make Offer



**1986 86' Stephens PMY**  
Extensive Extras | Trades Considered  
Kept Undercover | Bring Offers



**1997 84' Hatteras Elite Series**  
Recent Paint and Upgrades  
**REDUCED!!**



**1997 77' Tarrab** | 680 Hours Only  
Owner Financing Available 4.9%  
Kept Undercover | Bring Offers



**2002 75' Fleming CMY**  
Mint Condition | Price Reduction  
At Our Docks



**1996 70' Hatteras**  
One Owner | Low Engine Hours  
New Listing | Immaculate



**1990 70' Hatteras**  
Sleeps 6 in 3 staterooms  
New Galley Appliances in 2010



**1990 68' Defever**  
Charity Says Liquidate | Price Reduced  
Fresh Engines



**2003 57' Bertram 570**  
Huge Cockpit | Low Hours | Spacious  
Seating | \$899K Bring Offers

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**2003 65' Ocean Oydyssey**  
Extensive Custom Upgrades with  
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**2002 56' Aicon Flybridge Motor Yacht**  
Luxurious Interior | 2001 World Yachts  
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# BRADFORD MARINE YACHT SALES



**1995 100' Mangusta**  
Kept Undercover | Trades Considered!  
Reduced to \$1,395,000 | Bring All Offers!



**1988 95' Broward Motor Yacht**  
Motivated Seller  
Make Offers



**2005/2006 80' Cheoy Lee**  
Custom Built | 4 Staterooms + Crew  
Walkaround Decks



**1974/1996 80' Burger**  
Major Price Reduction  
Captain Maintained | Ready to Cruise



**2000 70' Hatteras Convertible**  
Catapillar 3412C's | 4 Staterooms  
At Our Docks for Sale | New Listing



**1989 67' Hatteras**  
Priced To Sell At \$499,000  
**REDUCED!**



**1998 60' Offshore PHMY**  
3 Staterooms | Galley Up  
Priced To Sell



**2000 58' Viking Enclosed Bridge**  
3 StRms | Bow Thruster | Extensive  
Electronics | Captain Maintained



**2006 55' Atlantis Express Cruiser**  
Large Glass Hardtop | Electric Garage Lift  
Asking \$599,000 | Trades Considered  
*Not Offered To US Residents While In US Waters*



**2009 47' Sea Ray Sundancer**  
Extended Warranty | Motivated Seller  
Asking \$585,000

## Free Dockage For Sellers

*Our Yacht Showroom is a  
Preferred Inland Storm Refuge*



**FREE  
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For Central  
Listings



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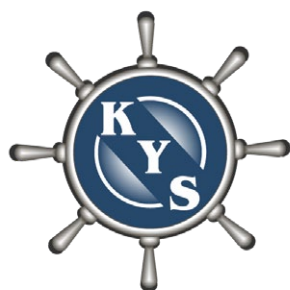
**954-377-3900**

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**280' (85 m) KILLIAN MG, 2015**  
**ARJUNA**



**226' (68.9 m) LUXURY EXPEDITION SHIP**  
**SARSEN**



**100' to 250' LUXURY SAILING YACHTS**  
**BEST SELECTION OF LATE MODEL SAILING YACHTS**



**151' (46 m) NORTHERN MARINE**  
2005 CAT Powered Award Winning Interior - 2007 CAT Powered - Light Use  
2008 MTU Powered - Like New



**115'5" (35.2 m) GREENBAY MARINE LTD**  
**GAUDEAMUS**



**102' (31.1 m) AZIMUT**  
**TEXAS STAR**



**72' (21.9 m) ROSCIOLI**  
**72' DONZI SPORTFISH**



**58'1" (17.7 m) WEST BAY**  
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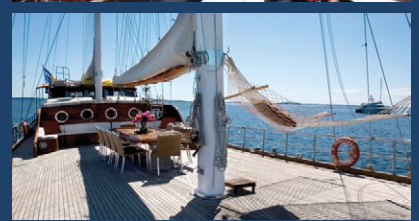
112' (34.1 m) WESTPORT, 2002 **BOOK ENDS**

4 STATEROOMS | NEW STYLE | ONLY ONE AVAILABLE



108' (32.9 m) MOTORSAILOR GULLET 2004 / 2008 **QUASART**

8 EN-SUITE STATEROOMS | SLEEPS SIXTEEN



92.10' (28.3 m) HATTERAS **DAYDREAM IV**

4 STATEROOMS | APPROX 800 ORIGINAL ENGINE HOURS



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**FEATURED CHARTER YACHT | AT LAST** | 145' Heesen M/Y 1990/2009  
**Guests:** 10/11 | **Crew:** 8 | **Destination:** Bahamas year round  
 Perfect for a Bahamas adventure. With a draft of only 5' she can go right up to the beach! Enjoy an active and fun holiday with: 35' Intrepid, 18' Novurania, 4 Waverunners, 4 sea kayaks, 8 Scuba sets & compressor, wakeboards, water skis and more. VSAT uninterrupted internet and VOIP. And, let's not forget At Last's unsurpassable crew! **Charter rate from: \$110,000/wk.**



# Expand Your Horizons

ENJOY A LUXURY YACHT CHARTER VACATION



► **ANDROMEDA LA DEA** | 154' Perini Navi S/Y | **From:** \$125,000 per wk.  
**Guests:** 9 | **Crew:** 8 | **Winter:** Caribbean | **Summer:** Mediterranean  
2 tenders, 2 Lasers, 2 masseuses. Better than new after \$2M refit.



► **MISS MICHELLE** | 130' Westport M/Y | **From:** \$120,000 per wk.  
**Guests:** 11 | **Crew:** 7 | **Winter:** Caribbean, Bahamas | **Summer:** Mediterranean  
The ultimate water sports adventure: giant slide, tenders, toys, towables, skis, & more!



► **SWEET ESCAPE** | 130' Christensen M/Y | **From:** \$85,000 per wk.  
**Guests:** 10 | **Crew:** 7 | **Winter:** Caribbean, Bahamas | **Summer:** New England  
Gym, wi-fi, 2 tenders, 2 waverunners, on-deck Jacuzzi, exemplary service.



► **ARIOSO** | 130' Westport M/Y | **From:** \$98,000 per wk.  
**Guests:** 10 | **Crew:** 7 | **Winter:** Caribbean | **Summer:** Bahamas, New England  
Stabilizers at anchor, VSAT constant wireless internet, towed tender, on-deck Jacuzzi.



► **OLGA** | 121' Crescent M/Y | **From:** \$65,000 per wk.  
**Guests:** 8 | **Crew:** 6 | **Destination:** Bahamas  
Spa treatments, scuba diving, stabilizers at anchor, VSAT, fantastic crew.



► **THE LADY J** | 105' Diaship Heesen M/Y | **From:** \$45,000 per wk.  
**Guests:** 8 | **Crew:** 4 | **Winter:** Caribbean | **Summer:** Bahamas, New England  
On-deck Jacuzzi, 2 tenders, 2 waverunners, VSAT constant wireless internet, and more!

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**BELLA BRI** 151.00ft (46.00m) | Northern Marine | 2008 | Florida | Please Inquire



**NAMASTÉ** 130.00 ft (40m) Westport | 2010 | Ft Lauderdale | USD 19,895,000



## SALES & PURCHASE

## CHARTER



\*Not for sale or charter to U.S. residents while in U.S. waters.

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



\*Not for sale or charter to U.S. residents while in U.S. waters.

**IMPULSIVE** 126.00ft (38.40m)  
Norship | 1993/2010 | Mediterranean | USD 6,750,000



\*Not for sale or charter to U.S. residents while in U.S. waters.

**MOONRAKER** 120.00ft (36.58m)  
Norship | 2002/2009 | Florida | EUR 7,900,000



**CARNIVAL LIBERTY II** 110.00ft (33.50m)  
Horizon | 2010 | Japan | USD 6,900,000



\*Not for sale or charter to U.S. residents while in U.S. waters.

**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 5,500,000



**CAROBELLE** 100.00ft (30.47m)  
Azimut | 2000 | Florida | USD 3,450,000

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### 135' (41M) 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.



### 120' (36M) / 126' (38M) 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 \$11,550,000



### 130 (39.6M) PHOENIX | DAVIE-ROCKLAND SHIPYARD | 1973 / 2008

Steel, Expedition/ Research/ Sub Tender/ Adventure Yacht ice sheathed. Caterpillar/Northern Lights etc. \$10m+ conversion '04 - '08 with all systems and interior new or refit. Huge crane and deck capacity; fresh paint. Co-C.A. Steve Reoch. Reduced to \$2,950,000



### 112' (34.1M) LA SULTANE | AEGEAN LRC | 2006

Steel displacement w Quantum Zero Speeds; 5 or 6 S/Rs. Expansive Owner's Deck behind bridge. Classic mahogany interior; great outdoor spaces; built tough, economical w range. SEA TRIAL ME. C. A. Steve Reoch. \$5,695,000



### 92' (28M) ALL SEAS YACHTS | 2010

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. \$7,500,000



### 85' (25.9M) BLUE LADY | ROSSATO | 1992

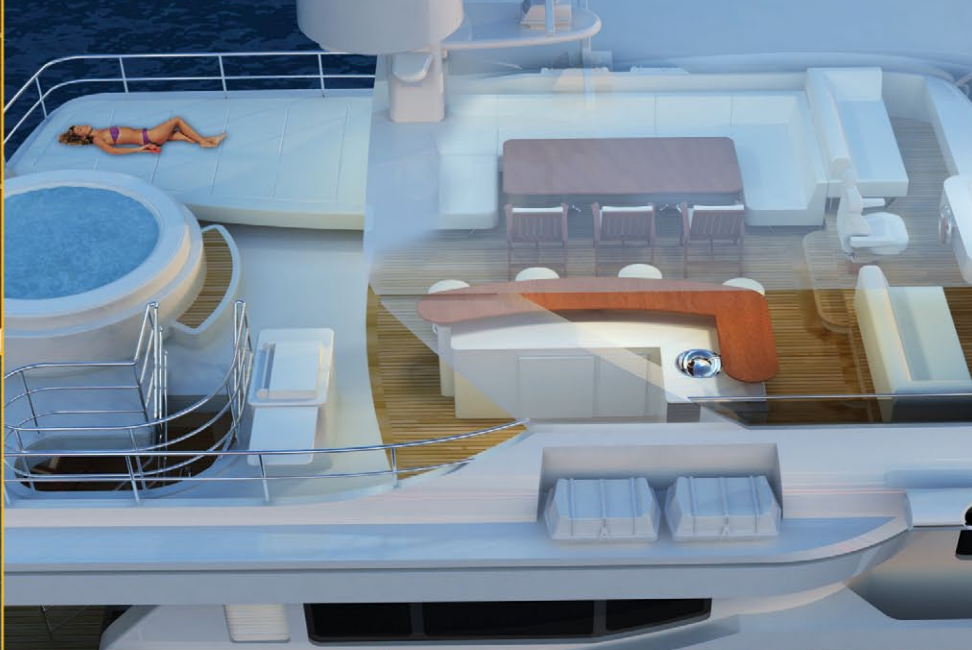
Steel, Long Range, comfortable adventurer; 4 guest cabins (2 Masters) + crew. Sea kindly displacement hull w bulbous bow. Great outdoor spaces w full walk around decks. Cruising the Med. C.A. Steve Reoch €1.400, 000



**KEARA OLMSTED - CREW PLACEMENT SPECIALIST**  
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The All Ocean Yachts 3727.56 Sqft beach house has 2 ocean view verandas, huge outdoor spa, Bar, bbq, lounge and eating areas, 4 guest bed rooms, huge kitchen, full staff quarters, **stunning water views from every room and will go to any beach in the world you dream of!**

## **90' / 100' Cockpit All Ocean Yacht** LUIZ DE BASTO DESIGN

- Available in steel and Aluminum structure or all GRP
- Classed: R.I.N.A and MCA
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130' Westport Tri-Deck MY 2007 "CONSTELLATION" Camm Moore, C.A.



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



Not for sale to U.S. residents while in U.S. waters

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



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



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



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



**100' Broward 2001**  
Andrew Miles, C.A.



**98' Queenship 1993**  
Mark Peck, C.A.



**97' Hargrave PHMY 2005**  
Camm Moore, C.A.



**90' Hatteras SF Conv 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.



**64' Queenship 2000**  
Mark Peck, C.A.

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VICTORIA DEL MAR 121'0" (36.9 m) 2001/2008 MOONEN



RUSALKA 118'0" (36 m) 1994/2004 CHRISTENSEN



TREVIA 112'0" (34.1 m) 1999 BROWARD



MOON RIVER 101'0" (30.8 m) 1997/2009 PALMER JOHNSON



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BLUE STAR 87'0" (26.5 m) 1987 BURGER



SENTIMENTAL JOURNEY 112'0" (34.1 m) 1983/2010 LLOYDS



DARWIN CLASS 85'4" (26.04 m) CANTIERE DELLE MARCHE



115'0" (35.05 m) CANTIERE DELLE MARCHE

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FOUR ACES 183' (55.8 m) 2005/2008 BENETTI



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YACHTS



HARBOUR ISLAND 180'0" (54.9 m) 2011 NEWCASTLE SHIPYARDS

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## SUNSEEKER NAUTIKOS GROUP – THE AMERICAS' PREMIER DEALER

### SUNSEEKER 40 METRE YACHT - NEW MODEL



The Sunseeker 40 Metre Yacht is for those who enjoy independence and extended cruising. Offering blue water credentials, this stunning new addition is designed and built to RINA unrestricted navigation classification. Palatial in scale, the 26-knot, yacht presents ultra-spacious accommodation for up to 12 guests with clever layouts that allow the crew of 7 to move discreetly about the boat. There is a wide choice of cabin configurations, and options include automated balconies to the forward master suite and main deck.

### 88 YACHT - NEW MODEL



First impressions count and the 88 Yacht does not disappoint. Graceful external lines define this new boat, available with an optional sedan hard-top above the party-size flybridge with bar and optional spa. The foredeck arrangement with table seating, sunpad and optional parasols offer an alternative, more private space. Cruising is up to 350 nautical miles at around 23 knots or, with the largest engine option, up to 30 knots. With the proven hull form, the ride will be comfortable, even in bigger seas. There is a remarkable choice of combinations for guest cabins on the lower deck, from three full-beam double suites to one double forward and four half-beam twins aft.

### PORTOFINO 48 - NEW MODEL



Combining space with pace, the Portofino 48 has a remarkable interior plan, with a full-beam owners suite aft with huge windows to either side. Forward, there is a clever VIP suite with double bed that swings apart to create twin single berths. The saloon sits at the heart and enjoys a mix of grain, bold lacquers and deep glass options. The boat's profile is sleek with a long foredeck topped by cantilevering sunpads. The cockpit screen rises in a smooth and neatly engineered radius, behind which is a helm station, wetbar and full dining arrangement. The 48 is already the desired choice of many lucky owners.

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## SUNSEEKER NAUTIKOS GROUP – THE PRE-OWNED PORTFOLIO

2010 34 METER YACHT – POA



Twin MTU 2,650HP diesel engines, highest specification and beautiful finishes, Navy blue hull, 5 ensuite cabins, offered for limited time, must be viewed.

2010 80 YACHT - US\$ 4,695,000



The perfect blend of space, style and performance. 2 x MAN 1,800hp diesel engines, 4 cabins, 4 en suites, high specification and stunning condition throughout

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



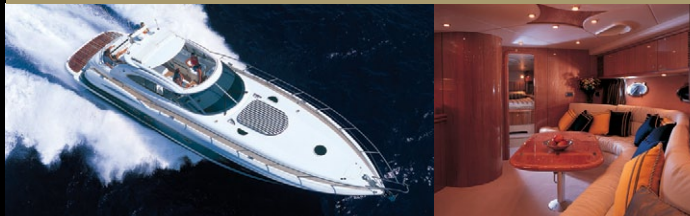
Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

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.

2001 PREDATOR 56 – US\$ 499,994



Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

2009 PREDATOR 52 – US\$ 1,199,000



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



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



**MAGIC**, 130' 2005 Northern Marine Tri-Deck MY Mahogany int., 5 SRs. 28' beam, MTU 12V2000s. In Maine. CA



**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. Ft. Lauderdale, FL. Central Agent



**CHERISH**, 111' 1997/04 Broward CMY - Cat 3412's, 4 S/R's. New paint job 2011. Ft. Lauderdale, FL. CA



**NO NAME**, 100' 1997 Broward MY 4 S/R layout, private dining, 3412 Cats, low hrs. In Ft. Lauderdale.



**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 \$895k - Ft. Laud., FL CA



**HATT ENOUGH**, 63' 2002 Hatteras MY - C30 Cats, Pipewelders hardtop, teak decks, twin gens. Motivated! S. FL CA



**ADELINE IV**, 72' 1982 Broward MY Reduced asking price of \$465k! Miami, FL. CA

Asking \$895k

Asking \$465k



# FT. LAUDERDALE BOAT SHOW ANNOUNCEMENT!

We are proud to be featuring (16) vessels at our Hyatt/Pier 66 Face dock display during the upcoming Ft. Lauderdale In't Boat Show, Oct. 27th-31st. Several of the vessels featured in this ad will be available for inspection including Broward, Burger, Christensen, Delta, Hatteras, Trinity and Westport Yachts, ranging in size from 63' to 145'.

Please join us for this exclusive showing of the finest selection of larger, late Motoryachts and Sportfisherman available anywhere. Contact our office to receive listing information, photography or to arrange a private inspection. Preview all of our vessels on our extensive website; [www.rjcyachts.com](http://www.rjcyachts.com)



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



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



**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



**AMIXTLI** 103' 1990 Broward MY 16V92's, Upgraded throughout. Ixtapa, Mexico. Central Agent



**SEA LA VIE** 84' 2001 Monte Fino Skylounge MY Cat 3412's - \$200K Price Reduction - Ft. Lauderdale, FL. CA



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



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



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

## CHARTER FLEET – Weekly Rates

147' Lady M.....\$125k/wk	116' Serenity.....\$58k/wk	103' Child's Play.....\$32/wk
142' Relentless.....\$132k/wk	114' Good Times.....\$32k/wk	100' Triple Attraction..\$38k /wk
124' Aquasition.....\$75k/wk	112' Silver Moon.....\$49.5k/wk	100' Just Right.....\$33k/wk
124' Murphy's Law.....\$55k/wk	112' Lady Sharon Gale..\$38k/wk	87' Lukasaurus.....\$22/wk
123' Caprice.....\$45k/wk	105' Independence 2..\$36k/wk	

## ADD'L CENTRAL AGENCIES

Morning Mist	83'	Derecktor FDMY
Lady Renee	74'	Hatteras CMY
Lady Kariman	72'	1999 Viking Sport Cruiser
Lucky Stars	63'	Hatteras CMY

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UNDER CONSTRUCTION

DELIVERY 2012 (65m) & 2013 (70m)



## TWO YACHTS UNDER CONSTRUCTION WITH HULLS AND SUPERSTRUCTURES COMPLETED

**TANKOA 65 M** for delivery in 2012 and **TANKOA 70 M** with extended reverse transom for delivery 2013. The new owners will be able to fully customize the interior layout and decoration to suit their individual taste, either through their own designer or through one of the award-winning interior designers: Francesco Paszkowski, Giugiaro Architettura, David Chipperfield. Her full specification includes **Helipad, Elevator, MCA, Lloyds, RINA - Green Plus classification**. Build to high standards, these yachts can be inspected in their shed in Genoa, Italy. They are competitively priced. Please enquire for a full documentation.

**TANKOA HULL C101** 65m/213'3, Tankoa Yachts, 2012 **TANKOA HULL C102** 70m/229'7, Tankoa Yachts, 2013  
CHARLES EHRARDT ☎ +33 (0)4 92 912 912 ✉ ce@ant.cnyachts.com

OFFERS INVITED !

Asking price: €40,000,000



Designed by Francesco Paszkowski and fitted with the most modern equipment, BARAKA has been built with a large boarding ladder to allow the full access of a wheelchair to all decks. She accommodates 12 guests in 6 cabins: master suite, four "queen" guest suites, and a VIP suite on the main deck, all with spacious en-suite bathrooms. The upper deck runs through the mast sections giving an aft seating area, a covered wet bar, BBQ and gym. The sun deck is equipped with gym and steam sauna, and a Jacuzzi is placed forward with the best panoramic views, surrounded by a sea of sunbathing cushions. The large aft deck offers relaxing with comfortable armchairs. With zero speed quantum stabilizers, BARAKA is a true world cruising yacht with a range of 5000 NM and 4 generators. She is MCA compliant and run under ISM and ISPS code for safety and security.

**BARAKA** 58m/190'3, ProteksanTurquoise, 2010 CHARLES EHRARDT ☎ +33 (0)4 92 912 912 ✉ ce@ant.cnyachts.com



KEEN SELLER



Asking price: €18,000,000

**YAAKUN** 65.25m/214', Nicolini, 1987  
JORDAN WAUGH ☎ +377 97 97 77 00 ✉ [jw@mon.cnyachts.com](mailto:jw@mon.cnyachts.com)

CANNES YACHT SHOW



Asking price: €7,200,000

**JIVA** 33.9m/111'3, Sunseeker, 2008  
JORDAN WAUGH ☎ +377 97 97 77 00 ✉ [jw@mon.cnyachts.com](mailto:jw@mon.cnyachts.com)

CANNES YACHT SHOW



Asking price: €1,750,000

**FLORENCE D.F.M.** 23.49m/77', Cantieri Navali Lavagna, 1996  
JORDAN WAUGH ☎ +377 97 97 77 00 ✉ [jw@mon.cnyachts.com](mailto:jw@mon.cnyachts.com)





**150' RICHMOND TRI DECK MY 2010**

Brand new yacht with delivery and demo hours only. Ward Setzer naval architecture with stunning Pavlik interior that includes up to six suites with skylounge VIP. MTU 2000 hp mains provide a 16 knot cruise speed. Touch and go helipad and abundant outdoor spaces. Contact authorized agent, Jeff Stanley



**130' WESTPORT TRI-DECK MOTORYACHT 2002**

Best value, best engineered, best performance, best layout in her class. On deck master, country style galley, traditional cherry paneled interior, bow & stern thrusters, zero speed stabilizers, well maintained, excellent family or charter potential. Contact Wayne Cannava for complete particulars.



**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.



**80' CUSTOM CHEOY LEE COCKPIT MOTORYACHT 2006**

Enclosed Bridge/Skylounge, full walk-around decks, open aft deck, Country Kitchen style galley, (4) owners cabins + Captain's cabin, upgraded stabilizers with Datum option, bow and stern thrusters. Nicely engineered yacht with a Fexas hull design. Reduced \$350,000. Call Wayne Cannava, Central Agent.



**76' HORIZON PILOTHOUSE MOTORYACHT 2001**

Three 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 \$1,195,000. Bring all offers! Call Joe Majcherek Central Agent.



**78' HARGRAVE SKYLounge MOTORYACHT 2003**

Five staterooms in this high volume 78' MY. Day Heads on both main deck and skylounge levels, abundant equipment list. Dependable 3412 CATs—under 1600 hrs, twin 33 kw gensets, bow and stern thrusters, waste treatment.....the list goes on and on. Call Jeff Stanley, Central Agent.



**72' DONZI SPORTFISHERMAN 1995**

Best described as a "battlevagon", the 72 Donzi will get you there in comfort! Long range 3,000 gallon fuel tanks, twin 16V92 Detroit Diesels. 3 ensuite cabins + crew for 2. Huge flybridge with all amenities including a dumbwaiter! Great condition, captain maintained. Seriously for sale. Contact Jeff Stanley.



**70' HORIZON FLYBRIDGE MY 2000**

3412 CATs, two gensets, bow and stern thrusters, Horizon trademark wood crafted interior, large aft deck with Euro-transom, bridge and lower helm controls, two staterooms plus crew, three heads – his + her master. Reduced to \$839,000. Call Jeff Stanley, Central Agent.



**63' HATTERAS MOTOR YACHT 2003**

CAT 3412s with 1200 hours, great electronics. Three stateroom/three head layout. Satin Makore interior. Professional care since new. Annual maintenance completed – survey ready. Owner will consider real estate trades! Located in Watch Hill, R.I. For details contact John Noone.



**65' JOHNSON-HIGH TECH MOTORYACHT 1994**

Cruise in comfort at 24 kts with Naiad stabilizers. 4 SRS + crew for 2. Great outdoor spaces including fore deck, aft deck and flybridge. All new soft goods inside and out in 2008. Two boat owner. Price just reduced. Call Jeff Stanley, Central Agent.



**56' NEPTUNUS HARDTOP EXPRESS 2004**

Rare series 60, 825 hp MTU's. Fully enclosed upper salon with great visibility and good looks! Two staterooms, two heads, just fully painted with Imron. Countless upgrades. TNT lift with oversized tender. Contact Jeff Stanley, Central Agent.



**55' FERRETTI FBMY 1995**

Substantially updated stem to stern to include a newer generator, TV, galley appliances. This three stateroom motoryacht is a rare offering. MTU power, rigid top. Teak cockpit decking raises to reveal a spacious engine room. Contact Jeff Stanley, 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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Fort Lauderdale International Boat Show  
October 27-31, 2011



*A tradition of excellence since 1969*



**125' URSA YACHTS 2008**

Contact Jim Wilkey



**150' MARCO POLO 2012 EXPEDITION YACHT**

Contact Andrew Cilla



**116' TRANSWORLD TRI-DECK 2010**

Contact Steve Deane



\$1,900,000

**110' LONG RANGE EXPEDITION YACHT**

Contact Andrew Cilla



COMPLETE REFIT

**100' ROMSDAL NORTH SEA TRAWLER**

Contact Ron Morgenstein



CHARTER & SALE

**95' DEVRIES LENTSCH 1970/2004 - CANOE STERN**

Contact Pam Barlow



\$995,000

**76' LAZZARA 1999**

Contact Andrew Cilla



**73' FERRETTI 2003**

Contact Ron McTighe



**64' MARQUIS 2005**

Contact Ron McTighe

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TWO AVAILABLE

**48' WEST BAY SONSHIP 2001 & 1997**

Contact Steve Deane



**55' FLEMING YACHTS TRAWLER 1998**

Contact Andrew Cilla



**54' SAVANNAH 2007/2008**

Contact Ron McTighe



**80' SOUTHERN OCEAN SHIPYARD 1981/2007**

Contact Pam Barlow



**48' KADEY KROGEN WHALEBACK TRAWLER 1996**

Contact Andrew Cilla



**72' CUSTOM ROBERT PERRY 1985**

Contact Joe Collins



**70' MCMULLEN & WING 1995**

Contact Steve Deane



**62' LITTLE HARBOR 1982**

Contact Steve Deane



**58' TASWELL 1996 - ALL SEASON RAISED SALOON**

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## { MAKING WAVES }



### MAGELLANO 50

Looking to both the past and the future, the hybrid Magellano 50 combines classic lines with large lowerdeck windows to achieve a contemporary feel. The latest in Azimut's Magellano range, this RINA-Green-Plus-certified yacht gives owners the maximum yachting experience with the minimum environmental impact. Four different layouts of the lowerdeck allow for high levels of customization. From conception to launch, owners have the comfort of knowing this yacht was built as green as possible, allowing them to cruise in style without leaving anything but memories behind.

[▶ RETURN TO ARTICLE](#)





## AUSTIN PARKER 72 FLY

Following 10 years of success with their revamped lobster boats, Austin Parker's new range is lead by the AP 72 Fly, the yards flagship. The entire range is designed for long-range cruises, but the 72 can accommodate eight guests and two crew with comfortably designed and surprisingly spacious living spaces for a yacht of this size.

[▶ RETURN TO ARTICLE](#)



## MONDO 45

The comfortable interior is completed in neutral tones and offers a wonderful jumping off point for customization. The high points of this yacht are not just the interiors, however. With the seamless connection between the indoors and the outdoors, long-range cruising on this yacht will not be a hardship no matter how you're inclined to spend your time.

[▶ RETURN TO ARTICLE](#)







EXCLUSIVE WEB CONTENTS

# { CANNES INTERNATIONAL BOAT & YACHT S

# 20



## AZIMUT GRANDE 120SL

With an interior design as streamlined as its exterior, the Grande 120SL surrounds guests with luxurious comfort whether they're using the open deck to catch up on their tan or resting on the indoor salon's couch in air-conditioned ease. The flagship of Azimut's Grande line definitely does not lack for grace or style.

[▶ RETURN TO ARTICLE](#)





# 11

HOW }



## PRINCES 32M

The debut of Princess' M series, this 32M boasts an interior of dark woods with white and cream accent pieces. In addition to a sumptuous owner's suite on the main deck, this yacht can be laid out with three or four additional en suite staterooms on the lower deck. The sleeping and living spaces offer enough room for both entertaining and privacy with ten guests onboard.

[▶ RETURN TO ARTICLE](#)







## EXCLUSIVE WEB CONTENTS

### FERRETTI NAVETTA 33

With features like a balcony door off the main salon, it is no wonder the Navetta 33 is an eye-catcher. A fact that doesn't change once you climb on board. Panoramic views abound from multiple floor-to-ceiling windows on both the sky and main decks. Highlights of the on-deck design include a dining room that converts from indoor to outdoor by pushing open a circular sliding glass door (pictured below).

[▶ RETURN TO ARTICLE](#)



### SESSA MARINE C68 IPS

Even without the stylish exterior package, the ability to speed over 35 knots in complete comfort is more than enough for some. But that is not all the C68 IPS offers. The C68, pictured right, has conventional engines, which is still an available option on this very stylish model, by gifted Italian designer Christian Grande and the family-owned shipyard.

[▶ RETURN TO ARTICLE](#)





# { CANNES INTERNATIONAL BOAT & YACHT SHOW }

## FERRETTI 720

Combining the classic with the sporty, Ferretti hopes to please their recurring owners and draw in younger international buyers. They may have succeeded with the 720. The interior layout alternates furnished areas with empty space to give the space a light, airy feel and utilizes nothing but top-of-the-line fabrics and materials. From the flybridge to the lower decks, the 720 definitely makes the most of every inch.

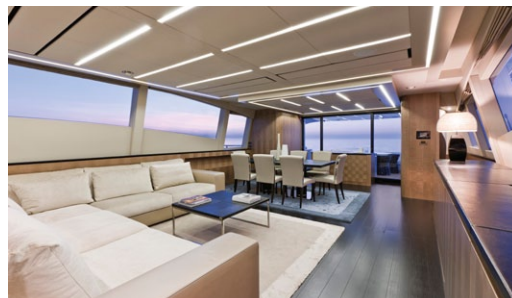
[▶ RETURN TO ARTICLE](#)



## PERSHING 108

The bright and airy main deck (pictured below) is partially possible by placing the full galley on the lower deck with the crew quarters. The design team definitely made the most of that extra space on the main deck and created an atmosphere any sea-going traveler would enjoy. Cover and uncovered al fresco dining areas and multiple sunpads entice guests outside while the interior offers plenty of space for relaxation or entertaining.

[▶ RETURN TO ARTICLE](#)







# EXCLUSIVE WEB CONTENTS

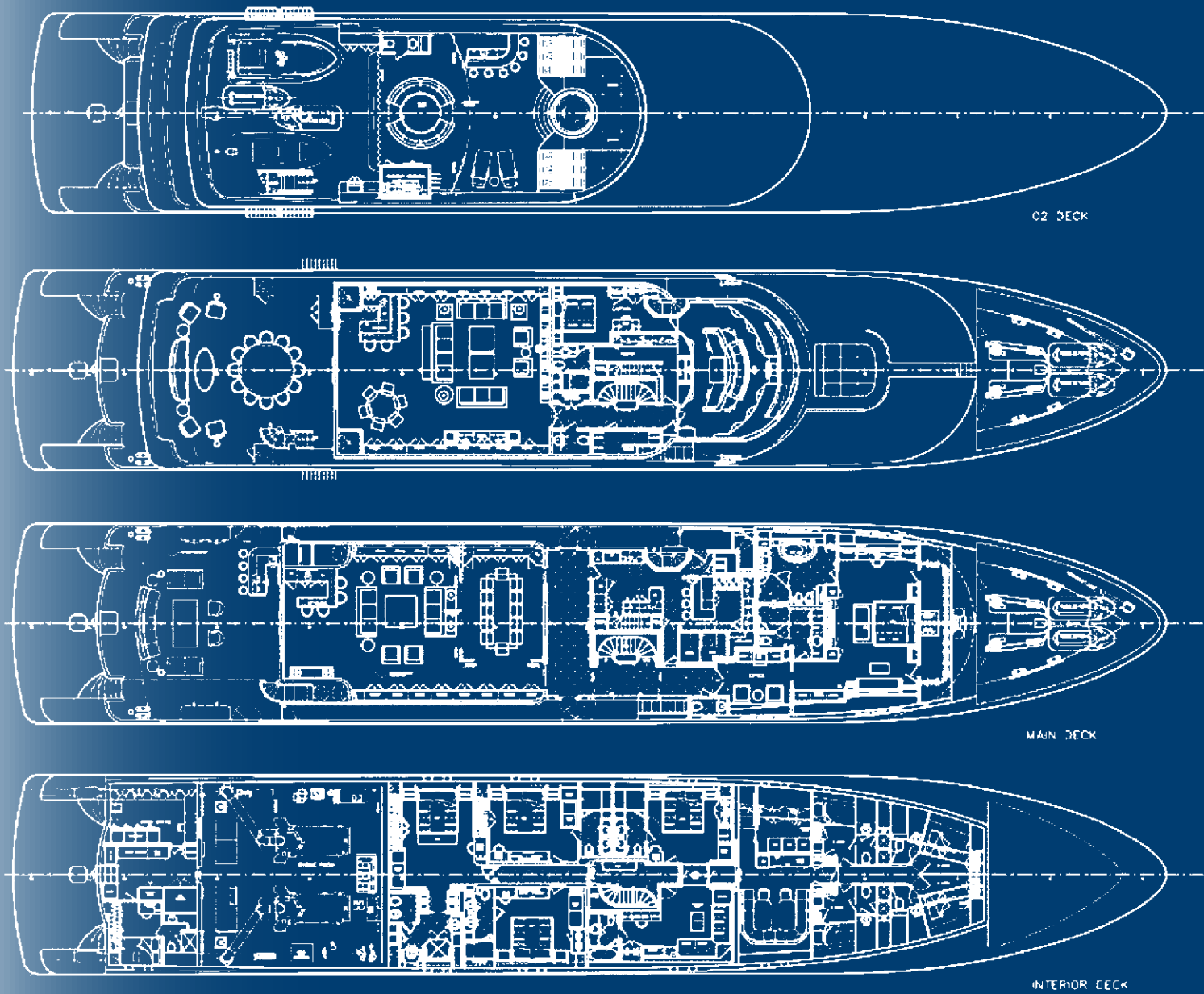


1. Carpe Diem cruises stylishly through the water
2. The gourmet kitchen would please even the most fastidious chefs and the gorgeous stone countertops carry the luxury of the main living spaces even into working areas
3. The white onyx bar in the upper deck salon is just a steps away from the sunpad that wraps around the aft of the deck providing a perfect place to recover from the heat

[▶ RETURN TO ARTICLE](#)



# TRINITY CARPE DIEM







EXCLUSIVE WEB CONTENTS

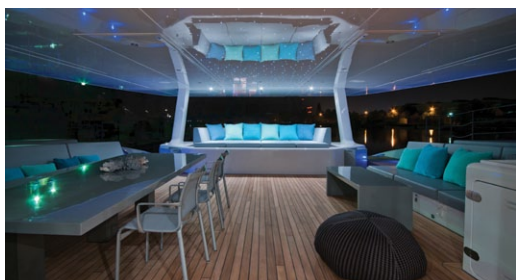
# { MONACO YACHT SHOW } 2011



[RETURN TO ARTICLE](#)

## SUNREEF 114 CHE

Che features al fresco dining and space for sunbathing (top) and under the flybridge overhang sits a comfortable outdoor salon





[▶ RETURN TO ARTICLE](#)

## SANLORENZO 46 STEEL

The contemporary interiors of the latest 46 Steel, *Rêve d'Or*, include a spacious salon (top) and a full-beam owner's stateroom (bottom).



# MONACO OCEANOGRAPHIC MUSEUM

Mark Dion—naturalist, archeologist, traveler, and artist—designed “OCEANOMANIA: Souvenirs of Mysterious Seas, from the expedition to the aquarium.” Inspired by the global research and discoveries of the Census of Marine Life (2010) and the disastrous Deepwater Horizon oil rig explosion, OCEANOMANIA showcases the richness, diversity and interconnectedness of the worlds’ oceans. Watch as the exhibition is placed piece by piece, and don’t forget to visit the museum before, during, or after the Monaco Yacht Show.

[▶ RETURN TO ARTICLE](#)







EXCLUSIVE WEB CONTENTS







The complex of buildings that make up the Rahmi M. Koç Museum (pictured opposite page) are not the only spaces guests can tour. Docked alongside the museum are classic tugs, steamboats, and other vessels lovingly restored by the museum. Founder Rahmi M. Koç also presided over the fortunes of the RMK shipyard that has built Nazenin V, Jasmin, Private Lives and others. See our Talking Turkey Market Focus in this issue for more information on the shipyard.

[▶ RETURN TO ARTICLE](#)





## EXCLUSIVE WEB CONTENTS

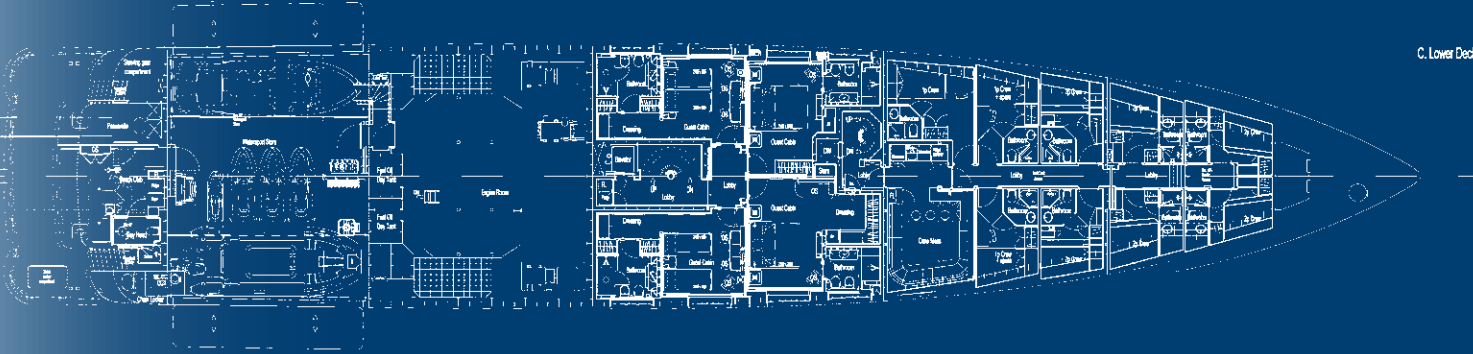
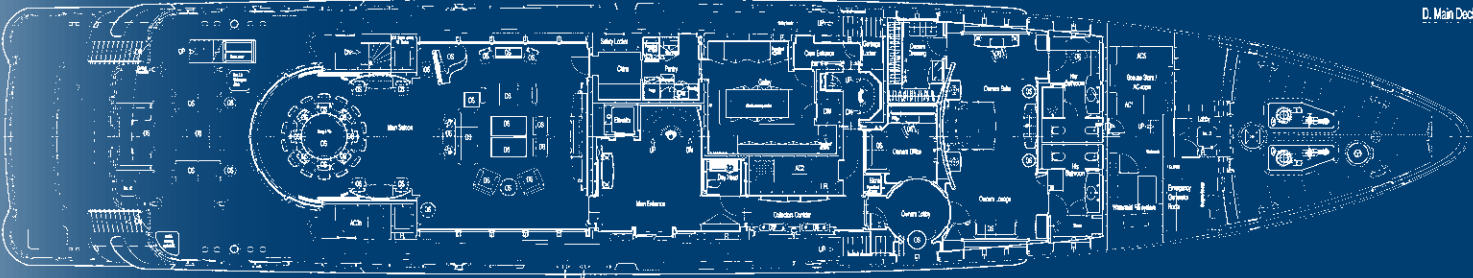
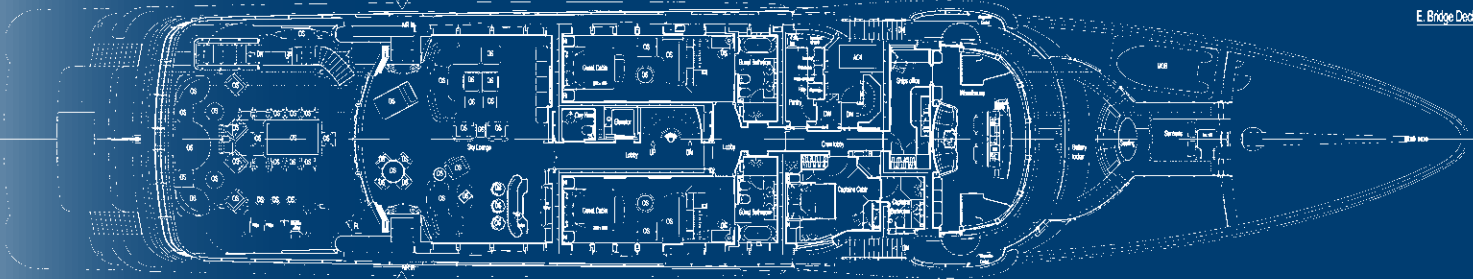
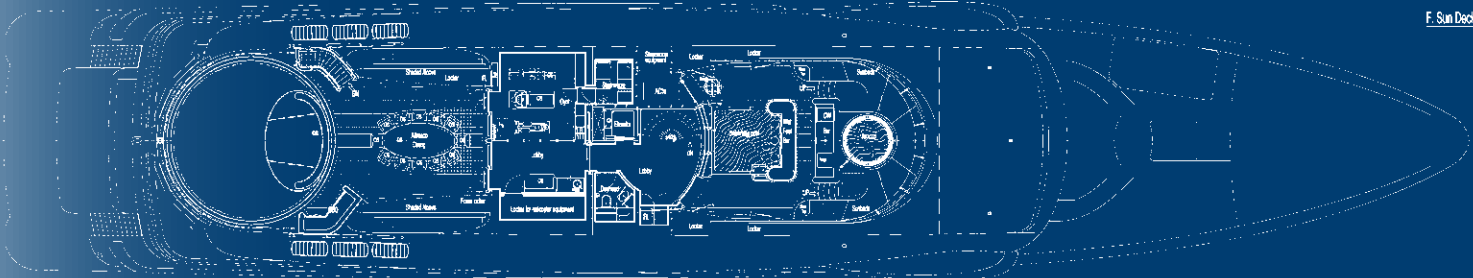


1. The open deck provides plenty of space for fun in the sun and the large beach club a great launch pad for tenders and toys.
2. A large tender garage makes sure that valuable deck space isn't lost for storage.
3. The large skylight and a window looking directly into the pool (bottom right corner of photo) give the main staircase its attention-grabbing details.

[▶ RETURN TO ARTICLE](#)



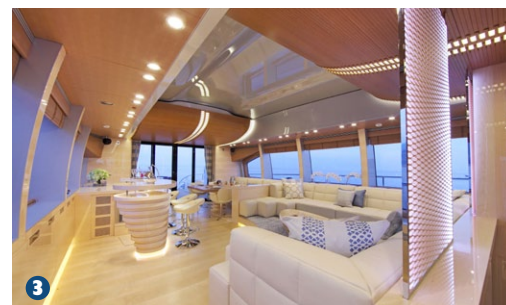
# AMELS 212 IMAGINE







# EXCLUSIVE WEB CONTENTS

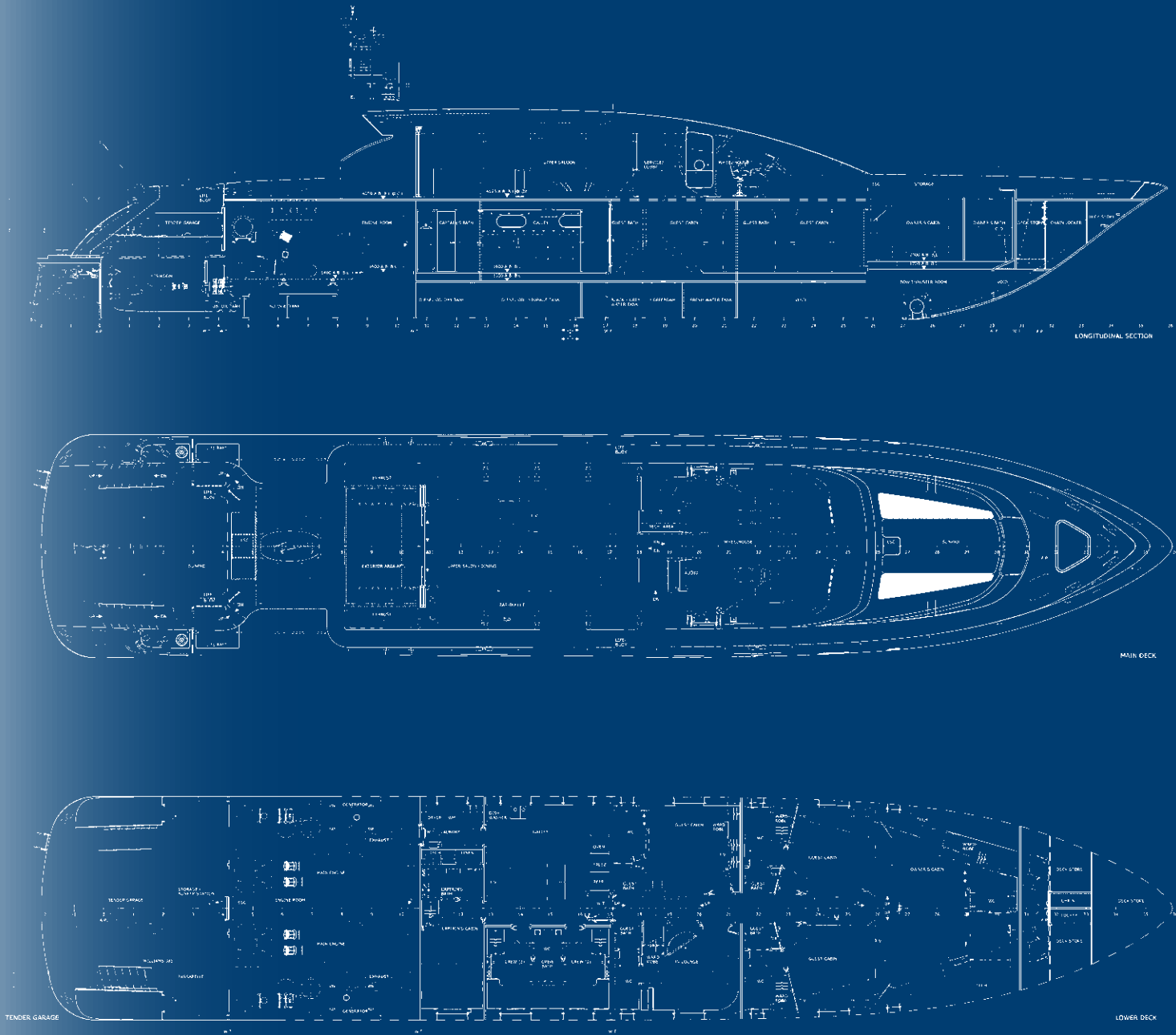


1. Shooting Star exudes sleek style even while taking in the sights
2. The al fresco dining table on the main deck is custom made with an inlaid design
3. Even with the sunroof closed, the main salon is still full of light and space
4. The master suite offers owners a cozy private retreat on the lower deck

[▶ RETURN TO ARTICLE](#)



# DANISH YACHTS SHOOTING STAR







# EXCLUSIVE WEB CONTENTS

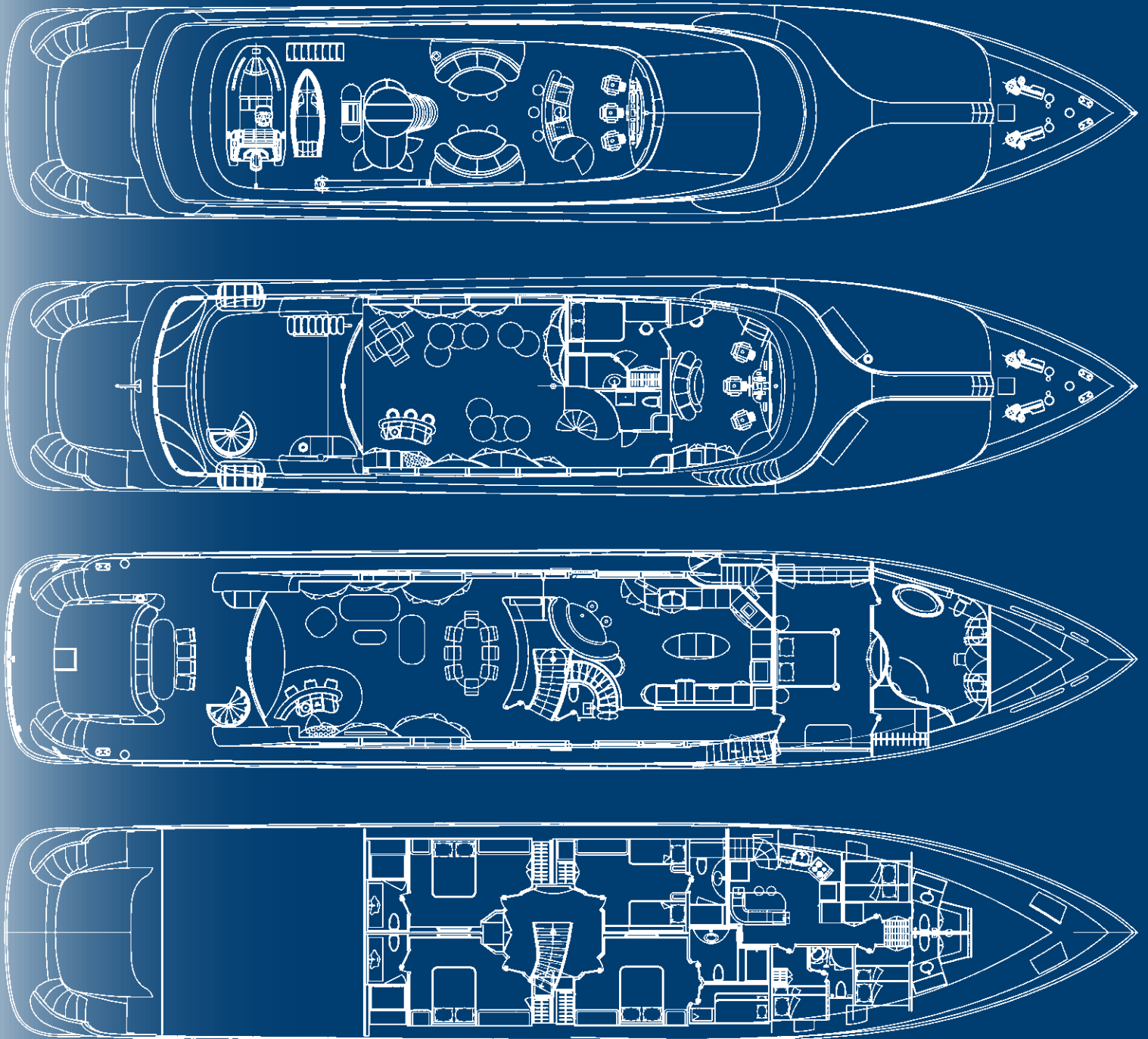


1. DREAMer cuts through the waves
2. The main salon includes a large bar, perfect for entertaining while docked or at sea
3. One of several alfresco dining spaces, this seating area offers panoramic views off the aft of the yacht.
4. DREAMer's Captain Sharon Buttemer managed the build in Antalya, Turkey

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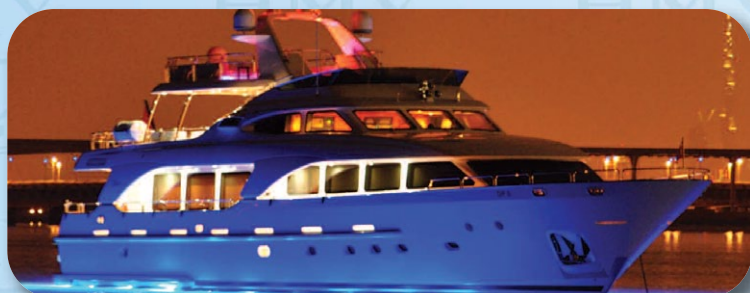
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For details contact Eric Leishman (949) 496-4933

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Nordhavn 47 ('07)	AU \$1,195,000 Duty paid
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Nordhavn 47 ('04)	\$795,000
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### **68' AZIMUT MOTOR YACHT 2001**

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### **65' MCKINNA MOTOR YACHT 2000**

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### **59' FERRETTI MOTOR YACHT 2003**

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1050 HP MAN Main Engines

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Quality European Craftsmanship



### **59' FAIRLINE MOTOR YACHT 1996**

3 Staterooms / Queen Master

660 HP Caterpillar Main Engines

Split level salon open to galley

Perfect Island Cruiser



### **58' DAVIS SPORTFISH 2006**

1675 HP Caterpillar Main Engines

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3 Staterooms / Queen Master Midship

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