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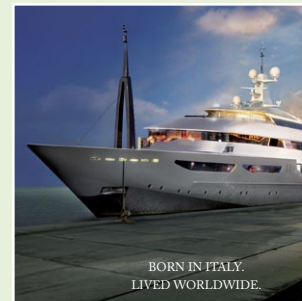
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ON THE COVER: *Satori* PHOTO: Jeff Brown

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70 EXUMAS

Last April, the Florida Yacht Brokers Association organized a trip to the Exumas. Several yachts participated and we had the good fortune of tagging along. We invite you on an incredible adventure not so far off the US coast.

78 TOP 10 ISLAND GETAWAYS

We asked the experts to spill their best-kept secrets about the Bahamas and the Caribbean. Here are their picks for the top 10 destinations, excursions, cays, ports and moorings to visit while you are there.

87 CALIVIGNY ISLAND

Ever dream of owning your own island? So did the Cohens. The difference is their dream came true when Martine Cohen stumbled upon Calivigny Island. Now they've turned the uninhabited island into a luxurious private retreat that is available for "charter."

CORRECTION: The article on *Told U So*, in our November 2011 issue, incorrectly identified the 145-foot yacht as a Benetti Tradition. It is part of Benetti's Vision series.



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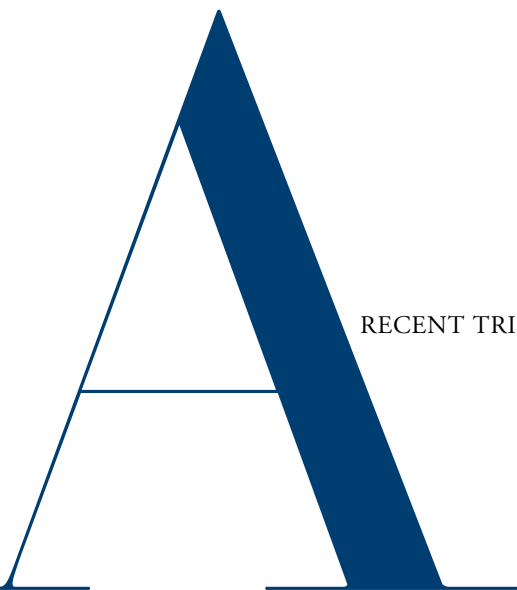
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RECENT TRIP TO THE BAHAMAS put me in close contact with a few fine Bahamian sharks. On Danger Reef I came in close contact with impressive bull sharks bubbling to the surface near our tender. At Compass Cay Marina there were tame nurse sharks resting on sandy bottom in a few feet of gin-clear water. A sign invited visitors to “Meet our Pet Sharks.” I slipped on a pair of fins, pumped “Jaws Spit Antifog Spray” into my mask and slid tentatively into the warm water. The nurse sharks placidly and gracefully glided near my feet. When one slipped behind me, instantly a chill went up my spine. I glanced over my shoulder, hopped a few feet forward and chuckled at my own cowardice as the nurse completed its circle, seemingly unaware of my presence. It wasn’t long after this encounter that I felt the urge to grab onto the sides of the ladder and pull myself back onto the dock.

Let’s face it: sharks have a serious public-image problem. And not just because of the 1974 best-selling novel and the blockbuster movies it inspired. The large predators that prowl the oceans also haunt the deep recesses of our mind. One way to overcome fears or a phobias is familiarity. Undersea documentaries have done wonders to educate us about sharks and show them as worthy of our respect and protection. However, these apex predators are more than feared and misunderstood; in recent years they have been increasingly hunted for their fins as the world developed an appetite for shark-fin soup, once a delicacy reserved for emperors. This has led to abuse and disputes over territorial waters. In response, a global movement to ban shark fishing outright began in Palau in the Pacific and reached the Bahamas early this year.

It is not surprising that the Bahamas jumped onto this bandwagon. The island nation has been an early proponent of environment preservation. In 1959, an act of parliament created the country’s first national park, the Exuma Cays Land and Sea Park. In 1986, the area became a no-fishing zone. Home today to a large population of rare Bahamian grouper, large colorful parrotfish and fairly healthy reefs, these acres of limpid waters and pristine beaches are one of the natural gems that make the Bahamas special.

A trip there, complete with shark encounters of several kinds, inspired a few articles in these pages, including “The top 10 Island Getaways.” The charter experts we queried about their favorite places in the Bahamas or Caribbean almost always picked a place or two in the Bahamas. Tallying their votes and reading their remarks was great fun. We hope it will inspire you to book your next charter trip or head out to the larger warm-water playground that includes the Bahamas and the Caribbean.

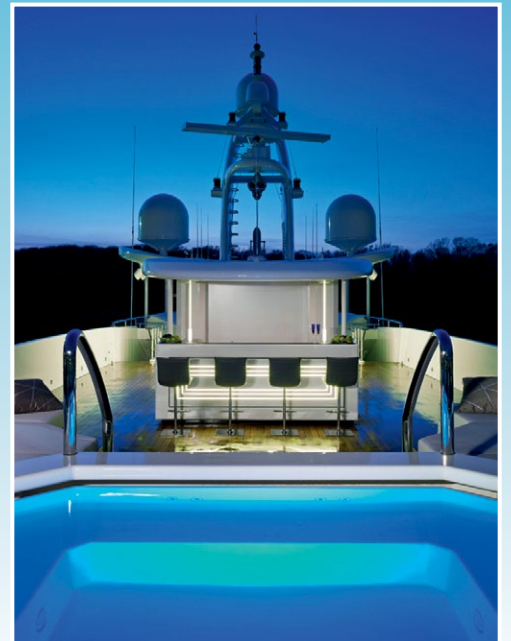


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{ MAKING WAVES }



Cannes 2011

The 2011 Cannes International Boat & Yacht Show, being the season's first show in Europe, serves as a sort of testing ground for many shipyards. Despite the lingering recession, 425 exhibitors and 583 boats gathered in the heart of Cannes this year. Among them, 173 debut models (up from 2010's 139 new models). A slight drop in the number of people walking through the gates belied a high quality of visitors, with increased attendance from Russia, the Middle East and Asia—particularly China, India and Singapore—but also South America, with a strong Brazilian presence. European builders also take this opportunity to hold press conferences. Here are a few highlights from Contributing Editor Maria Roberta Morso.



AZIMUT GRANDE 120SL

Azimut-Benetti Group

Founder Paolo Vitelli's motto is "full speed ahead" for the Azimut-Benetti Group, which arrived in Cannes with four new models: the attractive Azimut 40 and Azimut 45 (also showcased a month later at the Fort Lauderdale International Boat Show) in its flybridge series, the Atlantis 58 and the Azimut Grande 120SL, the largest boat built by Azimut to date. Its three 16V 2000

MTU engines, paired with two Rolls-Royce waterjets—two side waterjets and a central booster—deliver cruising speeds from 32 to 40 knots. One of the key features is a high ceiling with large glass enclosure that floods the salon with light. The Atlantis 58, with its muscular and sleek line, stems from the shipyard's technical department and NeoDesign's Filippo Salvetti and Marco Biaggi. The boat's performance confirms its sporty nature. With two 1,200-hp MAN engines, it reaches a remarkable 38-knot top speed.

While the new Benetti Crystal 140 was not in Cannes (it made its debut in Genoa a few later weeks later instead), Benetti also is going strong. The builder delivered 14 yachts in 2011 and, as we went to print, had received 17 new orders for yachts (including nine custom vessels ranging

in size from 164 feet to 213 feet). Benetti increased the capacity of its semi-custom production (or Class) range in Viareggio, while in Livorno, the company is building the first of its new FB 800 series, a fiberglass hull with aluminum superstructure that unites design flexibility and space customization. The attractive new 164-foot four-decker is designed to be less than 500 tons. Aside from its boat offerings, the group, which currently operates in 68 countries, is reaching out to new markets. It recently opened offices in Hong Kong and has strengthened its presence in the Americas, including Mexico, the Dominican Republic, Panama, Venezuela and Brazil. The Azimut-Benetti Group followed suit in Fort Lauderdale with a strong presence and several models new to the American market.



ATLANTIS 58



BENETTI FB800

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RIVA ISEO 27

Ferretti Group

Founder Norberto Ferretti, CEO Giancarlo Galeone and Chief Sales & Marketing Officer Lamberto Tacoli outlined the group's current strategy in Cannes. Since the 2009 restructuring of the group's equity, the company has refocused its efforts on its core activity and identified new areas of strength. In 2010, the group sold various assets, including 60 percent of the shares it held in Spanish megayacht painting specialist Pinmar; the Apremare brand and a marine complex near Naples. In Brazil, a strong market for Ferretti, the group inaugurated Ferretti Group Brasil, struck an agreement with its long-time dealer Marcio Latorre Christiansen and in June 2011 opened a new production facility in São Paulo. Meanwhile, the group has renewed its commitment to innovation and research with the goal of improving quality and enhancing the appeal of its varied offering across its eight brands (Ferretti Yachts, Custom Line, CRN, Mochi Craft, Pershing, Riva, Itama and Bertram). Debuting in Cannes were the Custom Line Navetta 33 Crescendo and the Custom Line 124 (the Custom Line 100 debuted at the 2011 FLIBS), the Riva Iseo 27, the Pershing 108 and *Lady Trudy*, hull No. 7 of CRN's successful Navetta 43, built in composite in Ancona. As we went to press, news came of new investment into the multi-faced boatbuilder, which had good results at the fall shows.

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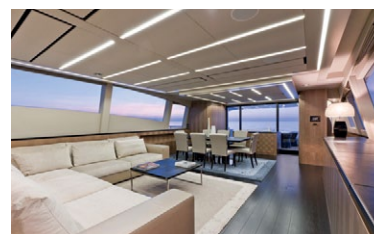
GALEON

The Galeon range includes a new flagship, the 780 Crystal. This good-looking motoryacht perfectly showcases the privately held Polish company's capabilities in terms of design, technology and engineering. With its three decks, large indoor and open-air social areas and four ensuite lower-deck cabins, the Galeon 780 Crystal can be considered a semi-custom model. The shipyard offers flexibility in layout configuration and interior décor. The finely crafted contemporary interior of the model we visited in Cannes compares favorably with that of the best international production builders, both in design and building quality. Exquisite veneers and upholstery give the yachts a touch of luxury without clashing with this yacht's genuinely sporty spirit. A long-lasting collaboration with Tony Castro Yacht Design ensures a strong family look throughout the range. The yachts are built at a huge facility that handles everything from hull lamination to aluminum and steel work, to joinery and upholstery, all in-house. In addition to an active representative network, Galeon has new dealers in North America, China, South Korea and Switzerland.

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Koot Yachts International

Koot Yachts International's Koot 54 is an attractive day cruiser. A group of Kuwaiti investors entrusted designer Francesco Maria Giulini and naval architect Sergio Cutolo of Hydro Tec to help develop this first model, built in Tunisia. The Koot 54 displayed in Cannes was custom-built for a Kuwaiti owner. It has large synchronized sliding doors separating the aft-deck salon from the interior, where a pilot seat and a small dinette open up to a huge salon, a few steps below the deck level. The owner requested a comfortable and private area furnished with plush sofas to share with friends. A 13-foot-long oval window on each side provides natural light as well as close sea views. The transom opens fully onto the water, and three steps above is an outdoor salon with its sofas overlooking a large swim platform. The open foredeck, finished in teak, is a great sun deck. And while this custom Koot 54 has no cabins, Koot offers the 54 with the same salon plus a cabin. The shipyard's design team created the exterior lines, while Giulini designed the interior. From Sergio Cutolo comes a V-shaped planing hull with variable deadrise angle. Twin MAN R6-800 engines allow it to reach a 34-knot top speed and a cruising speed of 30.

FOR MORE INFORMATION, VISIT KOOTYACHT.COM

MONTE CARLO YACHTS

While introducing the new MCY 65, Monte Carlo Yachts' spirited CEO Carla Demaria offered a detailed analysis of the global market's situation and the shipyard's strategy, which includes development and commitment to quality. Based on the great reception the newly introduced shipyard received at last year's Hainan Rendez-Vous and the Rio Boat Show, it will continue to pay close attention to emerging markets, in South America and Asia, particularly. As part of the Beneteau Group, Monte Carlo Yachts has access to substantial financial, technical and commercial resources, which allow the shipyard to develop its production site (in Monfalcone, Italy) and its international commercial structure. In order to gain a foothold in the most distant markets, Monte Carlo Yachts can bank on Beneteau's international

network, which includes offices in the United States, Brazil and China. As far as the product line is concerned, with just two models in the market, MCY has already established a strong brand and a very distinct family look. The new 65-footer—like the MCY 76 (see *Yachts International* December 2010) and more models yet to come—features the work of renowned designers Carlo Nuvolari and Dan Lenard. The new MCY 65 boasts the same elegance and functionality demonstrated by her bigger sister. An innovative design goes hand in hand with a rational layout and state-of-the-art technology.

FOR MORE INFORMATION, VISIT MONTECARLOYACHTS.IT





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Wally Yachts

Since visionary entrepreneur Luca Bassani Antivari created Wally—a name synonymous with sporty motorboats, legendary racers and wondrous “blue ocean” sailing yachts—the company has followed its own fiercely independent path. A few months ago, however, Wally announced the arrival of a new investor, Archimedia BVI, a company specializing in innovative and high-quality consumer technology and real estate brands. “This investment provides us with an enhanced ability to develop new models and new markets over the coming years,” Bassani said. Among a few well-known models, Wally introduced its newest born, the Wally One, 42 feet of edgy design and performance—the successor of the renowned Wally Tender. Featuring multi-functional Yanmar instruments, hydraulic steering and trim systems, the new Wally One is easy to use and maneuver. Slightly shorter and narrower than the Wally Tender, Wally One’s design allows the hull to pierce the wave. The vertical bow is engineered to optimize speed, and its Yanmar V8 twin turbo engines allow Wally One to reach a top speed of 47 knots.

FOR MORE INFORMATION, VISIT WALLY.COM



OVERMARINE

Overmarine Group announced the new Mangusta 110 and displayed four models, including the Mangusta 72, one of the best-selling open-style yachts in the Mediterranean. Thanks to its excellent performance, two MTU 10V 2000 M93 engines and Arneson surface drives, the Mangusta 72 reaches a top speed of 39 knots. Performance is a hallmark of the brand, with models that stretch currently to 165 feet (a 205-footer to be built in aluminum was also recently developed). Another Overmarine hallmark is a strong family look, which appeals to a group of enthusiasts around the world. Stefano Righini has designed the entire line, including the newest model, which features a small flybridge and is immediately recognizable as a Mangusta.

Equipped with two 16V 2000 M94 MTU engines, it also will deliver the kind of performance Mangusta lovers everywhere are looking for: a top speed of about 33 knots.

Since taking back the marketing of its brand, builder Overmarine has been busy developing a network of commercial partners, such as MarineMax in the United States,

Burevestnik in Russia, Infinite Yachts in France, La Mar Aqua in Turkey and most recently Le'Mon Group in Brazil. At the Fort Lauderdale International Boat Show, the company announced the sale of a Mangusta 165 to an American client.

FOR MORE INFORMATION, VISIT OVERMARINEGROUP.IT



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La Belle Classe: Style, Elegance and Etiquette

The 10th edition of Monaco Classic Week (September 14 to 18) featured a merry mix of motor and sailing vintage yachts. Among them was the restored 1909 *Hispania*, which joined in Monaco three other surviving 15-M IR yachts designed by William Fife between 1908 and 1912. It was the first time that the four sisterships *Tuiga*, *Lady Anne*, *Mariska* and *Hispania* (four out of a series of 20) raced together. They were a sight to behold: a sea of sleek, pencil-thin hulls, varnished mahogany, gleaming brass and cream-colored canvas. Racing a vintage yacht takes a lot of teamwork—no push buttons or electric winches here. In all, there were nearly 100 yachts in attendance—everything from classic Rivas, Chris-Crafts and Hacker-Crafts, to gaff-rigged sailing yachts and the 213-foot three-masted *Adix*, plus the J-Class *Shamrock*—in other words, a yacht to please every palate.

Moët Hennessy Chairman Christian Navarre awarded the La Belle Classe Restoration prize to the 125-foot (38-meter) gaff cutter *Mariquita*. The 100-year-old *Mariquita* also won the Monaco Classic Week trophy and a Hublot watch, designed specifically for the regatta.

Classic Week had plenty to recommend it this year. Along with racing, there was a display of vintage cars, as well as an award for a concours d'elegance, an Alain Ducasse Concours de Chef and a Personality of the Sea award, which went to French actor, director and producer Jacques Perrin. The next Monaco Classic Week will be held September 11 to 15, 2013. The biennial Classic Week, headquartered at the Monaco Yacht Club, was created in 1994 to mark the centenary of Prince Albert I's 1904 international powerboat competition. — Jill Bobrow

FOR MORE INFORMATION, VISIT YACHT-CLUB-MONACO.MC

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CXL: THE WORLD'S LARGEST TRIMARAN Folding Hulls

The 205-foot yacht *Lady Lola* was the venue for the announcement of an exciting new project. Prince Albert II and other distinguished guests were on hand to hear about the UltraLuxum CXL project, the world's largest sailing trimaran. The CXL is a 157-foot (48-meter) three-decked and sloop-rigged ultra-efficient composite yacht with a radical new design. It is the first yacht of its size to feature folding hull beams to obviate space issues with marina dockage. From a 75-foot overall beam in its sailing configuration, the yacht "folds" to a 36-foot beam in harbor configuration. Jean-François Ruchonnet of Monaco-based UltraLuxum and naval architect Jean-Jacques Coste of Coste Design & Partners collaborated on the concept. The yacht will be built at Tamsen Yachts in Germany. Eric Althaus of Althaus Yachting is the project manager, and Fraser Yachts will be the worldwide agent. Jessica Sbaraglia of UltraLuxum designed the aerodynamic, ergonomic and ultra-modern interior, which will incorporate lighting products by Swarovski.

FOR MORE INFORMATION, VISIT ULTRALUXUMCXL.COM



FINCANTIERI **WOWS** WITH **WINCH** AND **FREIVOKH**

Italian gigayacht builder Fincantieri Yachts—whose first yacht, the 440-foot (134-meter) *Serene* lay at anchor outside the Monaco Yacht Show—held at the Yacht Club of Monaco a press conference that featured new-project presentations by renowned designers Andrew Winch and Ken Freivokh. Winch began his address by holding up a rock and an egg to underline the beauty and balance of being in harmony with nature and the sea. The project name for his design is Virage 88, with the number 8 referring to infinity. The design is all about waves and nature; Virage 88 has flowing, curvaceous lines with a classic bow and stern.

Freivokh's 459-foot (140-meter) Fortissimo project—also unveiled at the conference—was conceived, seemingly, without constraints or limitations. True to its name, it reflects strength through an aggressive design, which, Freivokh said, is intended, in part, to communicate that a yacht is transportation on the water. The yacht's functional staircases have been designed to make connections with the sky, the exterior and the interior. Freivokh's underlying theme is that there will be an element of excitement throughout when you are aboard the Fortissimo, and you shouldn't feel like you are simply in another house.

FOR MORE INFORMATION, VISIT
FINCANTIERI.IT, ANDREW-WINCH-DESIGNS.CO.UK, FREIVOKH.COM



VIRAGE 88



FORTISSIMO



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Hodgdon covers the details

Following its 2008 announcement that it was moving into the yacht interior arena—with subsequent work with Florida-based Newcastle Marine—the Maine-based classic sailing yachtbuilder Hodgdon has now partnered with Michael Peters Yacht Design for a line of custom yacht tenders. With the idea that the tender should reflect the craftsmanship and finish of the yacht to which it caters, the team has released a trio of customizable tenders that will fit any superyacht's needs and personas: The 33-foot Sport Tender covers the fun and sexy sector; the 30-foot Center Console Tender carries the adventure-loving crowd and the 34-foot Limo Tender pampers the private-aircraft and chauffeured-car population. The 282-foot (86-meter) Oceanco Seven Seas boasts two custom 12-seater Hodgdon Limo Tenders.

The collaboration between Hodgdon and Michael Peters continues with a larger project. At the 2011 Monaco Yacht Show, the team unveiled plans for a 131-foot (40-meter) raised-pilothouse motoryacht (141 feet with swim platform) that will accommodate eight guests in five staterooms.

FOR MORE INFORMATION, VISIT HODGDONYACHTS.COM, MPYD.NET



BILLY BLACK

CNI'S NEW CEO A FAMILIAR FACE

Eric de Saintdo is the new chairman and CEO of Camper & Nicholson's International (CNI). When long-time company executive Jillian Montgomery retired in May 2011 after six years at the helm, De Saintdo was appointed interim CEO. He already had an important role in the company, as president of the Rodriguez Group since October 2010. He now holds both roles.

After a decade as the manager of the Cannes International Boat Show, De Saintdo had his sights set on a new boat-show venture, but a conversation with the Rodriguez Group's top management changed all that.

A powerhouse as a marketer and trendsetter, Rodriguez was a publicly traded company with one of the hottest marine stocks. The group, based on the French Riviera, sold, maintained and chartered luxurious Mangusta and Leopard yachts, which it made ubiquitous around the Mediterranean. But, after years of amazing growth, the company

SEE FAMILIAR FACE ON PAGE 36

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Blohm + Voss Unveils an 88m in Monaco

The 2011 Monaco show, as every year, proved the perfect opportunity for the announcement by German builder Blohm + Voss of a new 289-foot (88-meter) motoryacht concept developed in conjunction with UK-based Michael Leach Design. This same team in 2010 delivered the award-winning 315-foot (96-meter) *Palladium* (the most recent award to grace the remarkable new vessel is an International Superyacht Society Design Award.) The new 88-meter design sticks to MCA regulations and will be built to remain below the 3,000-gross-ton mark. Designed to Lloyd's class, the yacht will accommodate a total of 12 guests and provide space for 30 crew. Its 51-foot beam should have no problem housing everyone. The plans call for two 2,895-hp engines that should give the yacht a top speed of 17 knots and a cruise speed of 16. Range is 5,000 nautical miles at 15 knots.

FOR MORE INFORMATION, VISIT BLOHMVOSSYACHTS.COM OR MICHAELLEACHDESIGN.COM

A PRINCESS (YACHT) IN MONACO A NATURAL FIT FOR LUXURY

Princess Yachts, part of luxury group LVMH, had its largest yacht to date on display at the Monaco Yacht Show this year. Her spacious interior with four staterooms and Fendi interior were well received, and the yacht looked at home among other megayachts. An 131-foot (40-meter) yacht is under construction and slated for launch in a few months. Please visit our online edition for a full article on Princess Yachts and its recent and successful foray into the megayacht segment.



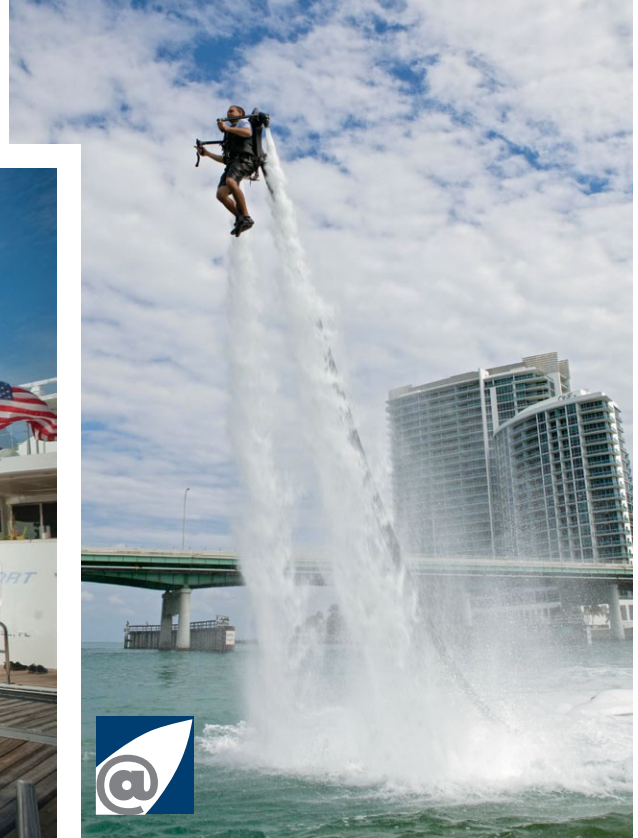
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Boaters in buying mood

A waterjet-powered device, carrying a passenger James Bond-style a few feet above water, got lots of attention at the Fort Lauderdale International Boat Show, even making the front page of the hometown newspaper, the *Sun Sentinel*. The newly launched JetLev, with a price tag of nearly \$100,000, found several buyers at the show. This soaring device apparently was symbolic of something else, a rise in inquiries and contracts for both brokerage and new boats.

Early reports coming out of the Fort Lauderdale International Boat Show were optimistic, possibly confirming a positive momentum. According to a sales manager from a major shipyard, wealthy people in the United States seem to be adjusting to a "new normal" and if they have the liquidities, they are now willing to move forward with plans they had put on hold. "The consensus opinion of manufacturers and dealers alike was that the boating public was showing renewed interest in buying a boat, and that was true with both new boats and pre-owned

SEE FLIPS ON PAGE 36





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DANISH YACHTS' SHOOTING STAR



Jason Callender, John Ciullo and Karlene Pack



MANGUSTA 92



INAUGURAL TRILOGY EVENT

A Shimmering Success

Yachts International created a nice momentum building up to the Fort Lauderdale International Boat Show's busy event week with a special yacht hop at Fisher Island. The Fisher Island Marina offers an exceptional private setting in full view of the modern Miami metropolis shimmering in the distance. More than 10 exceptional yachts responded favorably to the invitation-only event, organized in partnership with Show Management and *Opulence* magazine, a lifestyle publication produced by CSI (managers of luxury residential properties on Fisher Island, Ocean Reef and more). In addition to the yacht showcase, featuring yachts from 80 to 150 feet, guests enjoyed fine food and spirits (with signature cocktails by Grey Goose vodka and Corzo tequila, wines from The Organic Cellar and Prosecco from Syltbar); a display of fine fashion by Neiman Marcus of Bal Harbour; jewelry from King Jewelers, Harry Winston and Hublot of Bal Harbour; luxurious cars from The Collection, plus live entertainment, courtesy of Steinway piano, DJ Randy Paige, DJ Ross Gassman and Static Beats, Jose Kaouno (classical guitar) and Terry Cooper on the

SEE TRILOGY ON PAGE 36



Julie Zub and John Jarvie



Fashion by Neiman Marcus of Bal Harbour



Douglas and Roxanne Houghton, with Dean Klevan



Ron Cleveringa, Jim Ruffolo, Valerie Carasco, Jim Berkebile, and Rory and Howard Meyers



Martin Bellamy, Gary De Sanctis, and Sally and Frank Atlass



William S. Smith III with Lee Clark and Jerry Pikolsky

PHOTOS PAMELA JONES

INTERNATIONAL SEAKEEPERS SOCIETY

BUSY FALL LEADS TO EXCITING NEW INITIATIVES

Our partners at the The International SeaKeepers Society (ISKS) kicked off the busy boat show season with the 2011 edition of Le Bal de La Mer in Monaco. The event began with a cocktail reception aboard one the latest Trinity Yachts, *Carpe Diem*, our September issue's cover yacht. In Fort Lauderdale, *Yachts International* co-sponsored an event with the Superyacht Builders Association (SYBAss) and ISKS. The preview night gave a select group of VIPs and yacht owners an opportunity to take a first look at the superyachts on display at the show. The ISKS' annual Founders' Dinner, an elegant sit-down affair held in a private Fort Lauderdale waterfront villa, topped the evening in style. SeaKeepers, of course, is about more than pomp and circumstance. Behind the fun and lavish parties are

CONTINUED ON PAGE 36

FAMILIAR FACE

CONTINUED FROM PAGE 28

was burdened by increasing debt and a growing fleet of brokerage yachts, which became harder to resell as the financial crisis became tangible. As new-build orders took a tumble worldwide, the Rodriguez Group's long-term exclusive contracts with the two shipyards that built the Leopard and Mangusta brands came to an end. CNI, an established and reputed brokerage firm, which the Rodriguez Group acquired in 2001, was faring better. Yet, it faced increased competition in new-build, management and charter markets as the overall market shrank.

Such were the challenges that faced the new president. De Saintdo rolled up his sleeves and wasted no time. He came to the 2010 Fort Lauderdale International Boat Show with a newly rebranded Rodriguez Group and new products. Rodriguez acquired several of Italian builder's Sanlorenzo's aluminum yachts—including the alluring 40 Alloy, and now helps market and sell Sanlorenzo yachts on the European market. Another close tie is with Italyachts, builder of a stylish composite yacht very closely related to the open-style boats Rodriguez previously sold.

Yet, under De Saintdo's leadership, the company is also clearly forging into new directions. At the 2011 Monaco Yacht Show, De Saintdo stood alongside Tilli Antonelli, as the former Pershing executive and founder of WiderYachts unveiled an exciting new project. The new Wider 150, an innovative megayacht designed by Fulvio de Simoni, is being marketed closely with CNI. In Monaco, CNI also unveiled a revamped Web site, more functional and user friendly, which also presents a new image of the brokerage firm. A closer affiliation with Camper & Nicholson's Marinas provides Rodriguez clients with easier access to berths in marinas around the world. In spite of the name, the two companies were not closely related in the past, and this opens new avenues to better answer a demanding clientele's needs.

A slew of new appointments were also recently announced, including Laurent Perignon (who returns to CNI after a hiatus) as COO, and Michael Payne as CCO. DJ Kiernan, formerly charter manager for Feadship Americas, joined CNI a year ago and was recently appointed as director of charter marketing worldwide.

FOR MORE INFORMATION, VISIT
CAMPERANDNICHOLSONS.COM

FLIBS

CONTINUED FROM PAGE 32

boats," Hargrave's Michael DiCondina and Peter Colagiovianni said. So, despite torrential rains and bad economic news from Europe, buyers helped put a smile on many of the exhibitors' faces. Early reports were uneven, but several dealers and builders announced they had signed contracts at the show. Visitors had a wide choice of vessels, from superyachts to express cruisers. Among the newcomers on the market were Cheoy Lee's Alpha 76 Express; the Custom Line 100, a very attractive mid-range cruiser; the utterly stylish Riva Domino 86 and a full new range of flybridge yachts from Azimut and Azimut Grande, including the brand-new and smartly designed Azimut 45, introduced a few weeks earlier in Genoa, and the Azimut 105 and 116 (in the Grande line). Azimut-Benetti Chairman Paolo Vitelli was one of the featured guest speakers at a Boat Show breakfast, and he expressed his optimism as emerging markets and the number of ultra wealthy continue to grow. His confidence was rewarded with the sale of several boats at FLIBS.

SEAKEEPER

CONTINUED FROM PAGE 35

the primordial goals of raising funds to further the cause of ocean preservation. Among the big names added to the roster was Kelly Slater, the 2011 recipient of the SeaKeeper Award. But the society is also expanding its Scientific Advisory Council. World-renowned oceanographer and author Sylvia Earle was one of the featured speakers during ISKS' lecture series at FLIBS. Earle and ocean activist Fabien Cousteau endorsed exciting new SeaKeeper initiatives to take advantage of technology, which can turn private yachts into scientific vessels supporting much-needed research. The greatest danger to the oceans, the scientific panel agreed, is ignorance. ISKS is depending on volunteers and donations to help gather the information the scientists so critically need. Stay tuned to learn more about the organization's exciting new initiatives in the coming months.

FOR MORE INFORMATION, VISIT SEAKEEPERS.ORG

TRILOGY

CONTINUED FROM PAGE 34

saxophone. The 125-foot *Shooting Star*, a brand-new yacht from Danish Yachts, made her very first appearance in the United States at this exclusive and well-attended event. Other fine yachts included a brand new Mangusta 92 (available through MarineMax), a Ferretti 881 (Allied Marine), a Lazzara 80 (Buddy Haack brokerage) and a 90-foot Ocean Alexander (offered by Ocean Alexander brokerage). Among the largest yachts on display were the 150-foot *Trinity Claire* (presented by Merle Wood & Associates), the 143-foot *Van Mill Starship* (Chamberlain Yachts) and the 147-foot *Trident Easy* (IYC). Enticing the crowd to move down the docks were food and dessert stations by Divine Delicacies, Romanicos Chocolate, Cookie Bandits and Donut Divas. Fine outdoor furniture by Kettal, Broward Design Center and Burlini Studio provided just the right amount of rest areas along the docks and under a tent that proved a popular spot when the skies opened up for a fall storm. A silent auction benefited the Miami-based Marli Ovarian Cancer Awareness Foundation.

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Sessa C54

THE Fun Factor

STORY Cecile Gauert PHOTOS Sessa Marine

Isn't it great that you can rediscover a place you thought you knew well?

I had this experience recently when I met Alfonso Esper. A native of Mexico, Alfonso is in real estate and media and spends time in Miami for pleasure and business. He is in his mid-30s, single and is obviously enjoying life. This you can tell from the impressive array of cars and motorcycles in front of his Miami home and photos of Alfonso and friends flashing across the high-definition TV screen behind the bar.

Last year, he bought his first boat, a C54 by Italian builder Sessa Marine. "When I moved to Miami, I knew I had to get a boat," Alfonso says.

My gaze wanders off to the sliding doors. His Miami house has spectacular water views as far as the eye can see. It sits on a strip of land that is barely wide enough for a two-lane road with a landscaped median, and rows of Mediterranean-style houses and waterfront condominiums. It takes less than 30 minutes—if you get the timing right and make the next bridge opening—to get out to open water. I have seen this scene thousands of times, but now I see it as someone who comes to Miami for the first time. It is, indeed, a boater's paradise.

On this particular day, Alfonso graciously grants a request to head to Stiltsville—a favorite spot for Miami boaters, south of Key Biscayne—to test the boat. He rarely goes himself. He uses his boat mostly to go to clubs and restaurants, and why not? It's a great way to beat the traffic. Plus, it's practically door-to-door service—Alfonso had a private dock built a few







ABOVE: This 53-foot yacht boasts not only a tasteful interior, but plenty of headroom, even with the sliding room closed. The belowdecks galley is fully equipped, bright and practical



steps away from his waterfront pool.

Admittedly, permits for the dock construction did not come easily (they never do, and regulations on Biscayne Bay, a delicate ecosystem, are among the toughest), but he persisted with the paperwork and surveys, and the reward is the ability to have his boat, right there, at the ready. And not just any boat. Alfonso says the C54, part of Sessa's yacht series, was a bit more than what he had in mind. But the Sessa C54 is a great-looking boat—a Sport Coupe—designed by Christian Grande like all Sessa Marine's models. This very boat, Hull No. 4 of that series, was exhibited at the Yacht & Brokerage Show in Miami, and that is where Alfonso, who bought it sight unseen, first got to touch and feel it.

The first question one may ask, especially at a time when new-boat sales seem to require more time and effort than ever, is how do you get a financially qualified buyer into his or her first boat? Alfonso is an action-oriented guy—he has the scars to prove it. He loves the

outdoors, had Jet Skis before, took boating and marine safety classes and rented often. What helped take the step toward boat ownership? He replies without hesitation: "The swim platform, the IPS, the full-beam master, the height and Roberto," he says. By Roberto, he means Roberto Camino, president of Camino Al Mare, Sessa's dealer in Cancún. The two established a good rapport and that helped seal the deal. You cannot discount the human factor.

But the yacht itself had lots to do with his decision. It is spacious and bright, with plenty of headroom, which a tall man like Alfonso naturally finds inviting. He ruled out a couple of other contenders because they lacked ceiling height. The galley below is fully equipped and bright. Aside from the full-beam master stateroom aft, the boat has a VIP forward, a guest cabin amidships, plus a small crew cabin with separate entrance. The salon doors and large sunroof open and close at the touch of a button, and the aft deck is versatile. A two-step process transforms the banquette into a sun

Sessa C54

LOA: 53ft. 2in. (16.2m)

BEAM: 15ft. 6in. (4.7m)

CONSTRUCTION: composite

ENGINES:
2 x Volvo IPS 900, 1,400hp

TRANSMISSION: IPS

DISPLACEMENT: 21 tons

FUEL: 2 x 264 gal. (2 x 1,000L)

FRESHWATER:
2 x 74 gal. (2 x 283L)

SPEED (MAX.): 34 knots

SPEED (CRUISING): 25.5 knots

DESIGN: Christian Grande

BUILDER: Sessa Marine – Italy



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EDITION

*Original dimensions are provided in the metric system

bed facing the swim platform, designed to go up and down. The aft deck's teak planking is laid sideways instead of the usual front-to-back orientation, a small detail that is pleasing and visually expands the cockpit. The design is contemporary and appealing, but it is the attention to detail that makes the difference. For instance, the electric panel, protected by a glass door next to the salon entrance, is easy to get to and logically laid out.

This yacht is equipped with twin 1,100-horsepower Volvo Penta 900 engines and IPS2, which add to the fun of it with ease of maneuvering, the ability to cruise in shallow waters and eventually pick up speed in open water. Despite the incoming chop, the boat reaches 32.6 knots easily, and the noise level inside the cabin is such that we can continue

to carry on a conversation without raising our voices.

The C54 has a nice, firm ride. Sessa Marine pays great attention to its hulls. For a number of models, it has taken the additional and expensive step to do tank testing (at the Krylov Institute in St. Petersburg, Russia).

It's all part of the extras that Roberto convinced Alfonso he needed. Seated at the helm, one arm wrapped over the backrest, the boat's owner turns toward a couple of friends seated at the dining table on the port side. "I could not think of any single other activity that would be as fun as this one," he says. ■

For more information, visit sessamarine.com



ABOVE: The lower-deck of this 53-footer accommodates a full-beam master, a forward VIP and guest cabin—not to mention a small crew cabin with separate entrance **RIGHT:** The swim platform is practical and the aft deck is versatile, accommodating sunbathers or diners



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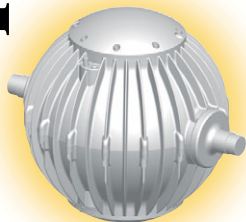
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We recently cruised 57 hours straight in 9' to 11' swells the entire way, and it was comfortable. At anchor, the system dampens roll by 73%, which is pretty considerable.

—ANDREW GREGO, CAPTAIN ON 102' PALMER JOHNSON MY BANYAN



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I N N O V A T I V E S T A B I L I Z A T I O N T E C H N O L O G Y





Heesen *Satori*

fabulous freedom

STORY Jill Bobrow
PHOTOS Jeff Brown
and Julien Oppenheimer



PAMELA JONES

Eric Benson and
Valentina Coghlan

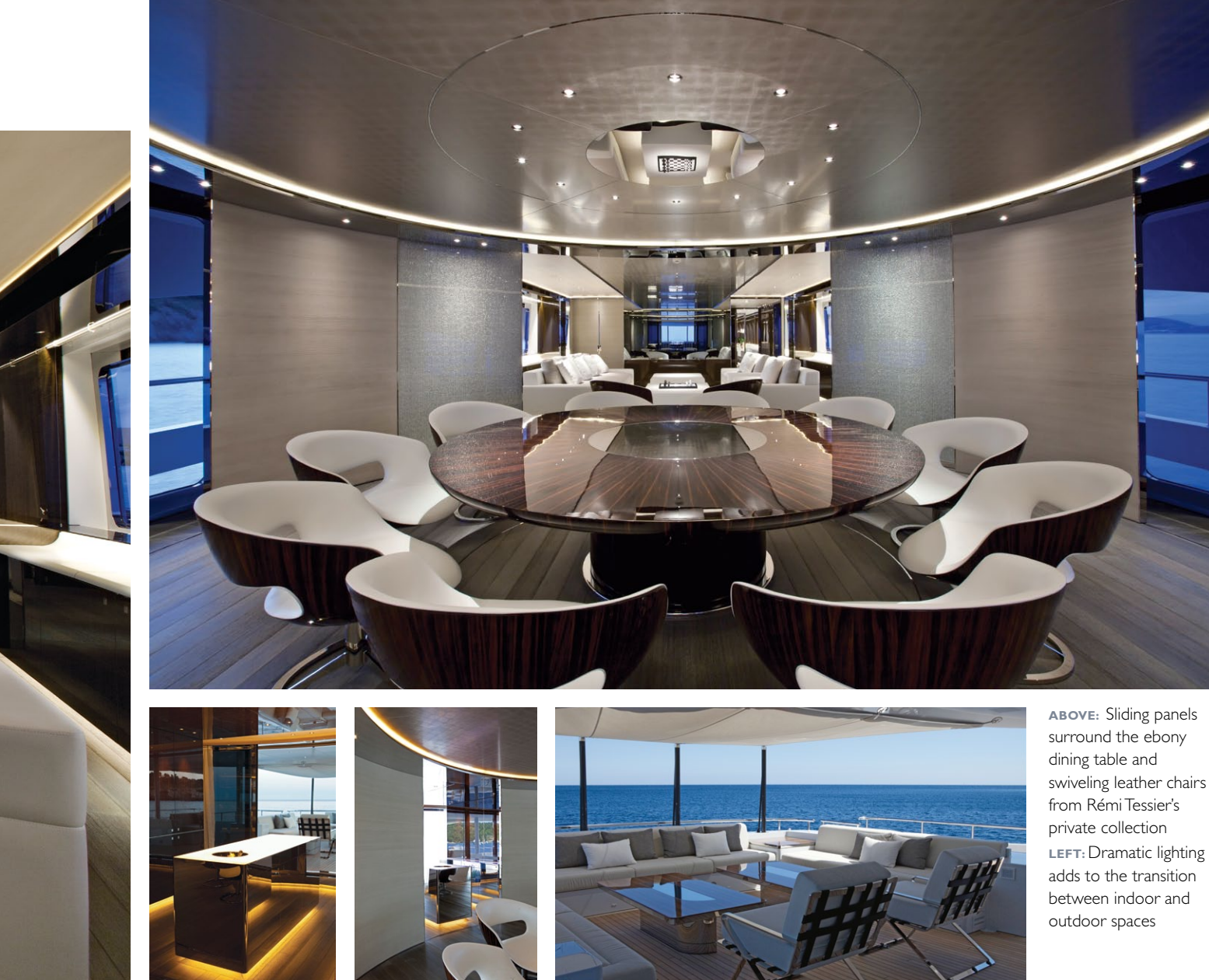
An enthusiastic owner extols the pleasures of Heesen's first all-aluminum semi-displacement 164-foot (50-meter) yacht, the stylish *Satori*.



ABOVE: Faultless perspective, lines and uncompromised functionality give *Satori's* stunning salon superb refinement. The area has been split into three distinct sections, with emphasis on flexible living

Eric Benson and his partner, Valentina Coghlan, are relative newcomers to big-yacht ownership. After spending nearly the whole summer on *Satori*, they have discovered just how rewarding that life can be. Benson was first attracted to the Heesen brand when he eyed one lying at anchor in Korčula, Croatia.

He is keen on boating in general; he has owned a number of smaller boats and chartered larger yachts over the last few years. Those experiences had him toying with the idea of buying a large sailing yacht. In fact, he traveled to the 2008 Monaco Yacht Show with the primary purpose of visiting one particular Perini Navi—the 184-foot (56-meter) *Salute*. As fate would have it, he walked by the Heesen display and was once again reminded of the boat he glimpsed in Croatia. He visited the 164-foot (50-meter) *Galactica* with his broker and was impressed with the functionality, quality and workmanship. Long story short, Benson decided to shift gears and explore the world of megamotoryachts. He did his homework and investigated a selection of top-rung builders,



ABOVE: Sliding panels surround the ebony dining table and swiveling leather chairs from Rémi Tessier's private collection

LEFT: Dramatic lighting adds to the transition between indoor and outdoor spaces

but was ultimately seduced by Heesen. He negotiated to assume the first build in Heesen's new 50-meter all-aluminum semi-displacement series, which had been slated for another owner, and he is thrilled with his choice.

In May 2011, Benson's 164-foot *Satori* made a dashing world premiere at her christening party during the Monaco Grand Prix. Frank Laupman of Omega Architects designed the general layout and exterior lines, and her singular interior creation is signature Rémi Tessier, a French interior designer with a flair for minimalism. Built to be just less than 500 gross tons, the yacht features naval architecture by Van Oossanen & Associates and Heesen with a hard-chine hull that is an evolution of the previous 44-meter and 47-meter series. Advanced propulsion efficiency is an evident by-product of her successful lineage. *Satori's* hydrodynamic hull makes her an extremely smooth and comfortable ride in any seaway. Able to exceed 24 knots with her twin MTU 3,648-horsepower (2,720-kilowatt)

diesels, *Satori* could be the fastest yacht ever in the 50-meter range. When I asked Benson if he chose this model because of her speed, he said that speed for speed's sake was not his objective. The extra knots, however, can make a difference, which owner and guests had a chance to put to the test, as they contemplated what to do when bad weather headed toward one of their favorite spots off the coast of Corsica. "Western Corsica is typically not a place you want to be if a mistral is building. We discussed how long it would take us to get to a safe harbor and then sat back and made the decision to enjoy the remainder of that glorious day where we were. I am appreciative of *Satori's* power and speed because in a situation such as that one, I felt secure knowing that we would safely outrun the impending storm and be in the calm of Saint-Tropez without sacrificing an enjoyable day," Benson said.

Heesen is historically and currently one of the world's most successful shipyards, with 12 new orders on the books stretching



ABOVE: The skylounge features flexible space, shell leather chairs by the bar and a clever use of lighting adding drama; the doors open wide to the aft deck

out to 2015. One of the appealing features to owners is the ability to build very personal yachts on tried-and-true hull shapes. When Benson took over the build of the 50-meter, he took great pride in customizing her to his personal specifications. Captain Mark Lacey served as the owner's representative and saw the boat through to its completion. But Benson, who was fascinated by the build process, flew to the Netherlands frequently to check on the yacht's progress. "I am really particular about detail. I like doors to fit right, and lighting that illuminates a space, but in a subtle manner," he said. He found a kindred spirit in Tessier, also a perfectionist. "I was particularly drawn to Tessier's work aboard the Perini Navi *Riela*. When I met him, I liked him immediately. He was passionate about his work and he had an uncompromising attention to detail," Benson said. The shipyard also was a perfect fit. Benson imparted how impressed he was with Heesen's engineering, craftsmanship, attention to detail and desire to "get it right." When Tessier's palladium leaves on ceiling

panels in a particular salon did not quite match, Heesen reworked them until they were perfect.

Benson, who has developed commercial and residential properties, says: "I don't have one style, I have been gravitating toward contemporary, clean and minimal, but I like a balance. I don't want my environment to be cold."

Satori's interior design and décor has created quite a buzz since her unveiling. During the 21st Monaco Yacht Show, the yacht captured the attention of HSH Prince Albert II and King Juan Carlos of Spain who jointly presented *Satori's* owners with the Nymphenburg Prix du Design. While *Satori's* interior layout itself is traditional, the overall effect and appearance is anything but. Tessier has transformed the "white box" into a unique space. White leather, stone, stainless steel, palladium leaf and ebony are the prevailing elements. The overall impression is sophisticated without being sterile. The 753-square-foot sun deck hosts a large custom Jacuzzi, a sunbathing terrace, bar and



ABOVE: A clever play of mirrors and light expand the spaces visually; all staterooms share a paired-down décor that is visually appealing and relaxing. Note the blast of cobalt blue of the bathroom glasses mirroring the Yves Klein monochrome



ABOVE: The pilothouse of this speedy tri-deck is functional and stylish



PAMELA JONES

Life Aboard *Satori*

Eric Benson, casually dressed in a freshly ironed sky-blue linen shirt and white trousers, looks as if he stepped out the pages of *Gentlemen's Quarterly*. The quintessential yacht owner, he looks tanned, handsome and relaxed. His girlfriend, Valentina Coghlan—all smiles and captivating dimples—looks perfectly exquisite simply clad in a T-shirt and yoga pants. The striking Coghlan is thoughtful, intelligent, and every bit as unassuming as Benson. I caught up with this charming couple just before the Monaco Yacht Show to find out how their summer aboard their new yacht went and whether *Satori* lived up to their expectations. Their unbridled enthusiasm is refreshing. Their personal adventure of “big boat” yachting has proven an unparalleled experience, which they are gracious to share.

Benson, who is from the Midwest, grew up with anything but a “big yacht” heritage. His love affair with boats had modest beginnings aboard Sunfishes and Hobie Cats on inland lakes around Michigan. Raised with the typical American work ethic, he maintained odd jobs on weekends and after school and then worked his way through college. He has been in the

CONTINUED ON PAGE 52

dining area, plus U-shaped enclosed sofas facing a sunbathing area. This is a highly used area of the boat. In the main salon, the service bar is a luminescent stainless steel with a backlit white onyx countertop. The ceiling and walls are clad in Okavango polished wood. The round dining table can be lowered to coffee-table height, thus creating a second lounge atmosphere in the salon space. A mirror on the forward bulkhead multiplies and opens up the space. The big-screen TV is cleverly concealed behind the mirror. This increasingly popular application is a brilliant move, as a television would definitely detract from the décor. Forward of the main salon is the master suite. Along with the king-size bed is a white leather sofa, dressing table, woven leather rug and a sumptuous bathroom clad in white stone. The stairs leading to the lower deck are a sculptural work of art.

Lighting plays a big part in the décor, changing the atmosphere

in every space. On the accommodations deck, any guest would be happy in the two VIPs or two twin cabins. The staterooms' simple décor features a lot of white and light, with both modern art adding bold and subtle strokes of color. In the master cabin there is what appears to be an ode to artist Yves Klein's blue period. A beautiful 1959 blue monochrome from the artist hangs above the bed, and what is entertaining is that in the bathroom the two toothbrush glasses set in the white countertop echo the art piece's blue. Likewise, in another cabin a red painting from artist Richard Prince is reprised in the two red glasses in the ensuite bathroom. The *Satori* difference is in the details. ■

For more information, visit heesenyachts.nl, remi-tessier.com or omega-architects.com

BELOW: Much of life is spent outdoors: on the foredeck where an elegant bimini provides shade or on the sun deck equipped with a custom Jacuzzi





ABOVE: Comfortable seating and an elegant table are protected by a white bimini, in keeping with the yacht's theme

Heesen Satori

LOA: 163ft. 4in. (49.8m)
BEAM: 29ft. 6in. (9m)
DRAFT: 8ft. 2in. (2.5m)
DISPLACEMENT (HALF LOAD):
295 tons
MAIN ENGINES:
2 x MTU 16V 4000 M90

SPEED (MAX.): about 23 knots
RANGE @ 12 KNOTS: 3,200nm
GROSS TONNAGE: 499GT
GUESTS: 10
CREW: 10
NAVAL ARCHITECTURE:
Heesen Yachts/Van Oossanen &
Associates

EXTERIOR STYLING:
Omega Architects
INTERIOR DESIGNER: Rémi Tessier
HULL AND SUPERSTRUCTURE:
Aluminum
BUILDER: Heesen Yachts
YEAR BUILT: 2011



FOR DECK PLANS
AND ADDITIONAL
INFORMATION SEE
OUR DIGITAL EDITION

*Original dimensions are provided in the metric system

construction and steel industry for nearly 25 years. While he remains chairman of the company he founded, a year ago he stepped aside as president and CEO, happily leaving the day-to-day operations "in the capable hands of others."

Ready to reap the hard-earned rewards of his perspicacious work life, he has made a conscious decision to take the time to "smell the roses." Among the things he always wanted to do was build his dream yacht and go cruising.

"I figured I had worked long and hard enough. A lot of my friends thought I would have difficulty staying away from the office, but there are so many places to go and things to do. Being geographically far from headquarters helps suppress any urges I may have to check in at the office. We have just done 15 weeks on the boat and roughly 7,000 nautical miles," he says. Coghlan pipes in, "We were recently away for nine days and when we got to Monaco, we had to suppress the urge to run back to the boat!"

Life aboard *Satori* proves hard to resist. Both Benson and Coghlan extol the virtues of their chef. While they have partaken of numerous Michelin-star restaurants up and down the Med, their favorite dining, hands down, is aboard *Satori*. One would wonder how this couple stays so fit and trim with such delectable food on board. The answer is healthy, fresh, market food and plenty of exercise. There is fitness equipment on board with a very popular rowing machine that has spawned many a rigorous and humbling competition among the guests and even the crew. There are plenty of toys that encourage exercise, such as paddleboards, kayaks and SeaBobs. Also, there are numerous active onshore outings, where hiking, walking and running are involved.

I asked what Benson enjoyed most about his boat, and his unconditional answer was: "Sharing it with family and friends. It has been our greatest pleasure to open our hearts and share this experience with our friends. We have had boatloads of people all summer; some business associates, longtime friends and family. Few had previously experienced life aboard a yacht such as ours. At the end of their stays, they all exclaimed it was an amazing time and some said it was the best vacation of their lives."

Benson and Coghlan credit their impeccable crew with making life on board seem like a dream. It is not easy to have guests 24/7 for a week or longer: "For a new boat, everything has worked remarkably well since we took delivery. We are proud of our boat and proud of our crew. The boat is always clean; the crew always looks sharp; everything is shipshape, and as protocol would have it, at sunset our flag comes down. I judge the



ABOVE: King Juan Carlos, Prince Albert, Anna Becker and Monaco Yachts Show's Gaëlle Tallarida present Benson and Coghlan with the Volute Bowl, a unique ceramic piece designed by Ted Muheling and hand-crafted at the Nymphenburg atelier in Munich

quality of our crew by how much fun my guests are having. And thus far, everyone who steps aboard *Satori* becomes transformed."

Benson underwent a transformation of his own. Despite late nights during the Grand Prix, midnight dinners in Ibiza and occasional Mediterranean club life till the wee morning hours, both Benson and Coghlan are relatively early risers. Their morning routine includes coffee, a workout for Benson and yoga for Coghlan, then breakfast with their guests. Yet, the pace aboard is very relaxed, something that Benson had to learn. Coghlan encouraged him to relax into a Mediterranean pace and not stress over schedules or dinner time.

On a private tour of the Picasso museum in Antibes, Benson heard what Picasso said about life in Antibes and what he liked about it. "It is not Antibes itself," the artist purportedly said, "it is the Mediterranean lifestyle. It brings joy to people; there is no place else in the world like it."

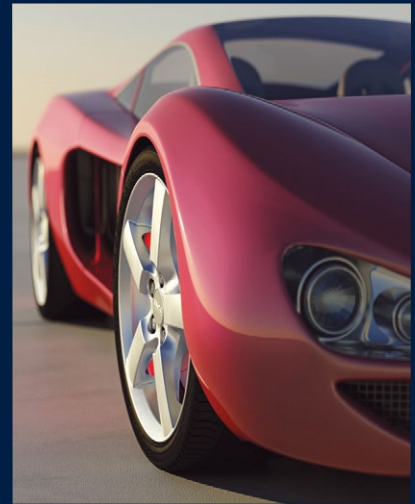
Benson agrees. "Have you ever noticed that no one asks for a coffee to go here in the Med? They simply sit and drink one at a café...for hours," Benson says. "What is not to like about lunches at Club 55 in Saint-Tropez, or at Juan y Andrea in Formentera, Ibiza? The coastline of Sardinia is fantastic," he adds. Coghlan pipes in, "Yes, and what about Croatia and Montenegro?" The two agree: They liked it all.

In addition to all the fabulous destinations *Satori* allowed them to discover, Benson and Coghlan are very pleased with the way the boat flows inside and out. While the interior is beautiful, they admit they spend most of their time outside and have had the vast majority of their meals on deck. The upper deck is wide to facilitate conversation flow. The stabilizers keep the boat calm for mealtime.

"There is a fabulous freedom being on a yacht. Maybe I'll get tired of the life, but I don't think so. We are already planning to use the boat much of this winter in the Caribbean," he says.

Coghlan excuses herself to change into something simple and white. White is the theme aboard *Satori* and perhaps it is the underlying theme of the pure pleasure on board the yacht. The word "satori" is the Japanese Buddhist term for individual enlightenment. It is a flash of sudden awareness and the first step toward nirvana. Moreover, satori is a deep or lasting realization of the nature of existence. Some say satori is the *raison d'être* of Zen. Eric Benson and Valentina Coghlan have *Satori*. Now, let's see where it leads them. ■





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Citadel 102 *Polar Bear*

True Mettle

With her hull design based on the intrepid Bering Sea crabber genre, a luxurious new steel and aluminum expedition yacht makes its Pacific Northwest debut. *Polar Bear* is an eloquent response to her owner's adventuresome cruise agenda.

STORY Jerry Stansfield PHOTOGRAPHY Neil Rabinowitz







ABOVE: *Polar Bear's* 28-foot beam allows for an open-floor plan; the vast salon has room for games, formal dining and a pleasant bar for cocktail hour; the galley, with attractive wood sole and a family seating area, is seen through the open doorway

With the possible exception of ferro-cement, one can make a convincing case in favor of any of the materials used by yachtbuilders today. Composite, aluminum, steel—even wood—all offer their own considerable merits, and all ably meet relevant structural mandates as well as a variety of owner needs, preferences and cruising styles. As one of a handful of North American yachtbuilders specializing in steel construction, Citadel Yachts' Greg Ward presents a compellingly simple argument for his material of choice: "When the US Navy stops building with steel, so will I."

Ward's enthusiasm for the medium becomes apparent upon inspection of his third and latest project, the 102-foot expedition yacht *Polar Bear*, launched last summer and currently engaged in a series of inaugural voyages up and down the Pacific Coast. *Polar Bear* boasts a steel hull and main-deck superstructure, with a bridge-level deckhouse and flybridge of aluminum. At dockside, the observer's eye is first drawn to the gleaming ice-blue hull, and its admirably fair contours that reveal not a hint of weld line, dimple or ragged edge. A closer look shows a similar degree of craftsmanship

throughout the vessel. It is apparent in the cabinetry and interior finishes, and deeper yet, in the installation of hardware and systems fundamental to the safety and comfort of owners, crew and guests. For that salutary outcome Ward gives credit to his vice president of operations, Richard Liepelt, to the teams of welders, shipwrights, carpenters and others at work in his Tacoma, Wash. yard and to the processes they employ in shaping the all-important underlying skeleton. "Structural components, including keel, transverse frames and longitudinal members, are computer-cut to our design files and delivered to us treated with weldable primer so there's no chance of corrosion compromising the welds," Ward says. "We spend a lot of time positioning each piece prior to welding, maintaining tight tolerances so that the hull in its final form meets the spec exactly." And whereas more conventional methods often regard longitudinal stringers as structurally secondary to the keel and transverse frames, Ward adds that the Citadel yard's process places equal importance

on both, citing the advantages of overall strength and stiffness in the finished product, and the ability to skip-weld longitudinals to hull plates at closer intervals, typically about one foot versus 40 inches for transverse frames. "When the frames are absolutely true, hull plating will naturally flow," Ward says. Plates, moreover, are ordered by the yard in unusually long dimensions—up to 40 feet for aft and midship sections—in part to reduce the number of end-to-end welds and attendant fairing requirements, but also the better to conform to hull curvatures.

That degree of probity is entirely consistent with *Polar Bear's* globe-girdling mission. Her hullform is based on proven commercial designs, and features seakindly geometry corresponding to the demands of year-round operation in the often cantankerous North Pacific Ocean and treacherous Bering Sea. Notwithstanding his roots in landlocked North Dakota, the yacht's owner, Larry Jodsaas, can claim a longstanding relationship with the sea, beginning with his



ABOVE: The galley and main-deck salon offer plenty of usable space and clear traffic patterns; in the salon/dining space are a large U-shaped lounge; game table, full-service bar and eight-place table for formal dining



The full-beam owner's suite on the main deck includes an ensuite bathroom with heated floors; ample cabinet storage allows owners to take all that they need for the journey; additional guest staterooms on the lower deck offer similar comfort and a warm décor of satin-finished American cherry

service aboard US Navy submarines and later enjoying extensive cruises aboard a succession of privately owned boats, most recently a 92-footer. Together, these experiences shaped in him a deep respect for the power of the marine environment, a profound sense of adventure and a clear idea of what his next yacht should be. Attracted to the Citadel series' overall design and steel hull construction, Jodsaas came to the yard with a detailed brief. Foremost among his considerations was his family of three grown children and seven grandchildren, all of whom he envisioned welcoming on board, together, for anywhere from an afternoon to a month or longer. And, having cruised extensively aboard his previous yacht between California and destinations along Mexico's Pacific coast, his plans for *Polar Bear* include not only those same reaches, but also exploring Alaskan waters, the Galápagos Islands, the Pacific and Europe, with plenty of fishing along the way. "I want to be able to go anywhere in

the world, and to stay any length of time in any port," Jodsaas says. "What I don't want is for the boat to be a limiting factor."

He's confident that it won't be: in addition to its robust construction and offshore-friendly design, *Polar Bear's* arrangement and 28-foot (8.5-meter) beam readily meet his needs for accommodating family and friends. The full-beam owner's suite occupies the forward portion of the main deck, and includes a king-size bed on centerline, copious dresser cabinets and a settee, all arrayed between two large view-framing windows. Well forward is a his-and-hers bath with electrically heated floor, mirror-image vanities, wardrobes and a shared steam shower. Here and throughout the yacht, joinery is satin-finished American cherry with madrone burl accents—wood species selected for their classic appeal, and superbly executed by Citadel's woodworkers with traditional moldings and curved lintels. Guest accommodations on the lower deck include two king-bed suites, a

queen-size bed suite and one with double twins. Guest bathrooms feature countertops of an intriguing stone that the manufacturer calls “black mosaic,” an aggregate of river rock forever embedded by nature’s power in a contrasting lava matrix. Crew quarters forward on this deck comprise two staterooms, laundry and crew mess.

Given the Jodsaas’ family-oriented cruising style, the galley most certainly will prove to be one of the most popular onboard venues. Here, six tall chairs encircle one curved face of a large island—itsself a showpiece of dramatically figured stone—well suited for lingering over morning coffee, savoring informal meals or simply watching as the chef holds forth at a Wolf six-burner range amid a surrounding expanse of countertops, high-end appliances and plenty of cabinets; an adjacent pantry provides additional storage for lengthier cruises, and includes a second laundry center.

Another benefit accruing to *Polar Bear*’s steel construction is the

inherent strength of the transverse beams in lower- and main-deck overheads, an attribute that allows them to span the full width without the need for intermediate support. “Apart from watertight bulkheads,” Ward says, “there are no interior load-bearing walls. This has allowed the owner and designers a great deal of latitude in creating large inside spaces, and can give the yacht an exceptionally open feel, especially considering the yacht’s 28-foot beam.” Accordingly, both the galley and main-deck salon offer plenty of usable space and clear traffic patterns; in the salon/dining space are a large U-shaped lounge, game table, full-service bar and eight-place table for formal dining.

One level above, the lower helm and skylounge share a comparably large, open space, brightly illuminated during the day thanks to surrounding expanses of glass. Guests and family can relax here at a large L-shaped settee, at a second bar on the port side or seated on the raised banquette to enjoy the view ahead. The broad helm console is



THIS PAGE: The lower helm and skylounge form a large, open space with expansive views, a wet bar and a large TV screen; the practical helm console boasts a Furuno navigation suite with four display screens



ABOVE: The flybridge deck features a 10,000-pound-capacity Hydra-Pro crane to load and unload the RIB tenders and a 24-foot fishing bpat; forward is a complete helm station for navigation in open air; with 5,000 nautical miles of range, *Polar Bear* will encounter all kinds of weather and is ready for it all

fitted with a sophisticated Furuno navigation suite and four display screens, but also with a classic precision compass and multi-drawer paper-chart storage with an appropriately large counter surface for navigating by this prudent redundancy. The flybridge deck is equally conducive to family enjoyment, and is fitted with a six-person spa tub, a large curved settee, sun pad and refreshment center in addition to the upper helm station.

Polar Bear's mechanical fit-out also reflects the Jodsaas' sense of what's proper at sea, and includes a 700-pound anchor deployed by a Maxwell VW 8000 hydraulic windlass, and, for handling the yacht's three tenders (including a 24-foot Robalo center-console fishing boat), an impressive 10,000-pound-capacity Hydra-Pro crane. An 8,600-gallon fuel capacity attests to the ambitious cruise agenda planned for the coming years, and the spacious, well-equipped engine

room and adjoining lazarette offer admirable ease of access for proper service and maintenance, always critical but especially so on bluewater passages. Indeed, the only incongruity to be found aboard *Polar Bear* is the hailing port emblazoned across her transom: Grand Forks, North Dakota. But there's method to the idiosyncrasy, for Grand Forks also is home to the University of North Dakota, where Larry Jodsaas earned his degree in electrical engineering. He credits his alma mater as a cornerstone of his subsequent success in the technology industry, and continues to support its programs through his diverse philanthropic initiatives, ergo, what better acknowledgement of its role in his personal growth and, ultimately, his choice of the adventure cruising lifestyle? ■

For more information, visit citadel-yachts.com

Citadel Yachts *Polar Bear*

LOA: 102ft. (31m)
BEAM: 28ft. (8.5m)
DRAFT: 8ft. 3in. (2.52m)
DISPLACEMENT (LIGHT SHIP):
210 long tons
DISPLACEMENT (FULL LOAD):
242 long tons
CONSTRUCTION: steel

ENGINES: 2 x Caterpillar C18 @ 671 hp
GENERATORS: 2 x Northern Lights 40 kW
1 x Northern Lights 25 kW
FUEL CAPACITY: 8,600 gal. (32,555L)
WATER CAPACITY: 1,290 gal. (4,883L)
SPEED (MAX): 11.5 knots
SPEED (CRUISING): 10 knots
NAVAL ARCHITECTURE: Citadel Yachts

DESIGN: Citadel Yachts
BUILDER: Citadel Yachts – USA



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A large, white, custom-built motor yacht is shown from a side-on perspective, moving across a body of water. The yacht has a dark hull and a white upper section. A small red and white flag is visible on the stern. The background shows a distant shoreline with buildings under a cloudy sky.

Outer Reef 70

A solid foundation for

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With every Outer Reef comes a piece of Jeff Drucek. Outer Reef is an innovative powerhouse driven by the evolutionary diligence of its founder and president. Drucek, a passionate overachiever, provides much of the day-to-day momentum behind Outer Reef's success and expanding custom line, which includes this just-launched 70 foot long-range motoryacht.

STORY AND PHOTOS Neil Rabinowitz



ABOVE & RIGHT: The main salon is open from the aft deck to the pilothouse; a button raises the bulkhead between the pilothouse and the galley, decorated with attractive blue pearl granite countertops; a settee and table are an ideal perch in the pilothouse





You've heard it before: "I couldn't find anyone who could build what I wanted," Drucek says. "They couldn't respond or adapt quickly enough to design or build the features I had in mind, so I decided to build it myself. I took a hard look at the market and developed a trawler concept responsive to custom features from boat to boat."

While Outer Reef values the traditional handsome profile of a classic seaworthy design, no two Outer Reef yachts are exactly alike, except in their construction and approach to service. Along with every purchase of an Outer Reef comes Drucek's cell phone number, the cell number of the selling broker, service manager and commissioning manager, just in case. Yet the goal is to build vessels that are trouble free, thanks to sturdy materials and stringent construction methods.

Outer Reef's material of choice is composite. Solid hand-laid laminates and a skin coat of vinylester resin to offer blister resistance are found on the outside. The composite core above the waterline is vacuum-bagged with bidirectional laminates and closed-cell PVC divinycell coring to produce a void-free, light-but-strong structure. The bottom features multiple epoxy barrier coats. Longitudinal and transverse stringers make for a rigid structure. Each model of the Outer Reef line from 58 to 86 feet uses only three major molds with beams of 17 feet, 2 inches; 18 feet, 6 inches and 21 feet. The result is "unitized" construction, boasting strength and rigidity, available in one-foot increments.

The hull remains in the mold throughout the construction process to maintain shape and rigidity, a rare practice among production builders who prefer to keep their mold working. "Outer Reef stresses quality and not quantity," Drucek says. Construction methods are designed to minimize parts, joints and seams. The truss-like structure allows versatility in bulkhead placement, which in turn yields interior-layout flexibility. Propeller pockets recess to help protect the running gear, and a full keel enhances tracking. Craftsmen reinforce the deck with solid laminate according to Drucek's design, which identifies the areas where hardware and equipment need to be deck-fastened.

Most trawlers are hard-chined, semi-displacement pilothouse cruisers. Add full wraparound covered decks, a Portuguese bridge and a covered flybridge, and that covers about 90 percent of the market. What makes the difference, Drucek says, is all the rest: comfort, performance, durability, finish, storage and service. That's the foundation for each Outer Reef yacht, which is then tailored to its owners.

The new 70, *Good Times*, blends contemporary style with signature trawler traits, such as the simulated planked hull sides and full teak interior. The interior is satin-finished, warm-toned teak. The main salon is open from the aft deck all the way to the pilothouse, unless one pushes a button to raise a bulkhead between the midship galley and the pilothouse. With the bulkhead down, the expansive open layout with plenty of windows creates one socializing space that ties the main salon—with its large L-shaped settee, hi-low table, burl window mullions and dual armchairs—to the area forward. In the up position, the bulkhead isolates the galley for serious food preparation and the pilothouse for nighttime navigation common among East Coast cruisers. The galley features blue pearl granite countertops, and the main salon a wide plank teak floor with holly perimeter inlay. A service bar sits to starboard across from the galley, and the pilothouse features a tall settee and table as an ideal perch for viewing cruising waterways. Along with a panoramic dash array, there is enough room for charts. A Stidd helm seat offer long-passage comfort.

Below is a broad master suite with a full king-size berth backed with shoji screens concealing twin portlights, plus two walk-in closets, a small desk with black absolute granite and an ensuite head featuring tumbled marble and mosaic tile detailing. The forward VIP has an island queen berth with





ABOVE & BELOW:

All cabins, from the forward VIP to the crew quarters, feature the same attractive satin teak finish and attention to storage



its own head, an abundance of storage and a large opening skylight hatch. The midship stateroom, with its own head, has both a queen and single Pullman berth. While a couple can handle the boat, crew (or guest) quarters astern are more than an afterthought. Accessed directly from the main salon, they feature the same satin teak finish as the rest of the boat and include two staterooms (one with a queen bed for the captain), plus a companionway mini-galley area with refrigerator, sink and microwave. This leads to the engine room, which includes twin CAT C9s at 503 horsepower each with twin Northern Light gensets in soundproof cases, Trace inverters for quiet anchorage without generators, dual 50-amp boost transformers to suit shorepower and an automatic fire-suppression system. *Good Times* is moderately powered for cruising efficiency and hits a top speed of 16 knots. It cruises day in and day out at 10 to 12 knots

with a fuel capacity of 2,600 gallons, which produces a 2,500-mile range at 10 knots and up to 3,500 miles at 8.5 knots. This owner had a few extras in mind, so the builder added five feet to its 65 to create, among others, practical interior access for the crew/guest quarters. On the 70, two sweeping staircases lead the way to the swim platform and the California deck with table and settee, which can be sealed with an EZ2CY clear enclosure to create a protected and panoramic living area—a natural extension to the salon. A stylish composite hardtop protects the flybridge deck. The expansive standard hardtop shelters an extensive dash with complete controls, Stidd seating, a spacious settee, grill, sink, icemaker, refrigerator, dual hi-low tables and enough room for a 22-foot tender (*Good Times*' owner opted for a smaller 14-footer).

This owner also wanted a beefed-up 1,800-gallon a-day watermaker and oversized stabilizers. He cruises with a chef and stewardess and,



The master suite features a king-size berth, a marble-topped desk and plenty of cabinet space; shoji screens filter natural light pouring in from the portholes

while he is from Australia, he spends most of his time on board in Florida, the Bahamas and Bermuda where the boat is often operated short-handed. For that he installed hydraulic bow- and stern-thrusters and five remote-control stations located in the wheelhouse, flybridge, foredeck, aft deck and boat deck. A cruising couple can easily handle the 70, which features high freeboard with substantial bulwarks capped with stainless-steel handrails, extra boarding gates, eight stainless hawse pipe cleats to facilitate line handling, heavy rub and spray rails, and spacious walkaround decks for extended cruising.

Some buyers have requested Kevlar-reinforced bows, special tanks, safety features or super-heavy lift cranes. No builder can anticipate every owner's taste, but Drucek comes close, and he's proud of the business model that makes it possible. "I have no dealer network; all my offices in the United States, Australia, New Zealand and Europe

are staffed by Outer Reef employees and sales representatives," Drucek says. "I listen to our customers and the voices in my market and make over 100 changes each year to the line." He will pull open his laptop and make changes on the spot. That kind of response is not surprising for the relentless "can-do" Drucek.

He built his first boat at the age of 13 on Eastern Long Island and then put it to work as a commercial baymen, his first business venture. He bought several small boats, did a stint in the Merchant Marines and returned to start a construction company that grew to more than 130 employees building luxury homes in the Hamptons. He built his first 60-foot trawler around 1994 in Taiwan, and it was during the construction of a 75-footer (his last of four) that he realized he could structure a company to build more efficiently, and with his "elite" Hampton sense of finish could standardize a



Outer Reef's models appeal to all sailor types, from short-handed cruising couples to long-distance explorers; this particular owner added a number of features to assist with his cruising plans in the Bahamas, Bermuda and Florida

better quality. "I made over 170 changes to that first design from the beginning of the tooling to the first completed yacht," Drucek says, "from moving outlets to swapping out fuel tanks that are now all aircraft-grade aluminum."

His own designer and draftsman, Drucek stepped 100 percent into boatbuilding when he launched Outer Reef Yachts in 2002, building boats at the fourth-generation Tania Yacht Company in Kaohsiung, Taiwan, under the direction of General Manager Karl Lin and Lead Engineer Chaucer Chen. He now makes a dozen trips a year to the yard. A full-time American yard manager is in charge of project management and quality control. The company's commissioning manager, based in the Fort Lauderdale office, joins in toward the end of each build to pre-commission the yachts while they are still at the shipyard. The goal is for the yacht to arrive with the tender chocked, electronics and A/V installed and the artwork on the walls. So commissioning time is minimal and, ideally, by the time the

boat is delivered, all that is left to do is wash and wax, do customer orientation and cruise off into the sunset.

Outer Reef is building its own pedigree with an expanding line that anticipates and reacts to customer input. The company considers owners its greatest resource for innovation and it is reflected in a growing line. Outer Reef's models appeal to all sailor types, from short-handed cruising couples, single handlers, coastal cruisers, long-distance explorers and adventuring families toting grandkids. Due to Outer Reef's expansive international network, almost half of the yachts are sold elsewhere than in the United States. Recently, the company turned to renowned yacht designer Ken Freivokh (of *Maltese Falcon's* fame) to create interiors appealing to the international yachting set. Like the yachts themselves, Drucek has designed his company to go the distance. ■

For more information, visit outerreefyachts.com

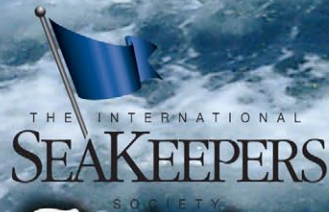
Outer Reef 70 Good Times

LOA: 71 ft. 6 in. (21.79m)
BEAM: 18 ft. 6 in. (5.64m)
DRAFT: 5 ft. (1.52m)
DISPLACEMENT: 50.5 tons
CONSTRUCTION: composite
ENGINES: 2 x Caterpillar C9 Acert
TRANSMISSION: ZF
GENERATOR: 2 x Northern Lights

SPEED (MAX.): 16 knots
SPEED (CRUISING): 10 to 12 knots
RANGE @ 10 KNOTS: 2,500 miles
STABILIZERS: ABT Trac stabilizers with 7.5 sq.ft. fins
WINDLASS: Maxwell VWC-3500c
FUEL CAPACITY: 2,600 gal. (9,842L)
FRESHWATER CAPACITY: 400 gal. (1,514L)
BUILDER: Outer Reef Yachts



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Excellent Exumas

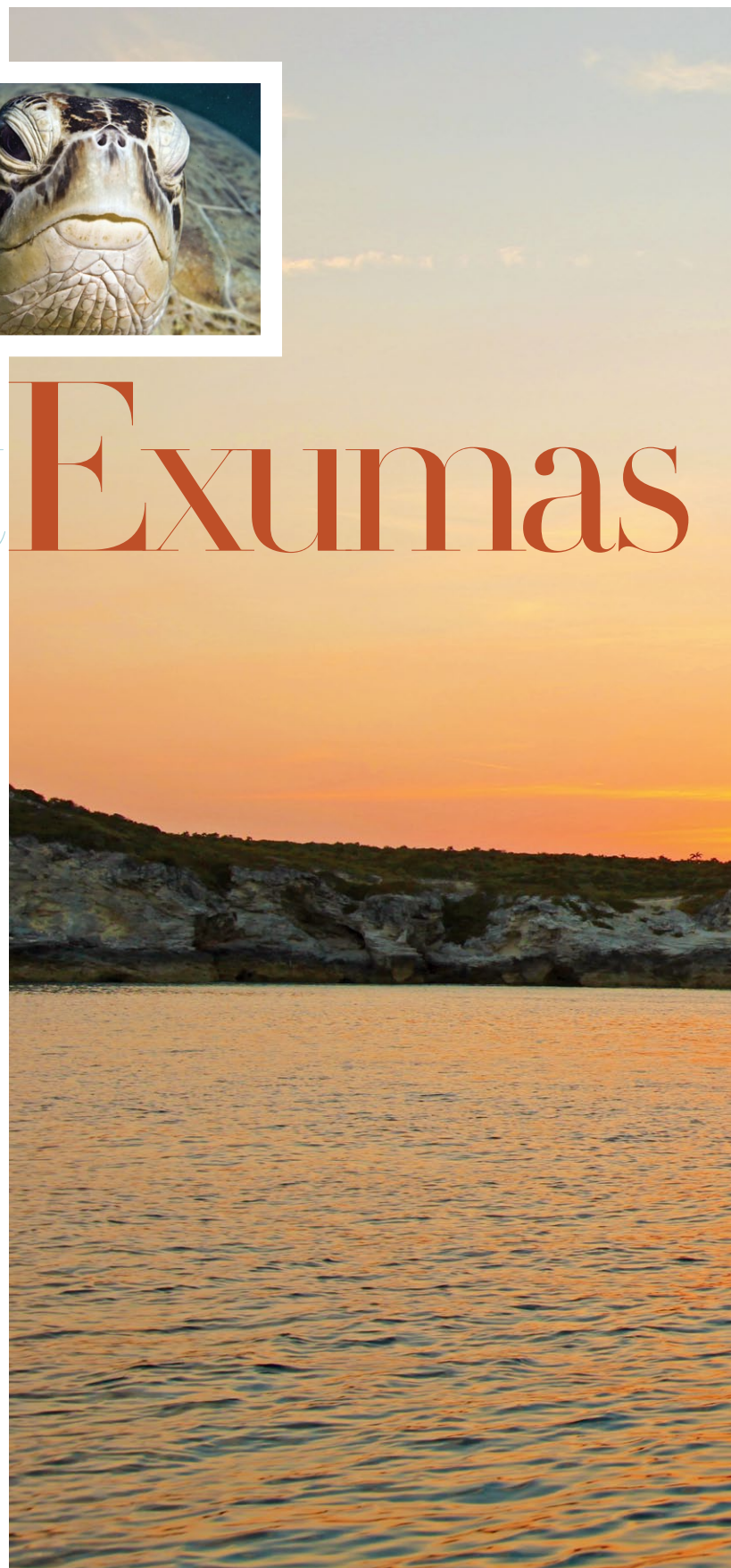
Danger Reef, a diving site, popular with both turtles and people, apparently owes its ominous name to the large population of sharks that live here. A few tight circles on board the 35-foot *Intrepid At Least* (tender to the yacht *At Last*) and handfuls of shrimp and bologna bait rouse the impressive fish from the bottom. Soon, dozens thrash near the surface, fins, tails and snouts close enough for daring hands to reach out and touch them. It is as if the sharks were waiting. A buoy marks the diving site and, more often than not, boaters suit up and dive in after the sharks swimming in water less than 60 feet deep. In July 2011, the Bahamas banned shark fishing, effectively creating a haven for the more than 40 species that inhabit Bahamian waters, including the sharks of Danger Reef.

As we leave our mooring and head back to the mother ship, a speeding boat seems intent on intercepting us. Visions of the pirates that used to roam these parts may come to mind, but since we are close to the Exuma Cays National Land and Sea Park, our visitors most likely are from park headquarters. The center-console boats pass each other at low speed and the patrolmen exchange pleasantries with our skipper, whom they recognize from other charter trips this season. Reassured that we have not violated any rules, the park warden flashes a smile and waves as he speeds away, white foam trailing his outboard motors.

The northern end of the Exumas chain is only a five-hour cruise from the capital island of Providence, but its string of some 365 islands and cays, largely inhabited, offer exotic adventure and incredible beauty. My traveling companions are seasoned travelers who have seen the best spots from the Med to Polynesia. Yet, the startlingly vibrant turquoise sea streaked with milky white and emerald ribbons elicit oohs

STORY Cecile Gauert

PHOTOS Jim Raycroft and Cecile Gauert



The 145-foot yacht *At Last* at anchor catches the last of sunrays at anchor near Shroud Cay



and aahs even from these pros. When the sun shines upon them, the Exumas' azure waters are incomparable. On a clear day, they are visible from thousands of feet up, a recognizable landmark on a transatlantic flight, but this rich and diverse playground is best discovered aboard a boat. And a crewed charter yacht is better yet, which my experience as a pampered guest aboard *At Last* reminds me.

The 145-foot (44-meter) Heesen, well suited for the shallow waters of the Bahamas with a big aft deck dedicated to watersports, is part of a flotilla of charter yachts that frequently cruise the area. Along for the trip by invitation of the Florida Yacht Brokers Association are host yachts *Tuscan Sun*, *Big City*, *Independence 2* and *Hooter Patrol 4*. The yachts are all very different but their experienced captains have something in common: They know the best beaches, the best dive sites and the most beautiful moorings. The yachts all have great tenders, speedy and able to reach secluded beaches that can host fantastic parties. So, although we only have four days to explore, including the half-day journey from Paradise Island and nearly full-day return to Providence from Norman's Cay, it is enough to get a taste of true Bahamian adventure.

This trip took place in early April—a very nice time of year to explore the Bahamas. The waters are calm and warm enough to swim and snorkel comfortably. While the Exumas have secluded beaches, easy hikes and a smattering of lovely and laidback resorts, the islands' limpid waters remain the main attraction.

In nature, beauty often comes from decay, and the Bahamas owe their beautiful beaches and caves to erosion. Rainfall over the millennia wore down the top of ancient coral reef formations that comprise the archipelago, breaking them down into the finest sand and creating shallow caves opened to the sky. Thunderball Grotto, near popular Staniel Cay, is one of the Exumas' most famous caves. After a movie scout

BELOW: A drug-runners' plane, which sank in a few feet of clear sea near Norman Cay, has become a favorite diving site attracting snorkelers and barracudas **RIGHT (T-B):** The nurse sharks at Compass Cay are as tame as pets; Thunderball Cave is one of the best known grottos in the Exumas; the colorful cottages of Staniel Cay mark the harbor's entrance





ABOVE: The 141-foot Trinity *Big City* is part of the Exumas flotilla and a frequent visitor to the Bahamas **LEFT:** The bar at Staniel Cay Yacht Club is a great place to mingle and trade stories; one way to enjoy the Exumas is to take a low flyover on a seaplane



ABOVE: The sun deck of *Tuscan Sun* provides an ideal perch to appreciate the view; Compass Cay Marina is a popular and friendly spot to dock, pet the sharks and mingle with friends; the iguanas of Allen's Cay may be wild but they are not shy





ABOVE: Tenders and Jet Skis are a must to reach some of the deserted beaches; our charter yacht crews set up a spectacular picnic and, later, a bonfire

happened upon the site one day, it turned up in a few films, including two James Bond flicks. Entering the grotto requires a mask, snorkel and a strong kick, but it is an easy swim after that. Once through the threshold, the current takes over, which allows swimmers to simply drift, looking at purple swaying fans and fish moving in unison in the clear surf. A knowledgeable guide or yacht captain can take you to many other similar sites throughout the Exumas. And it is clear from the number of boats and yachts we spot along the way—including a 282-foot superyacht seeking privacy behind a small cay with nary a tree—that the popularity of the Exumas is growing.

Like the sharks on Danger Reef, the swimming pigs near Staniel Cay seem to wait for visitors they know will bring their next meal. They are sometimes said to be descendants of pigs brought by the Spaniards centuries ago, but who knows? The history of the Exumas is as full of holes as the caves themselves. The Exumas get their name from Yumey and Suma, words derived from the language of the Lucayan Indians (not Spanish). The names showed up on early maps

drawn by Spanish explorers. But while Columbus made landfall somewhere close to what is now known as San Salvador farther south and eventually claimed the Bahamas for the Kingdom of Spain, he personally did not come close to this area. In the 17th century, English settlers were granted farming rights on Hog Island and Great Exuma and could conceivably have brought animals. Whatever their ancestry, the swimming pigs can be a bit temperamental, but they are far from feral. They swim right up to the boats, snouts at the ready to assess the latest offering of lettuce and table scraps from visitors.

Many of the boaters meet at the end of the day at nearby Staniel Cay Yacht Club, trading stories over Kalik beer, a light local brew. The colorful bar shares space on the island with a small airstrip, quaint homes and a dock facing the sunset. Dogs of unknown origin run around freely, as a band plays for an appreciative crowd. Whatever stress you may still hold onto melts away as the setting sun paints the watery horizon crimson.

The 130-mile-long archipelago offers plenty of opportunities



ABOVE: *Tuscan Sun*'s Captain Gui Garcia, a gifted photographer and scuba instructor, uses his sophisticated camera to capture unusual photos of Staniel Cay's pigs in and out of the water

to mellow out. Like Staniel Cay, Norman Cay, the former haunt of the infamous Medellin Cartel drug lord Carlos Lehder is well known and attracts visitors year-round. One of the attractions is a drug-runners' plane, which sank in a few feet of clear sea. It has since become a favorite diving site attracting snorkelers and barracudas. What remains of the cockpit serves as a perch for sea birds at low tide. But other cays are wilder and lesser known.

What most visitors appreciate is the islands' diversity. "The Exumas are the best. Depending on what someone wants to experience, there are so many places to go," says *At Last* captain Herbert Magney. The charismatic captain, a hospitality pro landside and on the water, joined *At Last* when it became available on the charter market after an extensive refit that gave it a new and comfortable interior—including deliciously comfortable beds. Equipped with waterjets, *At Last* has a draft of less than six feet, which grants it access to areas that are forbidden to deeper vessels. It can, for instance, cut straight across the shallow Bahamas banks from Paradise Island, while other boats—including sailboats—may prefer, or be required, to take a more circuitous route.

Our first night is spent alone near a pristine cay. At night, the celestial vault, sprinkled with myriad stars, is reflected in the inky sea lapping at the hull. In the morning, several of the guests rise early to go fishing and diving. They board the 32-foot *Intrepid* that *Tuscan Sun* has sent to pick them up, but I choose to stay aboard for a delectable breakfast served on the aft deck. It's a spectacular day. Flying from their nests hidden in the crevices of limestone walls, white-tailed tropicbirds perform an aerial ballet. The birds, easily recognizable thanks to their graceful trailing tails, are there from March to August. We are close to Shroud Cay, a limestone island surrounded by rich waters and shallow mangroves that serve as a nursery for conch and crawfish (and buffet for the seabirds).

That's the Exumas for you. Yumey and Suma. Within a few miles you can experience everything from the wild to the serene, socialize with like-minded friends in popular marinas one night or be perfectly alone and at peace communing with nature the next.

And this great diversity is all within easy reach. ■

ABOUT THE YACHTS IN THE BAHAMAS FLOTILLA



AT LAST

145-foot (44-meter) Heesen

BUILT: 1990 **REFIT:** 2009

GUESTS: 11 in five staterooms

CREW: 8

CAPTAIN: Herbert Magney

TENDER: 35-foot *Intrepid*

CONTACT: churchillyachts.com



BIG CITY

141-foot (43-meter) Trinity

BUILT: 2009

GUESTS: 10 in five staterooms

CREW: 9

CAPTAIN: Barry Bramhill

TENDER: 32-foot *Intrepid*

CONTACT: iyc.com



HOOTER PATROL 4

97-foot (29.6-meter) Hargrave

GUESTS: 8 in five staterooms

BUILT: 2006 **REFIT:** 2008

CREW: up to 6

CAPTAIN: Adam Marani

TENDER: 38-foot *Midnight Express*

CONTACT: iyc.com



INDEPENDENCE 2

105-foot (32-meter) Broward

GUESTS: 9 in four staterooms

BUILT: 1993 **REFIT:** 2002

CREW: 4

CAPTAIN: Matt Braisted

TENDER: 31-foot *Pursuit Tender*

CONTACT: rjcyachts.com



TUSCAN SUN

147-foot (47-meter) Izar/Navantia

GUESTS: 12 in six staterooms

BUILT: 2006

CREW: 9

CAPTAIN: Gui Garcia

TENDER: 32-foot *Intrepid*

CONTACT: iyc.com

HIGHLIGHTS ON OUR TRIP

The Marina at Atlantis, Paradise Island; Allen's Cay, Highborne Cay, Norman's Cay, Shroud Cay, Staniel Cay, Warderick Wells in Exuma Cays Land and Sea Park; Albany Marina, New Providence Island

Visit the digital edition for additional photos and information on each yacht of the charter flotilla as well as the Exuma destinations.





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PETER ISLAND, BRITISH VIRGIN ISLANDS

Top 10 island getaways

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We quizzed a wide range of charter professionals about their top 10 favorite spots in the Bahamas and/or Caribbean. While there is a nice spread over the entire region—several mentioned Saba, Îles des Saintes, Culebrita in the Spanish Virgins and Casa de Campo in the Dominican Republic—their favorites hail from island groups well known to the yachting set. The cognoscenti's descriptions ignite a desire to discover or rediscover these destinations. The tally is in, and here are their top picks.

1. THE BAHAMAS

The island chain of the Bahamas, as a whole, came in as number one. What earned the Bahamas its spot were the beaches (white or pink), the undiscovered feel of the Exumas and the Abacos, plus the island charm and architecture evident from Georgetown to Harbour Island. The Bahamian government's decision to conserve its natural environment has paid off. In the Exumas, the Exuma Cays Land and Sea Park encompasses 112,000 acres of protected wilderness.

Tom Collins of Burgess says, "Hats off to the Bahamas! ... This area is the ultimate 'get-away-from it-all' kind of place. Gin-clear water, sugar-white sand beaches and beautiful coral formations make it the perfect place to reconnect with nature." Conception Island—an uninhabited islet in the Out Islands, east of the Exumas—encompasses another untouched national park. DJ Parker, president of Neptune Group Yachting, picked Conception as one of her top stops because of "great snorkeling and diving in very mature reefs with snow-white sandy bottom." She also says, "The island boasts both fabulous sugar-white and pink beaches." Yachtzoo's Neil Emmott also voted for the Exumas, and more specifically Great Exuma:

"My top two picks for this area are Sampson Cay and the sand bar near Musha Cay (David Copperfield's private island)...You can spend hours there beachcombing for sand dollars, kite surfing or indulging the growing craze of SUPs [stand-up paddle surfing]. Years ago I ran a charter for a famous Silicon Valley couple who were married at the sand bar near Musha Cay. The bridal couple swam ashore at opposite ends of the bar and then walked up the beach to meet friends and family gathered under the wedding canopy. In 12 years of chartering, it was an absolute

standout magical place and moment."

Even outside of the majority favorites, you can't discount the charm of other islands. Harbour Island is another top Bahamian pick, both quaint and popular with the jet set. "I love to see people's expressions when they travel through Devil's Backbone—the sand is actually pink. The live-bait tuna fishing is exhilarating, and the people are warm, friendly and welcoming," says Nicole Caulfield of RJC Yachts. There are also the many more picturesque and quiet islands in the Abacos and further afield. Other experts mentioned everything from the best place to start the charter (Atlantis Marina on Paradise Island) to the best round of golf (Sandals Emerald Bay). It sounds like the Bahamas has it all.



CATHY DALY

MUSHA CAY, BAHAMAS



ST. BARTHS

2. THE BRITISH VIRGIN ISLANDS

In the Caribbean, the BVIs as a whole came up a close second. The islands, all 60 or so of them, offer beauty and great diversity above and below water—everything from luxurious spas to dive sites, and miles of secluded beaches and anchorages to hilltops with panoramic views. A couple of private islands cater to an exclusive and appreciative crowd that seeks privacy and pampering, while other places will satisfy your appetite for a more laid-back Caribbean experience. "Cane Garden Bay offers its own brand of nightlife as does The Last Resort just off Beef Island. These are real 'character places,' places that add to the beautiful experience of cruising

in the calm waters of the Virgin Islands,” Collins says. A sailors’ favorite, the BVIs also welcome megayachts, with the most recently opened marina, Yacht Club Costa Smeralda Virgin Gorda, catering to bigger vessels. Nick Trotter of Meridian Yachts, who has sailed in many parts of the world, enthusiastically endorses North Sound, as “one of the greatest destinations not only in the Caribbean but in the entire world. It is ideally suited for everything from superyachts to bareboats, from world cruisers to daysailers. There are deep- and shallow-water anchoring areas, moorings with launch service and marinas for all sizes. There are anchorages with restaurants, beach bars and shops, and there are anchorages with total solitude. For land-based visitors, there are a number of excellent resorts and private villa rentals including Bitter End Yacht Club, Biras Creek Resort and Necker Island.” Ann Landry of Northrop & Johnson likes the BVIs, “all of them,” but ticks off a few of her all-time favorites: “Peter Island and Scrub Island for spa luxury and dining ashore. Jost van Dyke for local flavor: Foxy’s and Sydney’s Peace and Love. Tortola—the view island—for a top-of-the-mountain drive with stunning views of all the rest of the BVIs. I mean, breathtaking. Virgin Gorda for watersports in North Sound and The Baths, The Dogs, Alice in Wonderland [off Ginger Island], Fallen Jerusalem, Carrot Shoal, the wreck of the *Chikuzen*, the wreck of the *Rhone* and so much more for scuba divers of all levels.” Trotter gives the thumbs-up to the



low-lying and largely uninhabited Anegada. “You can literally walk the beach for hours with no chance of seeing the end. Anegada is famous for a few great little beach bars and for lobster dinners grilled on the beach,” he says. For a private anchorage, Parker suggests Great Camanoe, “A tiny anchorage ideal for only one or two yachts snuggled behind a protective barrier reef on the windward side of this mountainous island. Your privacy is assured with your own beach and excellent snorkeling,” she says.

3. ST. VINCENT AND THE GRENADINES St. Vincent and the Grenadines, especially Tobago Cays, Mustique and Bequia, slipped into third. This string of islands boasts natural beauty and a famous blues festival. Caulfield selected the islands for their “beautiful anchorages, short cruising distances and some of the biggest lobsters I have ever seen.” Agnes Howard from CNI recommends a few special activities in the Grenadines: a lunch and a swim in Mustique at the Cotton House (an old sugar plantation turned boutique hotel—a member of The Leading Hotels of the World) and snorkeling in Tobago Cays Marine Park. Tobago Cays is nicknamed the “jewel in the crown” of the southern Grenadines. The park with its sandy bottom and rich biodiversity is close to the island of Mayreau, which is one of Rebecca Riley’s top picks. She recommends especially Salt Whistle Bay, for its “quaint, quiet, beautiful and wonderful beach.” Riley, president of Paradise Yacht Charters, also highlights the private island of Mustique, ideal for a luxurious barefoot vacation. Collins says its great villa rentals make it ideal for a “surf-and-turf” holiday. This landscaped tropical paradise has attracted big names





from the world of music and fashion. Both Collins and Riley recommend Basil's Bar. Collins says the bar on stilts is "perfect for a sunset cocktail with the locals," while Riley likes the selection of Mustique Blues Festival CDs available there. Cindy Brown, president of Ultra Marine Yacht Charters, suggests Mopion, a small atoll off of Petit St. Vincent, and describes it as ideal "for the true escapist."

4. ST. BARTHS, ST. BARTS OR ST. BARTH'S
This island's name is abbreviated many different ways, and none of them are wrong. It owes the variety of spellings to its hard-to-spell French name, Saint Barthélemy (derived from Bartolomeo, the name of Christopher Columbus' brother). Trendy and famous enough to be disliked by a few celebs (Anthony Bourdain, the chef-turned-globetrotter, gave it thumbs way down in his book *Medium Raw*), the island's reputation hardly suffers from negative press. In fact, St. Barths needs no introduction among the superyacht set, as it is already a favorite place to gather for Christmas and New Year's; the Port of Gustavia fills up with yachts for the holiday celebrations every year. "Guests on



the yachts always count St. Barths as the highlight of a charter. There is nothing quite like a good evening on the quay in Gustavia," Trotter says. This relatively small island competed with entire archipelagoes to earn an enviable position in the top half of our top 10 list. "St. Barths is truly one of the most unique islands in the Caribbean, kind of like the South of France with a Caribbean flair," says Collins, who suggests leaving the port and the

protected anchorage at Anse de Colombier to discover the interior. "It's well worth your while to rent a jeep or Mini Moke for a day to explore the island; visit a few beaches on the windward side and choose a cool restaurant for lunch." Cruising around St. Barths is also great. Close by is a marine preserve and an island picked by several of our experts as their favorite, Ile Fourchue. "Halfway between Sint Maarten and St. Barths is this crescent-shaped



ANTIGUA

island. I love stopping in this sheltered bay for lunch away from the maddening crowds. It is as if you have sailed into a volcano crater. Should you choose to spend the night, the sunsets are spectacular,” Parker says.

5. GRENADA

Beautiful, lush Grenada has made quite an impression on our experts. Today, more than ever, it is a destination for megayachts, and it includes a top-notch marina in the very heart of its charming capital, St. George’s. Yachtsman Peter de Savary started the project a few years ago. Now part of the Camper & Nicholson Marinas portfolio, Port Louis Marina, another feather in the island’s cap, offers great anchorage a short distance from the airport, shops and restaurants. Tropical temperatures by the shore, a cool breeze and waterfalls on the hilltops give the island outstanding climate variety. An imposing fort made of volcanic rock protects the harbor, yet over the course of its history, Grenada has had many invaders who brought their own culture and influence; the island’s riches lured them to the southern tip of the Windward Islands. It’s an “amazingly lush and verdant isle of spice where anything will grow (and does),”

Landry says, who gives it extra points for its friendly people. “It is more like ‘the original Caribbean’ than the more northern islands,” she adds. Howard also selected Grenada has one of her top 10 and recommends hiking to the famous Annandale Falls and then taking a plunge. “Grenada is a nice wrap-up after cruising through the Grenadines,” Collins says. And let’s not forget the homegrown organic chocolate, which Caulfield picks as one of the island’s highlights.



ANGUILLA

6. ANTIGUA/BARBUDA

A rich history and a busy calendar of sailing events, plus one of the longest-running professional charter shows in the Caribbean, contribute to this island’s success among our charter experts. Many chose Nelson’s Dockyard at English Harbour as one their favorite places to visit on the island. “Nelson’s Dockyard is the best and one of the few places

CONTINUED ON PAGE 87

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Guests: 11 | **Crew:** 8 | **Destination:** Bahamas year round
35' towed tender, 4 waverunners, giant water slide, Scuba diving, VSAT and more!



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



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



► **TIGER'S EYE** | 98' Hargrave Tri-deck M/Y | **From:** \$38,000 per wk.
Guests: 9 | **Crew:** 4 | **Destination:** Florida / Bahamas year round
Deck Jacuzzi, 3 person waverunner, skis, 2 person kayak, convertible twin guest room.



► **TRILOGY** | 90' Stephens M/Y | **From:** \$29,500 per wk.
Guests: 8 | **Crew:** 4 | **Winter:** Florida / Bahamas | **Summer:** Great Lakes
Immaculate classic yacht with identical Master and VIP SRs, charming crew.



► **LADY VICTORIA** | 88' Rayburn M/Y | **From:** \$30,000 per wk.
Guests: 6-8 | **Crew:** 4 | **Winter:** Bahamas | **Summer:** New England
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► **ANDROMEDA LA DEA** | 154' Perini Navi S/Y | **From:** \$110,000 per wk.
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► **LADY J** | 142' Palmer Johnson M/Y | **From:** \$120,000 per wk.
Guests: 12 | **Crew:** 9 | **Winter:** Caribbean, Bahamas | **Summer:** New England
Visit www.ladyjyachtcharters.com for specifications and photography.



► **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.



► **ISABEL** | 75' Fontaine Sloop 2010 | **From:** \$31,000 per wk.
Guests: 4 | **Crew:** 2 | **Winter:** Bahamas | **Summer:** Unavailable
Superbly elegant, high quality, new classic yacht, 2 master staterooms.



► **MORE MAGIC** | 67' Discovery Yachts 2010 | **From:** \$18,000 per wk.
Guests: 6 | **Crew:** 2 | **Winter:** Caribbean | **Summer:** New England
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CONTINUED FROM PAGE 82

in the Caribbean with tangible history for visiting yachtsmen and women. While many areas allude to a historical significance (pirates once anchored here, etc.), the Dockyard actually takes you back in time. We have started many charters from the Dockyard, including several large, multiyacht charters, and the guests tell us that the Nelson's Dockyard experience is one of their most endearing memories," Trotter says. Well preserved, the dockyard and its museum take you back into history. "It's easy to conjure up a vision of what it might have been like in 1784. Well worth a visit," Collins says. Sailing to and from Antigua is a treat. Howard recommends keeping an eye out for frigate birds that fly between the island of Antigua and the lesser-known Barbuda. Brown suggests a detour to the other island that is part of the nation of Antigua and Barbuda for its exceptional beaches, perhaps the best in the Caribbean. "This is the best-kept secret," she says.

7. THE US VIRGIN ISLANDS

If you are a big country music fan, like Marian Walker of The Marine Group, you will appreciate that Kenny Chesney chose to keep a house on St. John in the US Virgin Islands (although it is now reportedly for sale). Most of St. John is part of a national park, so the nature is protected and the sparkling waters that surround the island provide great snorkeling and a few special anchorages. Among them, Parker highlights Waterlemon Cay. "This protected harbor is a great place to spend a day and the night before hopping over to the BVIs." Hiking from there is also great fun. "The sugar-mill ruins provide a fun destination as you stroll along the dirt road overlooking the harbor, and your reward is a spectacular view from the top," she adds. Caulfield, a native of the USVIs, chose St. Croix, not only because this is her home, "but also because of the beautiful waters, lots of history, the rum factory tour, Hotel on the Cay (in Christiansted), the rainforest and turtle watching at Sandy Point beach [part of Sandy Point National Wildlife Refuge]."

8. (TIE) SAINT MARTIN/SINT MAARTEN

This busy island has a split personality. History divided it between the French and the Dutch, who each claimed a part of the island as their own; now the island really is two destinations wrapped into one. A Caribbean flair tinged with French flavor makes St. Martin a popular pick. Trotter recommends Grand Case, "a fun little village with the greatest concentration of good restaurants found anywhere in the Caribbean. The restaurants are casual, unpretentious and [feature] high-quality meals," he says. Orient Beach gets a vote for people watching and optional bathing suits. The island's Dutch side is more populous but accommodates large yachts. Puerto Cupercoy Marina at Simpson Bay has a slip for yachts up to 90 meters. St. Maarten is close to Saba in the Dutch Caribbean, also listed by a few of our experts as well worth a detour.



SAINT MARTIN

8. (TIE) ST. LUCIA

A mountainous island, St. Lucia is keen on developing the yachting business. Recent initiatives easing visa requirements for a number of nationalities and waiving import duties for temporary stays make it easier for yachts to consider St. Lucia as a haven during their Caribbean cruising. In addition to lovely anchorages, the island now counts several bona fide megayacht marinas, including Rodney Bay Marina and The Marina at Marigot Bay. If staying off shore is more your thing, Riley recommends a mooring near Anse Chastanet Resort in Soufriere, "a quiet bay with only two anchor balls in the shadows of the spectacular Pitons." Excursions ashore allow visitors to explore the lush rainforest and beaches offering spectacular scenery. Howard recommends Jalousie Beach in the shadow of those famous volcanic sugarloaf-shaped spires. Several of our experts mention the island as a great starting point for the Grenadines, but it also is a great destination for eco-minded travelers and hikers.

10. ANGUILLA

For years, the history of the island was intertwined with that of nearby St. Kitts and Nevis, but Anguilla became independent in the late 1960s, and is now a destination of its own. Whatever turbulent history the island may have, it's all in the past now. Walker chose Anguilla as one of her favorite islands for its quiet, serene and peaceful lifestyle. Anchoring out and riding the tender ashore is a treat. Caulfield loves going to Bankie Banx' establishment for music and cocktails. "You kick off your shoes, relax and have no choice but to enjoy," she says. Anguilla is also a golf destination, with several challenging private and public courses, including the famous Greg Norman-designed course near Cap Juluca. ■

TEXT CECILE GAUERT

Special thanks to all that took our poll and provided comments, and in particular: Debra Blackburn of Fraser Yachts, Cindy Brown of Ultra Marine Yacht Charters, Nicole Caulfield of RJC Yachts, Tom Collins of Burgess, Rikki Davis of Rikki Davis Yachts, Neil Emmott of Yachtzoo, Agnes Howard of CNI, Ann Landry of Northrop & Johnson, DJ Parker of Neptune Group Yachting, Rebecca Riley of Anything on the Water, Nick Trotter of Meridian Yacht Charters and Marian Walker of The Marine Group.

THE Perfect A Yachtsman's Dream

The story of Calivigny Island is the stuff that dreams are made of.

Ten years ago, a woman was sailing with friends around the Grenadines. The boat anchored off a deserted island a mile offshore Grenada in the Windward Islands of the Caribbean. The woman swam ashore and discovered a wild place, dense with a tangle of untamed brush but with obvious natural beauty. She inquired about the island in the nearby village of Woburn, and discovered that it was for sale. She telephoned her husband who was in Canada on business and implored him to fly to Grenada. "I have found the perfect island," she exclaimed. Her husband jumped on the next plane to Grenada to check out Calivigny Island and made up his mind on the spot to purchase it. The two shared a dream that many have but very few are able to realize—that of owning and developing their own island. It did not come easy.

Georges and Martine Cohen along with their family members—their two sons run and manage the island, and Grandma is head of horticulture—have spent the last 10 years enhancing their exquisite piece of paradise, making it not only habitable, but a showpiece. The 81-acre island is perfect in every way: idyllic white beaches, stunning surrounding water and now a wealth of exotic tropical vegetation, flowers and fruit trees. The Cohens bought an entire nursery in Barbados and shipped containers filled with plants and palm trees to Calivigny. In fact, during the years it took to develop the resort, more than 20,000 containers from Europe, the United States and even China found their way to the island.

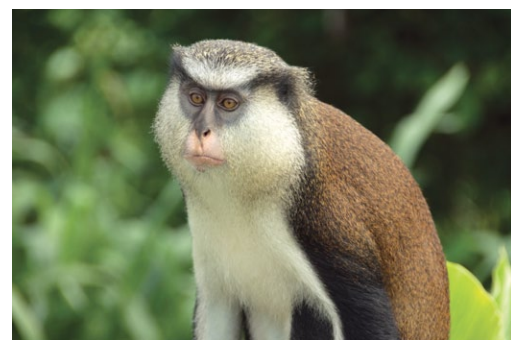
Initially, the Cohens conceived Calivigny as a family retreat and private getaway. As owners of the charter yacht *Atmosphere*, a 173-foot Perini Navi, the Cohens, are well versed in the charms of the entire Caribbean—indeed, of most yachting destinations. They have added a French touch to their Caribbean home, one of several they own around the world. They also know charter well. So, while they still enjoy Calivigny as a

STORY Jill Bobrow **PHOTOS** John Anderson





ABOVE & LEFT: The main house has a bit of an Asian and Balinese flair; but the entire resort is an eclectic mix of textures and cultures



ABOVE: The generous swimming pool adjacent to the Beach House is as inviting as the Caribbean Sea. The deep-water dock supports the various boats that are available to island guests; the main living room has a beautifully crafted domed wood structure that is self-supporting—a true *tour de force* for such a wide span. The nearby island of Grenada adds to the experience with lush waterfalls and verdant rainforests ideal for ecotourists

family retreat, they have recently decided to “charter” the island. It comes with a full staff including two chefs, specializing in French and Asian cuisine, and all the watersports and toys imaginable. The island’s boat fleet includes an 86-foot Hatteras Sportfisher, a 38-foot Munson landing craft, a Hinckley picnic boat and a 32-foot Boston Whaler, plus a VideoRay Explorer ROV (to record diving expeditions), a few lasers and two Yamaha WaveRunners, as well as plenty of snorkeling and diving equipment. Guests also have a gym and spa facilities at their disposal, and there are no limits on the number of supernumeraries who can come from the mainland, be they masseurs, tennis pros, diving instructors or yoga teachers.

The island offers luxurious accommodations for 40 people. The nearly 140,000-square-foot Beach House is French colonial with Balinese flair. It comprises a grand salon, a dining room and 10 opulent suites (each of which would qualify as a “presidential suite” in a reputable international hotel). Another building, called Overhang, with an additional nine suites in six bungalows, will likely be completed by press time.

The Cohens’ personal story of tenacity, their vision and the story behind the building of the island contribute to Calivigny’s charm. The main house has extraordinary features, such as a self-supporting wooden dome. To help realize their dream, the Cohens turned to a

highly specialized building guild, who came from France to assist in woodworking and craftsmanship. The French *confreres* shared with the Grenadian workforce—250 to 300 people from the main island over time—trade secrets they learned through years of practice and that have been passed from master craftsman to apprentice. For upkeep, the island has its own woodworking and manufacturing shops, in addition to its own power and desalination plants.

Hard work brought successes, but this labor of love wasn’t without its fair share of hardships. In 2004, Hurricane Ivan unexpectedly struck Grenada. The powerful storm destroyed many buildings on the main island and halted all work on Calivigny. Georges Cohen responded to the crisis by sending a private jet filled with rescue supplies, and his financial contributions helped rebuild the fishermen jetty in Woburn, the closest neighbor.

The private island’s proximity to gorgeous Grenada adds to Calivigny’s intrinsic charm. A man and a woman with a dream have created a very special place and they invite you to partake of their vision of the perfect island. ■

For more information, visit calivigny-island.com
Email: enquiries@calivigny-island.com

BROKERS SPEAK OUT

Back by popular demand, our Brokers Speak Out feature puts brokers in the spotlight. This issue, Peter Kehoe gives us insight into his firm, Peter Kehoe & Associates

How long have you been a broker?

Peter Kehoe & Associates has been in business in South Florida for over 20 years. I have been in the boating industry practically my entire life. In the 1980s, at age 26, I opened my own boat dealerships. Moving into yacht brokerage was a natural evolution of my experience and dedication to the industry.

What did you do before becoming a broker?

I started out as a boat rigger while growing up in the South Shore of Long Island and the New England area. I was 16 when I sold my first boat (a Winner sport boat); I was helping with the New York City Boat Show set up at the old coliseum. After college, I worked for Broward Marine as a comptroller for new construction accounts, and then moved into the financing end of the business with GECC Marine Division.

What was your main reason for becoming a broker?

I am a people-person. I enjoy getting to know my clients, their families and their business but also understand how they like to have fun. Understanding a client's expectations is the key to a happy yacht owner. I also enjoy the creative expression involved with new yacht building.

Do you think a buyer needs a broker to build a new yacht and why?

I highly recommend that owners take advantage of an experienced broker's knowledge and hands-on availability. The nuances and protocols involved in new constructions exceed most owners' knowledge and time availability. An experienced broker, who is well-versed in financing, insurance, contract negotiation, yacht construction and interior design, is a priceless instrument in any new-build situation. Acting as a liaison between owners, builders, sub-contractors and designers, the broker can head off potential issues, address pitfalls, discuss trends and make recommendations that others involved in the transaction may not consider.

What was your favorite deal?

It's really hard to name a "favorite deal" in so many years of experience. Selling megayachts, sportfish and high-performance, one-of-a-kind vessels offers a thrill each time a deal is done. I recall the awesome power of *Moonraker*, and working with owners John Staluppi and John Rosatti on numerous transactions over the past 20 years. I also recall the heart-pounding thrill of Blue Marlin fishing aboard the *Lethal Weapon* in Puerto Rico. My favorite part of any deal is the excitement and passion that is involved in fulfilling the clients' desires, be they speed, stability, a unique interior or acoustics. If you keep the client's desires at the forefront at all times, everything else seems to fall into place for a great experience.

Which shipyards do you envision booming in the future?

Although no one knows exactly what the future holds, I believe that the successful shipyards of the future must exist in a politically and tax-friendly environment. We are coming off 30 years of excesses.

Competitive pricing, an innovative workforce and the ability to work with a highly skilled management group existing on multiple continents, are key to the future of yacht- and shipbuilding.

What, in your opinion, is the best yacht on the market today?

The best yacht is one that fits the needs of the owner, the family, and the business. One of the finest yachts built to date is the 230-foot *Martha Ann*. It is one of the most magnificent vessels I have seen. The 82-foot, 36-foot beam power Catamaran *Bonefish*, with her go-anywhere functionality, is the perfect vessel for the active yachting enthusiast. These two vessels are so different, yet they create the same big smile on their owners' faces.

Is there another business you'd be interested in?

Peter Kehoe & Associates has a well-rounded background for both good times and not-so-good times economically. Our company now includes insurance products and recovery services for the banking industry. We work with financial institutions to recover, recondition and re-market vessels.

What do you see as your firm's greatest assets?

We are fortunate to have great people who are dedicated to doing the right thing. Joe Stetson has a lifetime of marine industry experience, from captaining his own vessels to closing on new constructions. Joe Santoli also adds years of experience and shows dedication to his clients long after the deal is done. Experienced Broker Joan Hatton operates our marine insurance agency. We would like to welcome Bonnie Mims, one of the world's leading charter experts and our new charter manager. Another recent addition is the 157-foot Christensen *Top Five*, a magnificent yacht with the finest crew headed by Capt. Johannes Buys and immediately available for charter. Randy Sweetland, a former Presidential Secret Service Agent and Ted Akey, formerly Bureau Chief of the Florida, Marine Patrol Operations and a first-class investigator as well as a good friend, round out our team of 20 professional associates and brokers.

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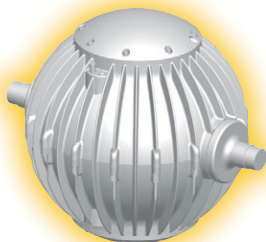
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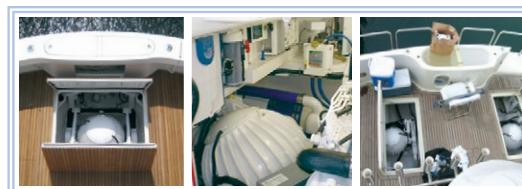
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TUSCAN SUN 147' (46M) Izar 2006. 6 Staterooms
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MIRAGE 132' (40M) Heesen 1992. 5 Staterooms
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ACE OF DIAMONDS | 34m (112') | Hakvoort | 1988/2006

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FAR NIENTE | 26m (86') | Moonen | 2006 | 4,100,000 EUR

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ELLE | 46m (150') | Tacoma Puglia | 1993/2008

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FELICIA | 19m (62') | Pershing | 2006 | 1,350,000 USD

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CAMELEON B | 42m (139') | Proteksan | 2002 | 11,000,000 EUR

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Vassilis Fotilas | Monaco + 377 93 100 450 | vassilis.fotilas@fraseryachts.com



DOLCE VITA | 22m (72') | Uniesse | 2007 | 1,950,000 USD

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



JADE 95 | 29m (95') | Jade Yachts | 2010 | 7,995,000 USD

Style and Luxury abound in this modern large volume expedition yacht. Cat Power/ Four Staterooms, Bureau Veritas Classed.
Jeff Partin | Ft. Lauderdale +1 954 463 0600 | jeff.partin@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



PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | POA

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



LORETTA ANNE IV | 40m (131') | Alloy Yachts | 2009 | 21,900,000 USD

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!
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BLACK PEARL | 18m (58') | Donzi | 2006 | POA

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Co-CA Steve Fill - (954) 815-8320



1993 105' Broward Raised Pilothouse
MTU 2000's | Recent Paint Job
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1988 95' Broward Motor Yacht
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92' Jones Goodell Yacht Fisherman
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1999 74' Hatteras Sport Deck
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1991 72' Viking Motor Yacht
1080HP Detroit's | Full Beam Flybridge
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2008 72' Hatteras Motor Yacht
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1984 70' Striker Sportfish
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1984 70' Hatteras Custom Cockpit
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100' Broward 2001
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88' Tarrab CPMY 2002
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85' Pacific Mariner 2010
Andrew Miles, C.A.



82' Horizon 2005
Mike Williams, C.A.



80' Lazzara 1998
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78' West Bay 2002
Claude Racine, C.A.



75' Hatteras 2001
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74' Hatteras 1999
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70' Symbol 2006/2007
Chris June / Alex Rogers, C.A.'s



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Beam:	35'10" (10.70m)
Draft (light):	6'11" (2.1m)
Draft (full load):	7' 8" (2.3m)
Year Built:	1991, Australian Yacht Builders (Refit 2010)
Guests:	12
Engines:	MTU 12V4000
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Fuel:	9 knots 121 LPH / 32 GPH
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910HP MTUS, EXCELLENT CONDITION, BOW AND STERN THRUSTERS, BRIDGE CRANE, TENDER WITH FREEDOM LIFT. LOADED. ASKING \$895,000. STOCK #99039. **LISTING BROKER MICHAEL LENNON**



AZIMUT 55 FLY BRIDGE 2004
T-C12 CATS, 710 HP, BRIDGE CRANE & TENDER, WELL MAINTAINED/EQUIPPED W/UPDATES. IN THE NORTHEAST. US. ASK \$695K. STK #96308. **LISTING AGENT MICHAEL LENNON 631-988-2894 MOBILE.**



AZIMUT 47 FLY BRIDGE 2008
TWIN C9 CATS 575HP, WHITE HULL, THREE STATEROOMS, TWO HEADS, FULL BIMINI TOP, GANGWAY, DSS, CREW CABIN, THREE F120S. LOCATED IN THE NORTHEAST, US. ASKING: \$699,000. **LISTING AGENT PAUL MAHONEY 516-458-6754.**



AZIMUT 46 FLY 2001
3208 CATS, 2 STATEROOMS, HIGH GLOSS CHERRY INTERIOR, SAT TV, RECENT UPDATES WITH NEW EXTERIOR CUSHIONS, BOTTOM PAINT AND MORE. OUR TRADE ASKING \$299,000. STOCK #96005. **LISTING BROKER PAUL MAHONEY.**



AZIMUT 42 FLY 2002
TWIN 385CATS, TWO STATEROOMS, SUPER GRAND LUXE DECOR, HIGH GLOSS CHERRY INTERIOR, 400 HOURS ON MAIN ENGINES, ASKING \$299,000. STOCK# 98312. **LISTING BROKER MICHAEL LENNON.**

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Contact Pam Barlow



92' CITADEL EXPEDITION YACHT 2010
Contact Andrew Cilla



72' CUSTOM ROBERT PERRY KETCH 1985
Contact Joe Collins



147' RMK MARINE 4500 2012
Contact Andrew Cilla



70' MCMULLEN & WING 1995
Contact Steve Deane



62' LITTLE HARBOR 1982
Contact Steve Deane



70' ALASKAN 2012
Contact Steve Deane



88' S&S CENTERBOARD 1986
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110' EVOLVE FIBERGLASS 1999
Contact Andrew Cilla



112' BROWARD 1999
Contact Jason Dunbar



76' LAZZARA SKYLounge 1999
Contact Andrew Cilla



76' ST.AUGUSTINE MARINE TRAWLER 2006
Contact Pam Barlow



48' KADY KROGEN 1996, WHALEBACK TRAWLER
Contact Andrew Cilla



51' SEAHORSE MARINE PASSAGEMAKER 2006
Contact Alan Bernard



54' SAVANNAH 2007/2008
Contact Ron McTighe



78' WEST BAY SONSHIP 2001
Contact Jason Dunbar



55' FLEMING YACHTS TRAWLER 1998
Contact Andrew Cilla



130' WESTPORT TRI DECK MY 2007

New to market. Pavlik designer interior 2011. Upgraded state-of-the-art audio video system 2011, on deck master, desirable country kitchen style galley, bow & stern thrusters, large aft deck w/casual dining. A must see with all updated systems and excellent maintenance. Contact Central Agent, Wayne Cannava



80' CUSTOM CHEOY LEE COCKPIT ENCLOSED BRIDGE 2006

Great (5) stateroom layout, country kitchen style galley, traditional sapele mahogany interior, day head, open air aft deck, twin CATs provide 20 knot cruise, bow & stern thrusters. Without a doubt one of the nicest Cheoy Lee's you will see. Owner wants offers. Contact Wayne Cannava, Central Agent.



87' JOHNSON FBMY 2005

Customized 4 stateroom layout loaded with options; C-32 CATs with warranties until 2014, tender garage with 13' RIB tender leaves the flybridge open for high style entertaining. Great Lakes capable with hydraulic hard top. Very attractive price. South Florida location. Call Jeff Stanley, Central Agent.



63' HATTERAS MOTORYACHT 2003

3 SRs, admidship master, 3412 CAT's, (2) gens, custom hardtop. Generous flybridge seating, air/heat, new enclosure, custom table. 42" pop-up TV in salon, glossy Makore wood, watermaker, redundant elecs, UW lights, tender w/Yamaha OB. Call Greg Read, 954-849-2042



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.



60' VIKING SPORTFISH 2009

CAT C-32A with low hours and extended Platinum warranty to 3/2014. Hardtop, Eskimo ice machine, full electronics package, extended fuel tanks, twin generators extremely clean. Contact Central agent, Jim McKee



56' NEPTUNUS FBMY 2006

New style flybridge w/expanded seating capacity, fully air conditioned FB, three cherry staterooms, low hours on 3406E CATs, recently updated electronics. Nicest 56' available! Unbelievable sea boat with a 26 knot cruising speed. Contact Jeff Stanley, Central Agent.



55' NEPTUNUS SEDAN BRIDGE 1999

First time offered, ultra clean 3 stateroom cruiser with low hours, fiberglass hardtop, cherry interior and a TNT hydraulic swim platform/tender lift. Preferred galley and stateroom arrangement. Contact Jeff Stanley, Central Agent.



55' NEPTUNUS CABRIOLET 2006

Like new, this ultra clean Cabriolet has only 238 hours on her 825 hp MTU's. Great electronics, hydraulic lift, inside-stored in the winter, pampered in fresh water for the summer. 2004 and 2000 model sisterships starting at \$335K. Contact Jeff Stanley, Central Agent.



51' CAROLINA CUSTOM HERITAGE 2008

Excellent mid-size sportfish that runs great with economical Cummins QSM11s. Large cockpit with bridge overhang, custom hardtop and beautiful curves & tumblehome. Great condition overall. Contact Eddie Wimbro for complete details.



48' SEA RAY SEDAN 1999

Maintained to near perfection. Cherry interior 3-stateroom cruiser is polished monthly & could be mistaken for new. CAT diesels have had all updates, bottom job done last month. A turn-key opportunity. Contact central agent, Joe Majcherek, for details.



50' VIKING EXPRESS SPORTFISH 1999

Excellent condition, full paint, 30 kt. Cruise, OPTIONS! Air conditioned bridge deck, updated electronics + SAT TV, fully serviced MAN's, Eskimo ice & watermaker. Super clean and virtually turn-key. Asking \$589,000. Contact Central Agent, Joe Majcherek



45' CRUISERS MOTORYACHT 2006

This 455 model is loaded with upgrades including the 500hp Volvo D-9's, TNT tender lift, SAT TV, bow and stern thrusters, bridge A/C, Jacuzzi in master. Mostly fresh water use. Easy to see in south Florida. Contact Jeff Stanley, Central Agent.

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"Audrey's Dream" is a long range Nordhavn that combines the virtues of a sports fishing boat with the ability to roam the oceans of the world. With multiple control stations Audrey's Dream is very easy to operate by owner, or by professional crew.

Located in Costa Rica.

Asking: \$4,200,000

For details contact Paul Hutton at (949) 496-4933

NORDHAVN 86 ('08)



"Aurora" is actively for sale as her owners anticipate the arrival of their new – fourth – Nordhavn. She has the very attractive qualities of easy maneuverability and interior living accommodations such that she can be handled by an owner-operator or accommodate a crew. Located in B.C. Canada.

Asking: \$6,750,000 – Canadian Duty Paid

For details contact Don Kohlmann at (206) 223-3624

NORDHAVN 76 ('09)

"Take 5"



Asking: \$3,955,000

Location: Hawaii

For details contact James Leishman (949) 496-4933

NORDHAVN 76 ('07)

"Silvia M"



Asking: €3,200,000 ex Vat

Location: Viareggio, Italy

For details contact Philip Roach at +44 (0) 2380 456342

NORDHAVN 76 ('05)

"Inside Passage III"



Asking: \$3,495,000

Location: Seattle, WA

For details contact Larry Gieselmann (949) 496-4933

NORDHAVN 62 ('08)

"Windflight"



Asking: \$1,825,000

Location: Seattle, WA

For details contact Don Kohlmann at (206) 223-3624

NORDHAVN 64 ('06)

"Shearwater"



Asking: \$2,495,000

Location: Fort Lauderdale, FL

For details contact Ray Danet (772) 223-6331 or Jeff Merrill at (949) 496-4933

NORDHAVN 76 ('07)

"L'Adagio"



Asking: \$3,975,000 European tax paid

Location: Malta

For details contact Neil Russell at +44 (0) 2380 456342

ADDITIONAL LISTINGS

Nordhavn 62 ('93)	\$799,000
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Nordhavn 57 ('01)	\$1,050,000 Tax unpaid
Nordhavn 57 ('98)	\$899,500
Nordhavn 56 ('09)	\$1,599,000
Nordhavn 56 ('09)	\$1,499,000
Nordhavn 55 ('08)	\$1,398,000
Nordhavn 55 ('08)	\$1,690,000 ex VAT
Nordhavn 55 ('08)	\$1,495,000
Nordhavn 55 ('08)	\$1,495,000
Nordhavn 55 ('07)	\$1,530,000
Nordhavn 55 ('06)	\$1,390,000
Nordhavn 55 ('05)	\$1,199,000
Nordhavn 50 ('02)	\$750,000

Nordhavn 47 ('04)	\$795,000
Nordhavn 47 ('03)	\$895,000
Nordhavn 47 ('02)	\$795,000
Nordhavn 46 ('89)	\$395,000
Nordhavn 46 ('02)	\$595,000
Nordhavn 46 ('98)	\$495,000
Nordhavn 43 ('07)	\$795,000
Nordhavn 43 ('06)	\$649,000
Nordhavn 43 ('06)	\$835,000
Nordhavn 43 ('05)	AU \$825,000
Nordhavn 43 ('05)	\$799,000
Nordhavn 43 ('04)	\$775,000
Nordhavn 40 ('09)	£440,000 tax paid
Nordhavn 40 ('05)	£385,000

Nordhavn 40 ('05)	\$585,000
Nordhavn 40 ('02)	\$430,000
Nordhavn 35 ('04)	\$339,000
Nordhavn 35 ('01)	\$299,000
Hanse 63 ('07)	\$895,000
Alden Yachts 50 ('95)	\$450,000
Cranchi 48 ('03)	\$399,900
Bayliner 47 ('00)	\$259,000
South Coast Marine 42 ('04)	\$199,500
Hanse 40 ('06)	\$195,000
Pacific Seacraft 38T ('07)	\$399,000
Cabo Express 35 ('00)	\$239,000
Grand Banks 32 ('79)	\$105,000

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BELLA BRI 151.00ft (46m)
Northern Marine | 2008 | Florida | USD 21,500,000



DEEP BLUE II 143.70ft (43.78m)
Oceanco | 1996/2008 | Florida | USD 15,900,000



NAMASTÉ 130.00 ft (40m)
Westport | 2011 model | Florida | USD 19,895,000



MUSTANG SALLY 130.00 ft (40m)
Westport | 2009/2010 | Florida | 18,450,000



NORTHCOAST 125 125.60ft (38.30m)
Northcoast Yachts | 2011 model | Florida | USD 15,499,000



ASPEN ALTERNATIVE 120.00ft (36.58m)
Sovereign | 2002 | Florida | USD 5,500,000



CAROBELLE 100.00ft (30.47m)
Azimut | 2000 | Florida | USD 2,950,000



ZAKOUSKA 87.00ft (26.50m)
Warren Yachts | 2006 | Florida | USD 4,495,000



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112' (34.1M) LA SULTANE | AEGEAN LRC | 2006
\$5,695,000



ALL OCEAN 100' (30.5M) | LUIZ DE BASTO DESIGN | 2013
\$7,995,000



ALL OCEAN 90' (27.4M) | LUIZ DE BASTO DESIGN | 2013
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92' (28M) ALL SEAS YACHTS | 2010
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85' (25.9M) BLUE LADY | ROSSATO | 1992
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80' (24.4M) DAUNTLESS YACHTS | 2013
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WESTPORT 130 Naval architecture by William Garden. Styling by Westport | Taylor Olson

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



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EXCLUSIVE Z-MAG CONTENTS

Making Waves



HEESEN AURELIA

There is nothing ordinary about *Aurelia*, the 10th in Heesen's 37m all-aluminum series. Her exterior obviously sets her apart, but so does her refreshing interior by London-based designers Bannenberg & Rowell. The designers carried on the racecar scheme by using materials (carbon fiber, quilted leather and stainless mesh) and motifs (tire tracks as a pattern on toss pillows) appropriate to the automotive world. Most of the artwork on the walls features portraits of favorite cars. The name *Aurelia* itself makes reference to the first "true Lancia GT" of the 1950s. Yet, with all that, the interior of this 121-foot 30-knot top-speed flybridge yacht is not gimmicky. The interior is a successful blend of imagination, innovative materials and sheer design sense. The project manager who introduced the owner, a racecar fan, to Bannenberg & Rowell, is Monaco-based Nakhimov.

For more information, visit bannenbergandrowell.com, heesenyachts.nl or nakhimov.com

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JETLEV

For years man has dreamed of flight and movies like *The Rocketeer* only fueled that desire. We have been restricted to substitutes for this desire. Until now. The JetLev-Flyer is the newest craze in watersports, especially in the yachting sector. Benetti's *Told U So* has one onboard and the jet pack grabbed quite a bit of attention at the boat shows last fall. Is it too good to be true? Not from what we've seen.





EXCLUSIVE DIGITAL CONTENTS

Sessa C54





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SPOTLIGHT SESSA MARINE **ENTREPRENEURIAL DNA**

Italian boat manufacturer Sessa Marine has built boats in the thousands since Camillo Braga founded the company in 1958. Initially the company manufactured molded plastics and resins for varnishes. Camillo's daughter, Raffaella, and her husband, Roberto Radice, made the decision to switch to boatbuilding in 1972, focusing on small leisure craft. An innovator, Sessa Marine experimented early with jets and colorful designs. After acquiring hull subcontractor Fyberstamp in 1988, Sessa started a gradual move into the larger boat market. The largest model currently available is the C68, which the company recently presented with IPS drives at the Cannes Boat Show. The company's Civate al Piano plant, in Italy's Lombardy region, has about 172,000 square feet of covered manufacturing space in a total area of just under 400,000 square feet. A smaller manufacturing facility is located in Roccelletta di Borgia. Sessa Marine has an active research and development division that constantly works on new prototypes. About five percent of the

company's revenues are reinvested in research and development. Sessa's craftsmen and engineers use advanced 3-D technology, and Sessa Marine started working with Siemens PLM Software several years ago. The production comprises four lines: the yacht, cruiser, fishing and Key Largo line, with models currently ranging from 20 feet to 68 feet. One of the models introduced this year in the yacht line is the 45 Flybridge. All models share a strong design element. Christian Grande, who studied automotive design at the University of Modena, started contributing ideas and sketches to Sessa Marine in 1992 while still at school, and he started Christian Grande Design Works in 1999 in his hometown of Parma. Although the firm designs for a variety of industries, nautical design is an important part of the business, and Grande works closely with Sessa Marine. Sessa Marine is keen on development in the North and South American markets through a network of dealers, including Pompano Beach-based FastBoats and Mexican dealer Camino al Mare.



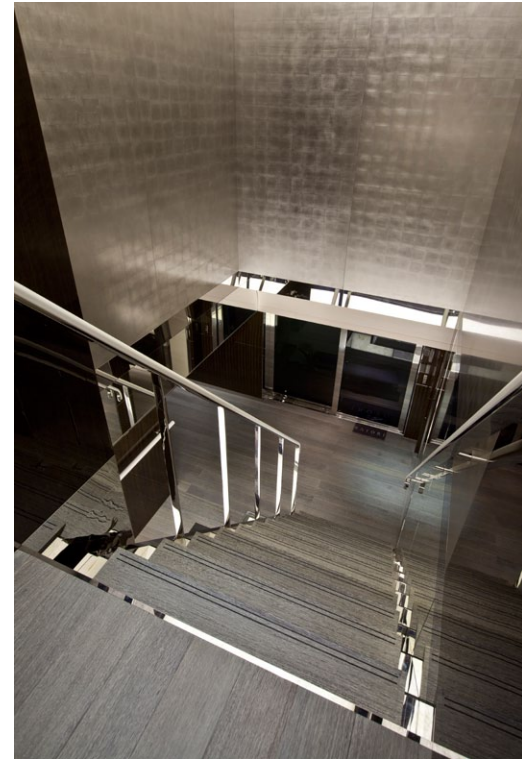
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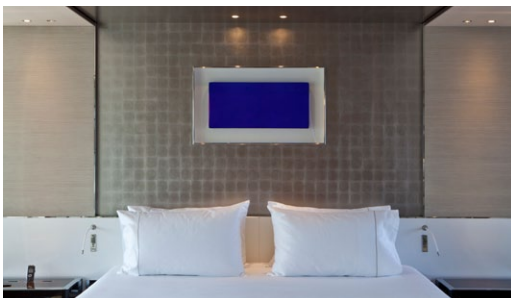
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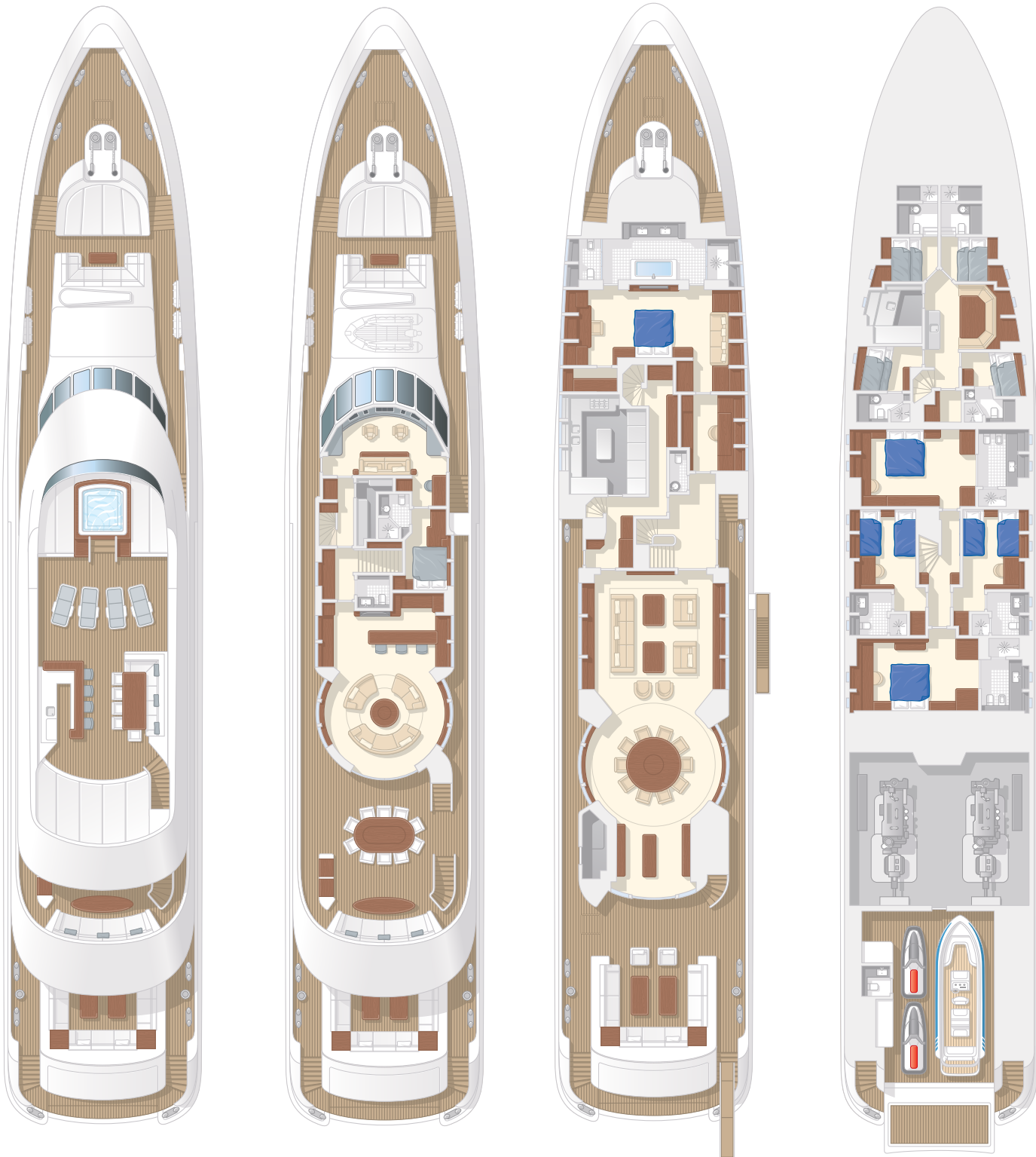
Heesen *Satori*



A few of the very successful features of this custom interior by Rémi Tessier are versatility and consistency. Movable panels and furniture help adapt spaces to the need of the moment and time of day. A pared-down design is perhaps the hardest one to create to perfection, and the Heesen Yachts craftsmen rose to the occasion. Artful placement of art pieces, such as this Yves Klein monochrome (below) add just the right touch. The video puts it all in motion.

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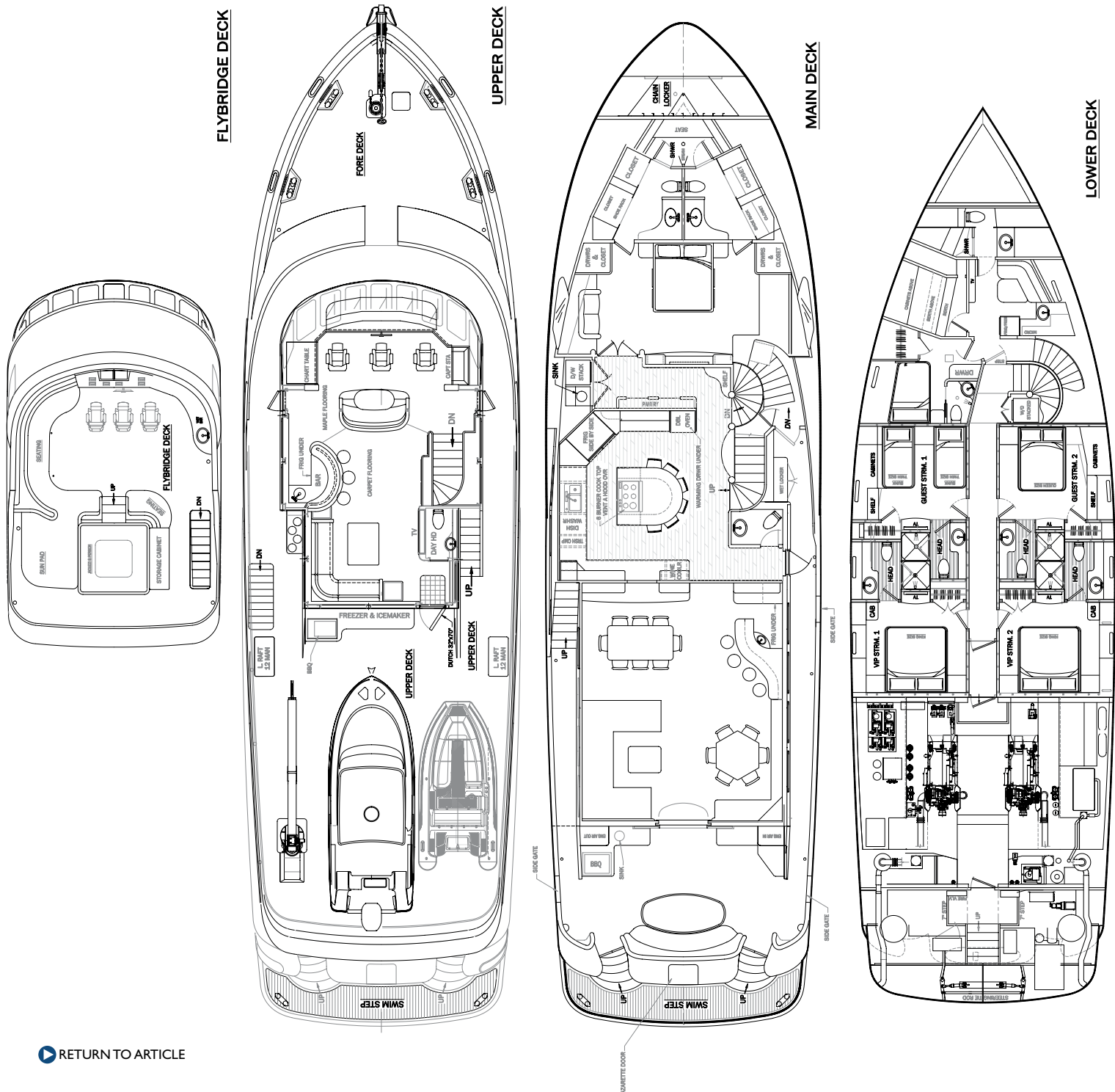


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Citadel 102 *Polar*



Bear



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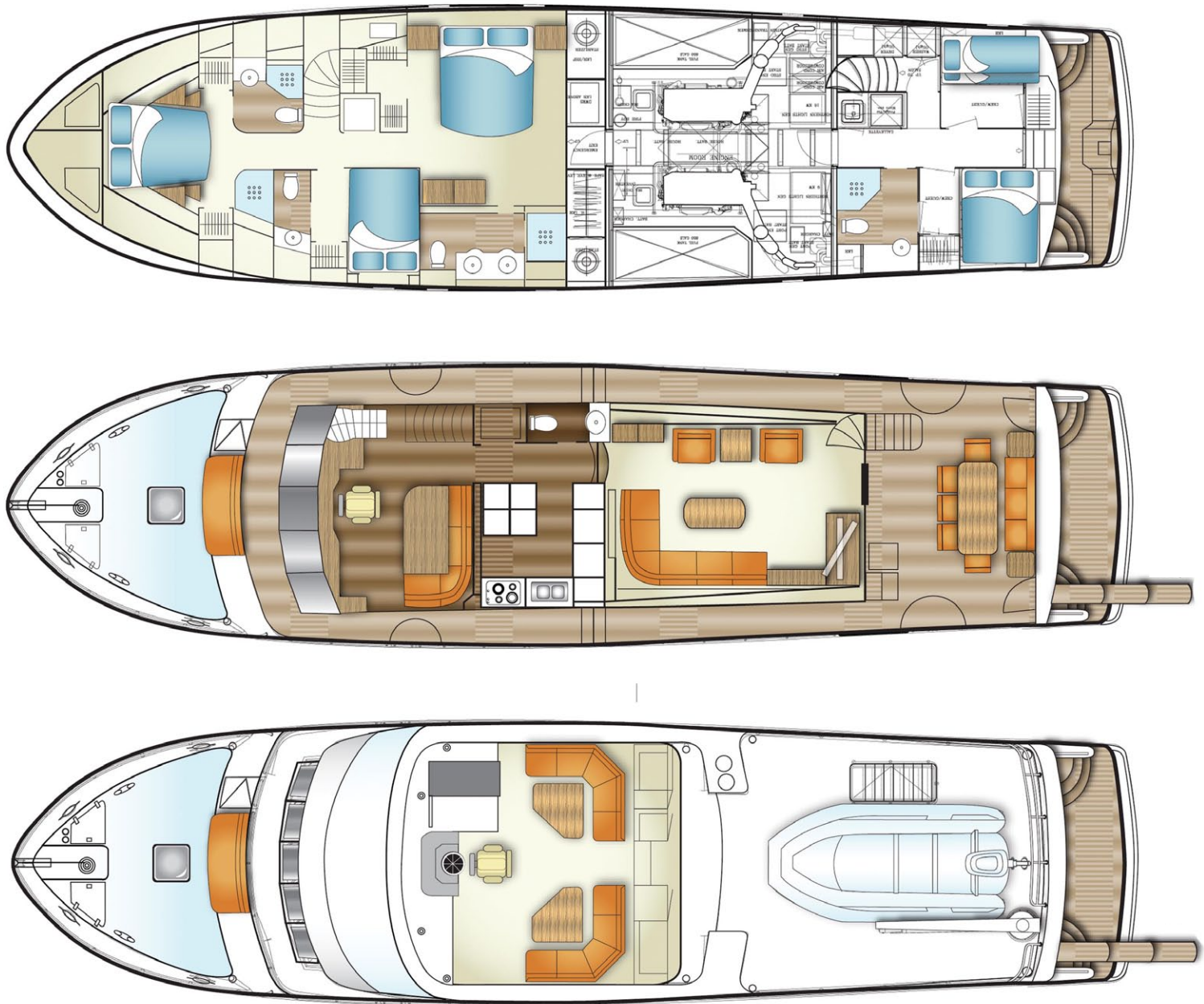
Outer Reef 70 Go



ABOVE: The wheelhouse of this yacht features a retractable panel between the salon and the helm providing a measure of privacy for late night gatherings or an open feel for long family voyages

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od Times





EXCLUSIVE Z-MAG CONTENTS

Cruising the Exu



mas



These images, courtesy of Nicole Caulfield of RJC, perfectly capture the fun and adventure of the Exumas. They serve up quite a contrast to the bustling town of Nassau or fun-filled Paradise Island, a mere half-day's cruise away and well worth the trip. Any of the yachts in the following pages can get you there and show you the best the islands have to offer.

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EXCLUSIVE Z-MAG CONTENTS

At Last



A complete refit at Derecktor in Dania Beach gave this 1990 Heesen a new life. The aft deck is the yacht's watersports center, very convenient to suit up for diving or snorkeling expeditions. The sun deck is a perfect spot to soak in sunrays or cool off in the Jacuzzi. Five staterooms feature deliciously comfortable bedding and tasteful décor. At the helm is experienced Captain Herb Magney who brings years of experience on the water (previously as captain on *Milk & Honey*) and landside as a hospitality pro. He heads a dedicated and fun crew that includes creative Chef John Kubic. *At Last* is part of the Churchill Yachts fleet.



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EXCLUSIVE Z-MAG CONTENTS

Big City



Captain Barry Bramhill knows this 141-foot five-stateroom Trinity yacht inside and out. He was the build captain and heads the professional crew of eight. A great interior by Patrick Knowles with five spacious staterooms complements expansive decks. The beach club is a great platform for all sorts of watersports and the sun-deck Jacuzzi with misters serves up immediate relaxation. Chef Charles Wilson, a graduate of Vancouver's Dubrulle French Culinary Institute, cooks up fine cuisine in the yacht's fully equipped galley. *Big City* is part of the IYC charter fleet.

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EXCLUSIVE Z-MAG CONTENTS

Hooter Patrol IV





The latest in a series of yachts by the same name, this 97-foot Hargrave was built in 2006 with charter in mind. It has an open, friendly layout matching the mood onboard. The lively and knowledgeable crew, including Captain Marani, is ready to take up to 10 guests on many adventures. Part of the fun is the yacht's speedy 37-foot Midnight Express, ideal to reach secluded beaches or take a load of divers to the hottest spots. *Hooter Patrol IV* herself can go up to 26 knots and is very well suited to the shallows of the Bahamian islands. *Hooter Patrol IV* is part of the IYC fleet.

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EXCLUSIVE Z-MAG CONTENTS

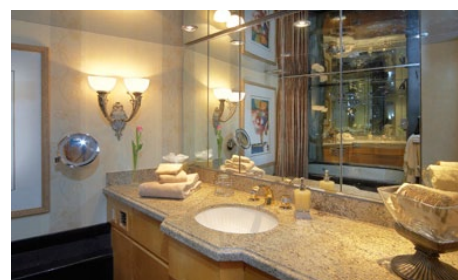
Independence 2





This very well maintained beamy 105-foot Broward serves up a friendly atmosphere, which has a lot to do with its crew, including a dynamic husband-and-wife team. Experienced Captain Matt Braisted grew up in Florida and never strayed far from the water. He loves cruising in New England and the Bahamas and knows just the right spots. One of the great features of his yacht is its expansive sun deck. A few months ago, the yacht added a fabulously fun new tender from Pursuit for speedy and comfortable trips to shore. Independence 2 is part of the RJC charter fleet.

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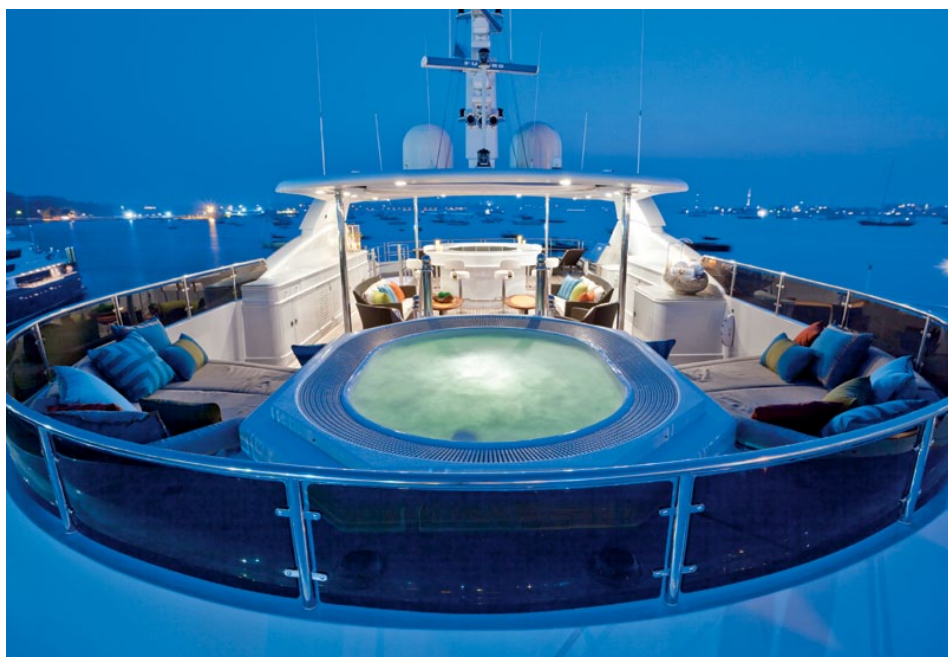
Tuscan Sun





This 147-foot yacht is a familiar sight in the Bahamas. Built in 2006 at the Spanish Izar/Navantia shipyard, *Tuscan Sun* features six staterooms, a tasteful décor and great outdoor spaces. The sun deck features a large Jacuzzi surrounded by sun pads for ultimate relaxation. The aft deck is a great spot for a fabulous outdoor culinary experience. The husband-wife duo of Captain Gui Garcia and Chef Christina Jones-Garcia brings considerable charm and expertise to the charter experience. Captain Garcia, a diver, is also a great underwater photographer who seldom leaves his camera behind. *Tuscan Sun* is part of the IYC charter fleet.

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EXCLUSIVE Z-MAG CONTENTS

Top 10



VIRGIN GORDA/BVI

From early years of laidback resorts, sailing and catamaran charters, the islands of Caribbean increasingly cater to a more upscale type of tourism and larger yachts. From north to south, megayacht marinas complement moorings and upscale island resorts offer a multitude of shore-side activities and accommodations. You can be on the wild side one day and pampered the next. The season is here and you can view your options here.

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BEQUIA

island getaways





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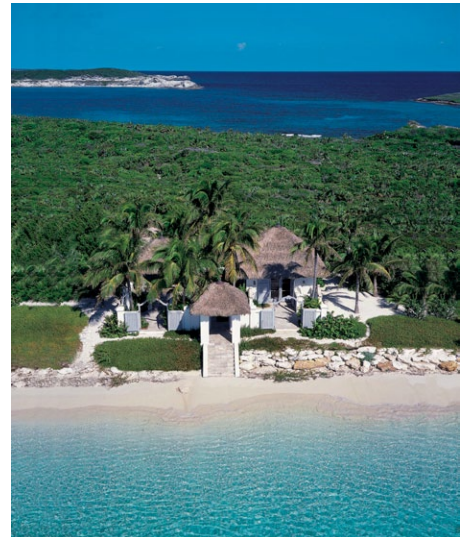
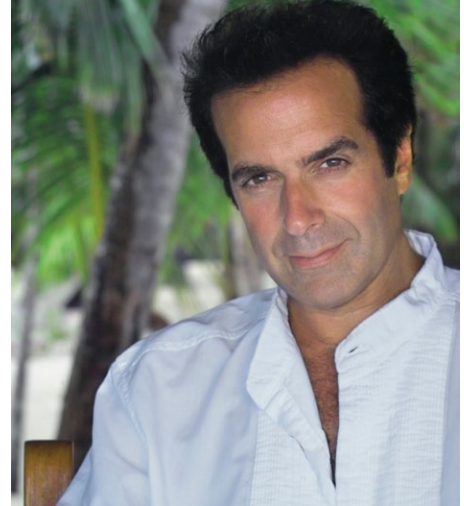
Musha Cay



The beauty of the secluded islands of Copperfield Bay is no illusion. Magician David Copperfield liked it so much, he bought a few islands. "Everything truly magical that I've ever experienced, everything that has created wonder for me, we're recreating here at Musha Cay and the Islands of Copperfield Bay," he says. For more info on the amenities of this private island paradise, visit mushacay.com

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EXCLUSIVE Z-MAG CONTENTS

Peter Island



For the first time Peter Island is opening its award-winning facilities to marina guests. The deep-water marina sits in a protected cove and offers 15 slips and a T-dock with dockage for three larger vessels. On land, Peter Island boasts luxurious accommodations, including spacious villas, a full-service spa and fine dining. For more information, visit peterisland.com

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The M

Princess 32 *Antheya II*

With its superyacht specifications, the new Princess 32 was an impressive debut for the British builder. But the 105-foot yacht is just the first in a stunning new M Class, some of which will include interiors by Fendi. We traveled to Plymouth to take a closer look.

Factor

STORY Michael Verdon PHOTOS Princess Yachts



When the new 32-meter Princess made its debut at the London Boat Show in early 2011, the UK builder had to use all its engineering prowess simply to get its flagship in the exhibit hall. They had only inches of headroom to spare through the doors. When she was set up in her booth, the 105-foot *Centurion* (now *Antheya II*) towered over the rest of the beauties at the London show, with a grand sense of scale that left the other motoryachts looking like toys. The muscular British superyacht was also draped in colorful accents from Fendi, a fellow LVMH company, which gave it a soft, chic mantle of Italian style. One couldn't tell the boat had just made its maiden run from Plymouth along the southern English coast through a blizzard.

It was an impressive launch for one of the United Kingdom's oldest builders, and the start of a new chapter in a story that began in 1965, when Princess chairman David King launched his first 31-foot cruiser. Outside the UK, the builder is probably the least known of the "big three" British builders, which includes Sunseeker and Fairline, because it tends to employ a stiff upper lip when singing its own praises. In the United States, Princess yachts were known as Viking Sport Cruisers until last year. While Viking continues its successful cooperation with Princess Yachts in North and South America, yachts sold here are now known as

Princess as well.

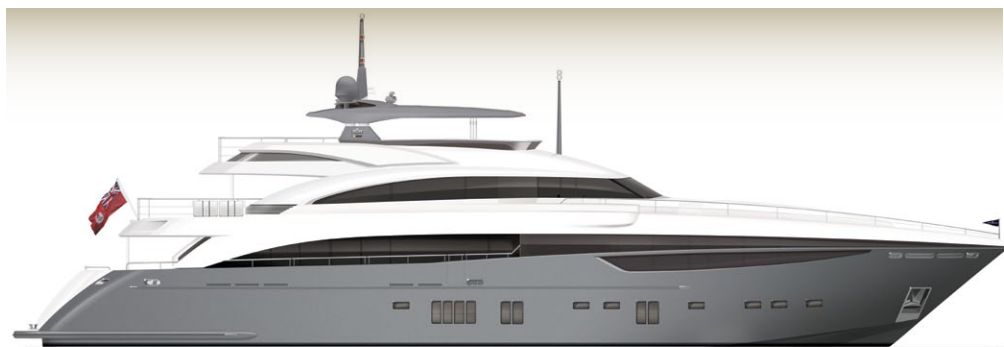
As *Yachts International* discovered in a late-spring visit to Plymouth, Princess may be one of yachting's best-kept secrets. While the global downturn has taken a bite out of sales, the builder's five shipyards in Plymouth were bustling with workers prepping hulls for export to Europe, the Americas and Asia. Princess added 200 workers after it launched the M series, and currently employs about 1,800 people. The company takes an automotive-style approach to manufacturing, employing a Japanese-style lean-manufacturing method that seems more efficient than those adopted by many other boatbuilders.

Workers at the Plymouth shipyards are grouped together according to their specialties, ranging from modular interiors, to components such as fuel tanks or wiring harnesses. Princess prefers hiring staff rather than employing subcontractors to control quality. Its vertical-integration model also allows Princess to build most of

the boats in its own facilities.

In the joinery shop at the Coypool facility, for instance, workers cut interior pieces from multiple hardwood species (wengé, teak, maple, walnut and obeche) on CNC routers, for precision. The workers build everything from walls and cabinets to furniture for 19 Princess models from 42 to 130 feet LOA. Workers hand-spray all pieces, which are subsequently cured in special warm rooms and then shipped to another building for final assembly inside the yachts. Across the way, Princess electricians braid long and complicated wiring harnesses for the guts of yachts. In yet another building, workers manufacture NS8-grade alloy fuel and polypropylene water tanks. In another, flybridges are curing in molds. Each department is run like a 21st-century factory, with computer-driven machinery and smart processes, rather than a gaggle of craftsmen assembling boats piece by piece.

BELOW: The next project in the M Class is the Princess 40M; computer modeling paves the way for interior designers to create cozy living areas **OPPOSITE:** The open floor plan and balcony access through full-length sliding-glass doors create a very inviting space on the main deck of the Princess 32



We want to create boats that are cutting edge, but also ones that stand the test of time

“We’re an absolute boatbuilder at the core,” Princess Managing Director Chris Gates says. “But a number of our management team are professional industrialists, and that allows us to blend in proven disciplines from other industries. The idea is to get the processes working efficiently, to improve delivery times and performance.”

The diversity of the builder’s knowledge base was critical for establishing the M Class, which is an entirely different way of thinking about boatbuilding from anything Princess has ever done before. The company added to its more than one million square feet of production space by starting a new facility at its South Yard site for the M Class series. The company expects to invest 35 million pounds over the next 15 years into its new superyachts, which could eventually reach 213 feet (65 meters) in length.

“The site is over 25 acres,” Gates says. “We don’t want to be constrained by a lack of space. But we’ve also gone into these larger yachts with our eyes wide open. We employed engineering staff from the superyacht world, including

Heesen and Pendennis. We’ve added a bit of spice to the interior by accessorizing from our sister companies.”

Antheya II, delivered to a Middle Eastern owner in the Mediterranean, has a traditional Princess look, with a straight narrow forefoot below a long, slender blade of windows that define the main deck. A generous teak-covered swim platform allows full access to the water, while on the bow is a large seating area with a table positioned in front of a generous sun pad. The flybridge carries an inflatable tender on the back, with a Jacuzzi, lounges, bar and four helm chairs forward. The exterior is handsome in a classic way, and extremely user friendly. At Princess, function defines the exterior form. “Our core values include structural engineering and seaworthy hulls,” Gates says. “We vacuum-infused the hull to make it as light as possible without compromising on strength. It’s a very detailed design, with a great layout. Our interior-design skills shot upward on this project.”

The interior, in fact, is a beautiful compilation of

BELOW: Rich textures, a few accents by Fendi and a contrasted palette turn the master suite into a cozy, private retreat





The idea is to get the process working efficiently, to improve delivery times and performance



leathers, woods and stonework. In the salon, Princess used a dark-stained wengé for the floor, dark leather lounges and chairs, and a cream-colored ceiling with accent lighting. The long, naturally lighted main salon maintains a formal sensibility, minus any stuffiness. The owner added his touch by mixing the wengé with walnut joinery, and by using a dark-cobbled leather called “Paris Croc” as trim on the salon dining table and desktops throughout the yacht. A teak-covered balcony that opens outward over the gunwales on the port side—an unusual standard feature for a boat of this size—connects to the salon, providing an ideal, intimate location for morning coffee or an evening aperitif.

Princess designed the owner’s suite onto the main deck behind the salon, offering privacy from the other four guest quarters below and a view. Flawless walnut joinery, subtle use of mirrors, Fendi furs on the bed, a Paris Croc-covered desk, a flat-screen television that ascends

from a cabinet, black Italian marble floors and walls in the full-beam head, plus an intricate wall of black mosaic tiles beside the Jacuzzi compete favorably with amenities found on much larger yachts.

The galley, too, was built to superyacht specifications. Princess brought in professional chefs as consultants to design the galleys for the M Class. The equipment—ranging from the Miele ovens to the climate-controlled cabinets that keep wine and Champagne at optimum temperatures—is professional-grade.

The three staterooms on the deck below demonstrate similar levels of attention to detail, with each room having its own character (and ensuite head). *Antheya II*’s owner opted to combine two double guest suites amidships into a single 23-foot-wide VIP with a dressing table, walk-in wardrobe and full-size bathroom.

Princess’ engineers worked closely with the German firm Böning to develop for the Princess 32 a minimalist but

ABOVE: Craftsmen put the finishing touches in a mirror finish, while in another area, woodwork is just beginning; a rendering of the living area of the soon-to-be crowned Princess 40M



ABOVE: Left, a new Princess V78 is being lifted off her molding.

RIGHT: *Antheya II* was launched under the name *Centurion*

comprehensive bridge that centralizes nearly all functions into four touchscreen monitors. There is a remote display in the crew's unusually large quarters, well appointed for six, and another in the captain's cabin.

Gates is clearly pleased with the way Princess' first superyacht turned out, with so many big-boat features packed into a relatively small hull. But the company has even more ambitious plans for the second 32M—scheduled to be launched later this year—and a 98-foot Princess motoryacht that debuted at the Southampton Boat Show in September. Princess' in-house staff designed both, with significant input from Fendi's interior design department. "It was a bit of a challenge to get the yacht designers and Fendi's designers speaking the same language, but both sides were very enthusiastic about the collaboration. We feel like we will show a fresh style of interior with both new yachts," Gates says.

Since Princess' parent, LVMH, includes more than 60 international luxury brands from Louis Vuitton to Christian

Dior to De Beers, any number of new partnerships could potentially develop as the line expands. For the moment, however, the builder is mum about the design details of its 130-foot Princess 40M, which it will unveil next year. *Yachts International* saw the vacuum-infused hull (one of the largest hulls to date to use this technology) next to the 105-foot Princess hull, and the difference was staggering. The product should be a stunning achievement for a builder that, less than a half-century ago, was building 31-foot motorboats in a small shed just across the river from its current state-of-the-art headquarters.

While the 32M was a breakthrough design, the 40M promises to be an even more significant milestone for Princess on its way to superyachts. "We look at our development as an evolution, not a revolution," Gates says. "From the beginning, our core values reflected our mantra of Power, Precision and Passion. That has not changed. We want to create boats that are cutting edge, but also ones that stand the test of time." ■

Princess 32 *Antheya II*

LOA: 105ft. (32m)
BEAM: 23ft. 4in. (7.1m)
DRAFT: 6ft. 6in. (2m)
MATERIAL: composite
FUEL CAPACITY:
3,408 gal. (12,900L)

For more information, in the United States, visit princessyachts-us.com

FRESHWATER CAPACITY:
486 gal. (1,840L)
DISPLACEMENT: 104 tons
STANDARD ENGINES: 2 x CAT
C32A @ 1,925hp each

OPTIONS: up to 2 x MTU 16V
2000 M94 @ 2,600hp each
SPEED (MAX.): up to 24 knots
SPEED (CRUISING): up to 20 knots
BUILDER: Princess Yachts

*Original dimensions are provided in the metric system