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PALLADIUM



TOP 100



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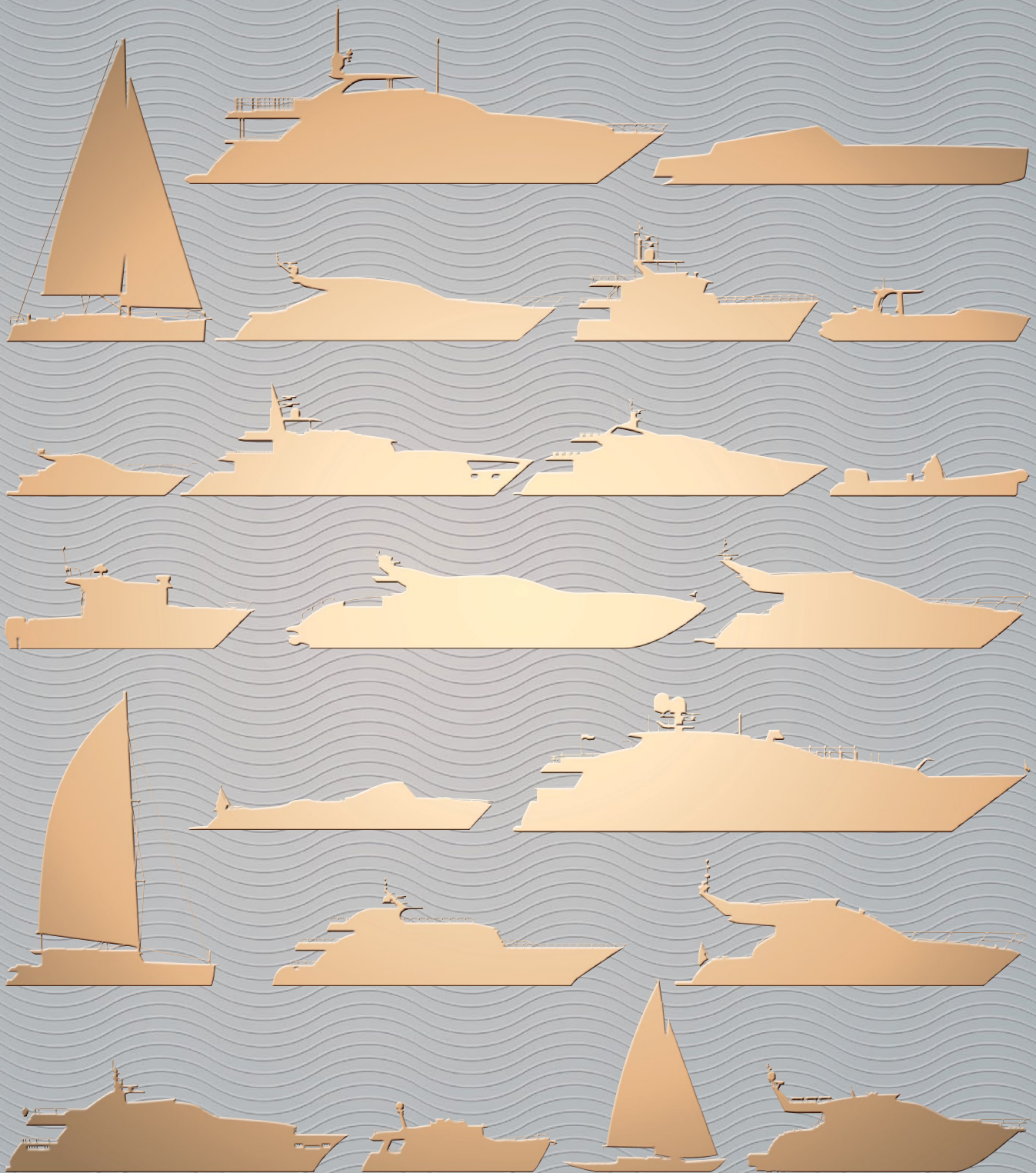
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ON THE COVER: *Palladium* PHOTO: Courtesy Micheal Leach Design



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WHAT'S NEXT?

It's up to all of us

The *Türanor PlanetSolar*, cruised the world's oceans for months until it returned home in May. The strange-looking craft and its crew made a stopover in Miami in November 2010 after a long detour to St. Maarten to avoid Hurricane Tomas. I watched the solar-powered boat make its way slowly to Miami Beach Marina. It looked a bit like a high-tech water bug skittering around a big pond.

I chatted with project leader Raphaël Domjan and Captain Patrick Marchesseau, whose previous adventures included an encounter with Somali pirates while at the helm of *Le Ponant*. Surprisingly there was little talk of environment, ecology or threats to our planet during our brief encounter. These self-described aqua adventurers did not strike me as wide-eyed eco warriors but rather pragmatic and grounded. Standing atop the vast expanse of superheated photovoltaic cells (many of them manufactured in the United States by SunPower), we chatted mostly about power- and time-management. How do you pass the time? Blogging. What was your longest time at sea so far? 26 days (from Las Palmas to St. Maarten.)

This record attempt was definitely not about racing. In May 2012, when the *Türanor PlanetSolar* returned to Monaco 585 days after casting off from Port Hercules, it set a new record as the first solar-powered boat to complete a circumnavigation. The boat did not use one drop of fuel.

The achievement earned *Türanor PlanetSolar* several Guinness World Records and a special mention from the UIM (the international organization behind power racing). The trip was documented through blogs, regular updates and a well-orchestrated media campaign, which also shed some light on energy technology specialist Immosolar (one of the main sponsors). So, what's next? That's the open-ended question on PlanetSolar's website.

What's next, I hope, is that this achievement will inspire others. The immensely resourceful people who build the world's biggest yachts featured in this month's issue have the means to push the envelope. Solar power is not the answer to everything. But this world record shines a light on perhaps even greater possibilities. Let's get creative.



Cecile Gauert EDITOR IN CHIEF





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{ MAKING WAVES }



Delta *Arianna*

Composite has a new queen with the launch of Delta's 164-foot (50-meter), full-displacement motoryacht *Arianna*. Currently the world's largest all-composite displacement yacht, according to her builder Delta Marine, *Arianna* boasts more than 7,500 square feet of living space contained within her 34-foot beam. This space includes an upper-deck owner's apartment with lounge, private outdoor deck, dining area and an extra cabin for children or family members. SG Private Wealth Advisors managed the build and Delta Design Group created the Polynesian-inspired interior. Tropical hardwoods, blown-glass light fixtures and silk carpets will give guests plenty to admire, but don't be afraid to touch the furniture: The boat was built with families in mind. Favorite areas while on board may include the large gym, the sun deck with Jacuzzi, lounge chairs and large bar, or the many alfresco dining and relaxation spaces. *Arianna's* twin Caterpillar 3512B engines give her a cruising speed of 14.5 knots and a maximum speed of 16 knots. She is expected to become a great addition to the charter market after her maiden voyage. Stay tuned for more on *Arianna*.

For more information, visit deltamarine.com or sgprivatewealth.com



Feadship Hampshire II Fun Afloat

Feadship has launched the 258-foot (78.5-meter) custom motoryacht *Hampshire II* for an experienced Feadship owner with a love of action and sports. Appropriately, before the launch ceremony, teams representing the owners' guests and the yard challenged each other in a game of football on the yacht's foredeck. The yacht's helideck becomes an ideal spot for all kinds of games, with a net ensuring whatever ball is in play stays in the court. Indeed, from the foredeck court to the 82-foot-high crow's nest reached via elevator, this latest addition to the Feadship fleet is well equipped for adventure. A zip wire connected to the mast and a rope beckons the truly daring to slide at breathtaking speed from the crow's nest to the water. Redman Whiteley Dixon and Feadship's design team incorporate great features for ocean enjoyment, including balconies and an owners' terrace. The captain will no doubt be found often at the wing stations adjacent to the wheelhouse when arriving into port. A wealth of fine detailing includes a stylish glass panel for the nameplate, recessed in the bridge deck's fashion plates. She just missed our cut-off for the Top 100, but will be part of the list next year.

For more information, visit feadship.nl

Heesen launches the new *Petra*

Heesen Yachts' newest *Lady Petra*, a very special hull in Heesen's award-winning 154-foot (47-meter) series, was built for company founder Frans Heesen. Heesen's bigger-than-life personality and energy helped create a boatbuilding empire. Heesen—based in Oss, the Netherlands—builds semi-custom and fully custom yachts in all aluminum or aluminum and steel. The shipyard has stayed busy during the past few years, and so has its founder. Frans Heesen was an active part of the company even after he sold it and relinquished day-to-day management. But when he attended the launch of the new *Petra* recently, he said "It is time for me to enjoy life with my family and friends. I am going to be the brand ambassador of this wonderful company that I founded some 35 years ago. I will always be there to support the brand and to promote it until the end of my days." He will no doubt spend time cruising on his latest yacht, named after his wife. The task of creating the Heesens' newest yacht's interior was entrusted to London-based Bannenberg & Rowell, whose designers drew inspiration from 20th-century industrial Dutch design. They worked with Omega Architects, who created the general arrangements.

For more information, visit heesenyachts.nl





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Wally's 50m *Better Place*

This is not Wally's first attempt to push the bar. But its latest creation indeed broke records. Launched in Ancona, Italy, the 165-foot (50-meter) *Better Place* is the world's largest carbon sloop and also the first sailing yacht to earn RINA's Green Star additional certification (for minimal environmental impact). With naval architecture by Tripp Design, concept by Wally/Luca Bassani and interior by Wetzel Brown Partners, *Better Place* is ultra-light and displaces only 250 tons. Yet her 34-foot beam ensures that guests have plenty of space to relax. A 926-square-foot open-space deckhouse with full-height windows contains navigation, dining and lounge areas. It opens onto the aft deck with additional lounge space while a forward social cockpit, directly accessible from the interior salon, features a table, seats and sun beds for up to 20 people. The lower deck holds comfortable quarters for 12 guests, including the owners' party, and 10 crew. The 1,076-square-foot deck features dual helm stations but also plenty of space for relaxing and sunbathing. The Wetzel Brown's interior expands upon the exterior's sporty lines, painted in Bugatti blue, with materials such as carbon and white lacquered oak. Wally's own "easy sailing system" simplifies navigation, whether using power from the yacht's Siemens/CAT hybrid system or sail. Hall Spar built the 236-foot mast, which supports 11,840 square feet of sails.

For more information, visit wally.com

Ferretti NEXT Bound for China

Ferretti Custom Line has launched the 28th hull of its 112-foot (34-meter) Custom Line 112 NEXT series. The 112 NEXT features spacious areas both belowdecks and outside and includes a master suite on the main deck plus four spacious guest cabins with large windows overlooking the sea. The 112 NEXT is also fitted with the latest-generation entertainment systems, as well as a state-of-the-art monitoring and control system. Twin MTU engines drive the yacht to a top speed of 26 knots. She is fitted out with Mitsubishi ARG (Anti Rolling Gyro) stabilizers. This new 112 NEXT will be available to the guests of the luxury real estate and tourist complex of Xanadu South China Sea, which is under construction on the island of Hainan. The resort consists of a five-star hotel, villas, a spa, a conference center, a helicopter landing pad and a private yacht marina. She will be one of the largest yachts manufactured in a European shipyard to sail in Chinese waters.

For more information, visit ferrettigroup.com



CODECASA YACHTS 50

Codecasa Yachts is busy with the construction of its first 50 Open. Thanks to three MTU 16V 2000 M94 2,600-hp engines and two Kamewa water jets, this 163-foot yacht will reach top speeds of 28 knots. With naval architecture and exterior lines by Andre Bacigalupo and interior by Anna Maria and Franco Della Role, the yacht is set for a completion date in 2013. The future owners already own the Codecasa 45 *Framura 2*.

For more information, visit codecasayachts.com

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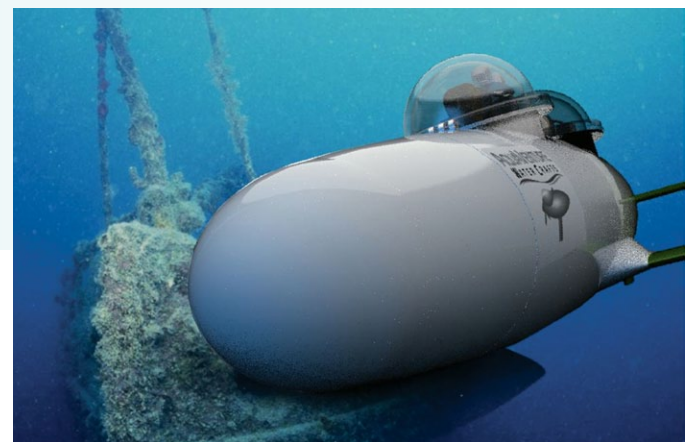
The popularity of multihull yachts seems to have been growing in recent years, and this striking new launch at McConaghy Boats may boost this even further. *Adastra*, a 140-foot (42.5-meter) trimaran hit the water in Zhuhai, China, in March. It took more than five years from concept to launch to fulfill the dream of the Hong Kong-based owner, whose desire for a stylish, fuel-efficient superyacht inspired naval architects John Shuttleworth Yacht Designs. The designers expanded on stripped-down racing trimarans *Earthrace* and *Cable and Wireless*, and through extensive tank testing sought to achieve the perfect balance of stability, comfort and performance without neglecting the luxury aspects of yachting. Jepsen Design penned the spacious interior that the 52-foot 5-inch (16-meter) beam offers. A salon, lounge and dining area surrounded by panoramic windows are available for daytime activities, while the full-beam master stateroom aft and seven guest cabins offer comfortable overnight accommodations. The yacht also has room for six crew. A single 1,150-hp CAT C18 engine yields a maximum speed of 22.5 knots. The range is an impressive 4,000 nautical miles at 17 knots.

For more information, visit john-shuttleworth.com, orionshuttleworth.com, asta-web.com or mcconaghyboats.com

Soar with the SeaBird Submersible

Personal Submarines are all the rage and now there is a new towable sub coming to the marketplace—the SeaBird from AquaVenture Watercrafts. Controlled with a joystick, similar to a jet fighter, the craft operates within a large cone behind its towing vessel. The craft is able to perform rapid 360-degree rolls, travel straight up and dive down at steeper angles than most roller coasters can, but its dynamic stability system also allows for smooth and stable underwater touring. “Those of us that love the underwater world know how amazing it is in terms of stimulating the visual sense. Scuba can be very limiting—the goggles limit your field of view, the regulator can be distracting, you have to keep your ears clear and always cognizant of buoyancy and trapped gas issues,” says Rich Maurer, president of AquaVentures. “Driving SeaBird is like a drive in a beautiful park. And you can either take the Bentley down a smooth and straight road, or hop in the Ferrari and race around all the corners.” The company is seeking ABS classification to certify SeaBird to a maximum submerged speed of 25 mph. One of the draws of SeaBird is that the lack of an onboard propulsion system means this submersible will carry a far less expensive price tag than similarly performing subs; and always being tethered to the surface renders SeaBird safer. The SeaBird will be available summer 2013 with an estimated retail price between \$220,000 and \$290,000, depending upon model.

For more information, see aqvwc.com



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Bertram's new home Bigger, Better and still in Florida

Bertram's new home is in a neighborhood close to Kennedy Space Center in Brevard County, Fla. A small off-road sign reading "Merritt Island, where Dreams are Launched" points the way. A few miles down the road are a couple of familiar banners: "Bertram, feel the ride, live the legend." There is a flag waving in the wind from a newly installed pole, a freshly blacktopped parking lot and, past a symbolic security gate, a modern building with a temporary sign. A new street sign reads "Bertram Way."

Bertram, after a half-century in Miami, has found a new home on a small peninsula off the Florida's Space Coast. By the end of fall 2012, Bertram

will have moved all boat manufacturing to this facility, which boat manufacturer Sea Ray built 10 years ago but never really used. Bertram's new home includes two large hangars with plenty of width and height to accommodate the company's current manufacturing needs. It will easily accommodate construction of its flagship, the luxurious Bertram 800, and has ample room for expansion with 37 partially wooded waterfront acres. Bertram's new home has convenient access to both the Intracoastal Waterway and the ocean and is only 45 minutes away from Orlando International Airport. An attractive marina, steps away from the office building and sheds, boasts plenty of slips to accommodate new boats.

Bertram threw a party in May 2012 to celebrate this new chapter in its storied history, but the move was hardly a surprise. The company had long outgrown its original facility, and nearby Miami International Airport was increasingly encroaching on its neighbors. Rumors flared for months, but moving a manufacturing facility is not an easy task. The company's management took the time it needed to find the right location, looking at more than 30 sites from Virginia Beach to Florida. Bertram President Alton Herndon says the company started discussing the move four years ago and really became serious about it two years ago, at the same time that the company launched its new flagship. A big leap forward in terms of size and amenities, this luxurious 800 had to be built partially outside at Bertram's original location near Miami International Airport. It was complicated and expensive to launch on the land-locked facility.

Offsetting some of the relocation cost, Bertram received financial assistance from Florida Space Coast's Economic Development Commission (EDC). The organization welcomed the company and the jobs it will bring to the area.

For more information, visit bertram.com



GAMMA 24 MEDITERRANEAN VRIPACK DESIGN

Vripack and Gamma Yachts chose Hainan, China, to unveil the Gamma 24 Mediterranean. The boat is a bigger version of the innovative Vripack-designed Gamma 20, introduced in Genoa in 2011. The novel concept emphasized production efficiency and versatility, allowing Gamma Yachts to build a highly customized, quality metal yacht more efficiently. This newer version expands on the original while keeping the appealing styling. "We extended the flybridge to give the large aft deck full sun coverage and at the same time enlarge the fun space on top. The huge openplan layout her sistership has is kept as well as is also the innovative crew cabin in the front," says Vripack designer Pim Dijkman. Dijkman also points out that with the 24's hinged swim platform unfolded, the length extends to almost 88 feet 5 inches (or 27 meters). To finalize their fully custom interior, owners can expect to be flown to Vripack Design Studio's facility in the Netherlands for a hands-on look at everything from furniture to fabric samples.

For more information, visit gamma-yachts.it or vripack.com



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Kingship Marine's new *Star*

The recently launched *Star* is a 137-foot (41.9-meter) Kingship Classic with exterior and contemporary interior styling, naval architecture and engineering by Dutch design firm Vripack. The yacht made her debut at a luxury showcase in Hainan, China, after a trip that took her from the Kingship shipyard on the Pearl River to the southern island of Sanya. Built with a steel hull and aluminum superstructure for long-range cruising, she has a maximum range of about 4,500 nm at 10 knots. Due to her vocation as an explorer, she is equipped with top-of-the line stabilization systems for maximum comfort at sea and a zero-speed system to minimize rolling while at anchor, and she complies with MCA and Lloyd's standards. Central agent YPI Asia, an arm of Yachting Partners International (YPI), introduced the yacht at the Hainan Rendez-Vous in April, a well-attended affair by the world's top shipyards. Another one of Kingship's most anticipated projects is the *Green Voyager*, due to launch in 2013.

For more information, visit kingship.com, vripack.com or ypiasia.com

Peter Kehoe Associates is new dealer for President Yachts

Peter Kehoe & Associates is the new US East Coast dealer for President Yachts International. At the Palm Beach International Boat Show, Peter Kehoe displayed the 75-foot yacht *Dolce Vita* built for an experienced boat owner who chose multiple custom features to enhance President's 750 model. Beyond the choice of veneer or type of gloss, impressive upgrades include redundant equipment for reliability and safety. The shipyard is willing to accommodate owners' requests across its range. Based in Tainan City in Southern Taiwan, President Yachts currently builds composite vessels to 150 feet. "The product is fabulous and we are very excited about the appointment. The vessels are now built to class and the systems are among the best," Kehoe says. Eddie Yeh founded the company in 1968 and his first model was the President 41 Sun Deck. Today, President Yachts employs 150 skilled craftsmen, engineers, designers and support staff. It has produced approximately 1,200 yachts to date.

For more information, visit peterkehoe.com





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Couach's Flagship *La Pellegrina* Beauty and Range

French shipyard Couach has endured a span of difficult years. Although sold and bought several times in recent years, it has remained on task, developing, building and launching quality yachts, including, most recently, its flagship. Couach signed the contract of Hull No. 1 of its 5000 custom series several years ago, and she is finally here. In some ways, the shipyard has returned to its roots with what it describes as a slightly militaristic styling. The shipyard built its reputation with excellent sea boats, suitable for the toughest environment and for that reason was contracted to build many boats for the navy and coast guard. The 162-foot (49.9-meter) 5000 Fly *La Pellegrina* is elegant in her simplicity with nice taught lines. Built in glass-Kevlar composite with carbon reinforcements, this trideck displaces 290 tons yet retains stability in heavy seas. Equipped with twin 5,300-hp MTU diesels, she is able to go a fast 28 knots but also has a nice long range at cruising speed. French designer Jean-Pierre Fantini created a contemporary and airy interior that includes a show-stopping mural. The spacious interior comprises six cabins, including the owner's suite. *La Pellegrina's* owners plan to add her to the charter market this summer, and the yacht is expected to debut at the Monaco Yacht Show in September 2012. Hulls No. 2 and 3 are already in production with anticipated delivery dates in 2013 and 2014, respectively.

For more information, visit couach.com



Sunseeker 155 Lifting the veil on the new flagship

Sunseeker's founder Robert Braithwaite marked an important day in his company's history when he laid the first gelcoat on the new Sunseeker 155's mold. Due for launch in 2013, this new 155-foot flagship is another significant development in the history of the Poole, UK-based shipyard. A recent *Yachts International* article showed that Sunseeker had quite a range. Indeed, the company now builds a full range of production composite boats from 40 feet to now 155 feet. This one kicks it up a notch still, with numerous megayacht features. Expected to boast a 4,500-nm range while carrying 12 guests and 10 crew, the 155 will incorporate balconies, a garage for tenders and toys and a private beach club.

For more information, visit sunseeker.com



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The heavens declare the glory of God; and the firmament shows His handiwork...Psalm 19:1



THE BUCKET STARTED 25 YEARS AGO IN NANTUCKET AS A LOW-KEY GENTLEMAN'S RACE WITH A MERE SEVEN BOATS. Since, the phenomenon of the Bucket has transcended racing. It is a giant commotion and celebration of all things yachting—wind, water, elegance, luxury, freedom and unadulterated fun. This year the Bucket organizers decided to cap the event at 47 boats, the largest number ever; leaving about a half-dozen boats on the waiting list. With such big boats racing in close proximity, safety is of the utmost importance. Veteran race chairman Peter Craig and the entire Bucket committee insist on it.

The organization of the several different classes at this year's event was superbly orchestrated with the usual staggered start, typical of a pursuit race. There are always complaints about Jim Teeters' ratings and handicapping, but a few said the handicapping this year was the best ever. The Regatta itself is certainly a focal point, and getting more competitive every year. The exciting starts, side-by-side sailing and downwind panoply of spinnakers are breathtaking. For the cognoscenti, it is no surprise that the shore-side prices are breathtaking too. Yet, for this one magical week, the real world be damned. Yachting rules. St. Barths is the "it" place and life is good.

Jill Bobrow, Dana Jinkins and Alessandro Vitelli have collaborated on a new book celebrating 25 years of Bucket Regatta. "The Bucket Book, A Celebration of Megayacht Racing" is available on the Bucket's site bucketregattas.com/25thbook.html



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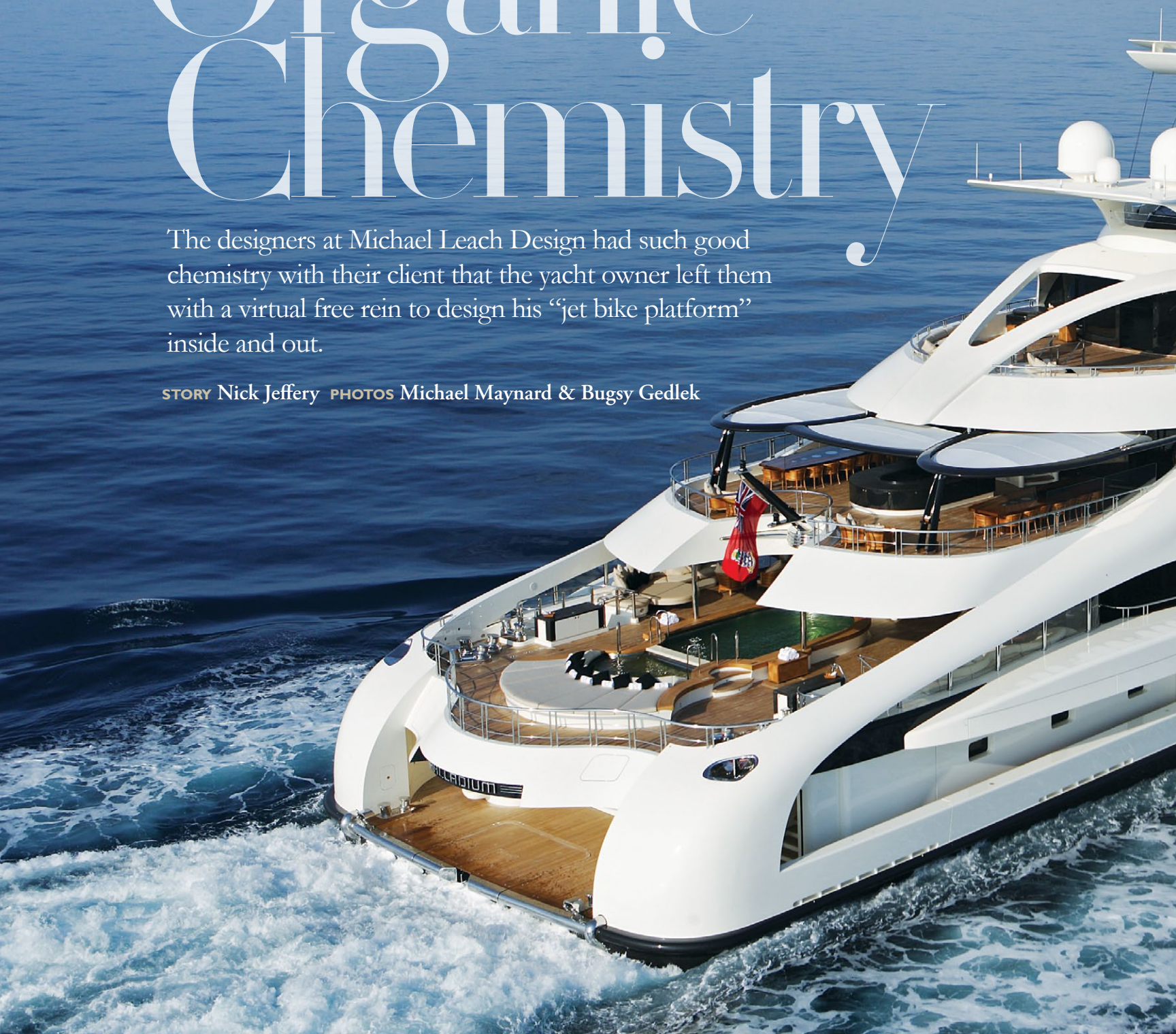
**SI-HOW
MANAGEMENT**

Blohm + Voss / Palladium

Organic Chemistry

The designers at Michael Leach Design had such good chemistry with their client that the yacht owner left them with a virtual free rein to design his “jet bike platform” inside and out.

STORY Nick Jeffery **PHOTOS** Michael Maynard & Bugsy Gedlek







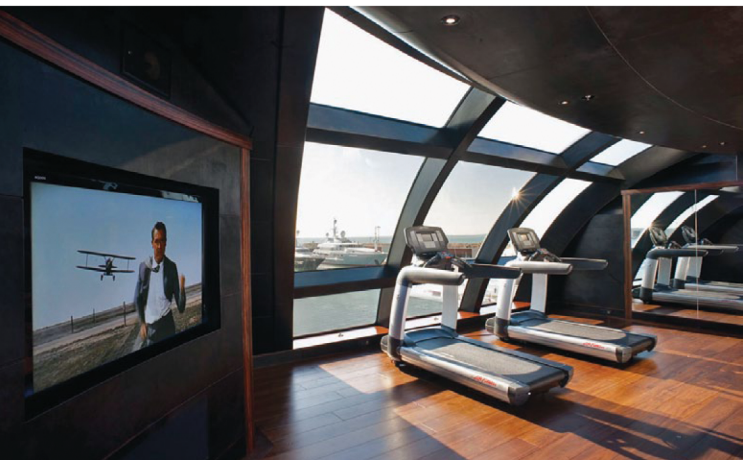
ABOVE: Centralizing all ducts and pipes in one location allowed the creation of a wide-open and versatile salon/lounge area **RIGHT:** Shades open to spectacular views through large windows

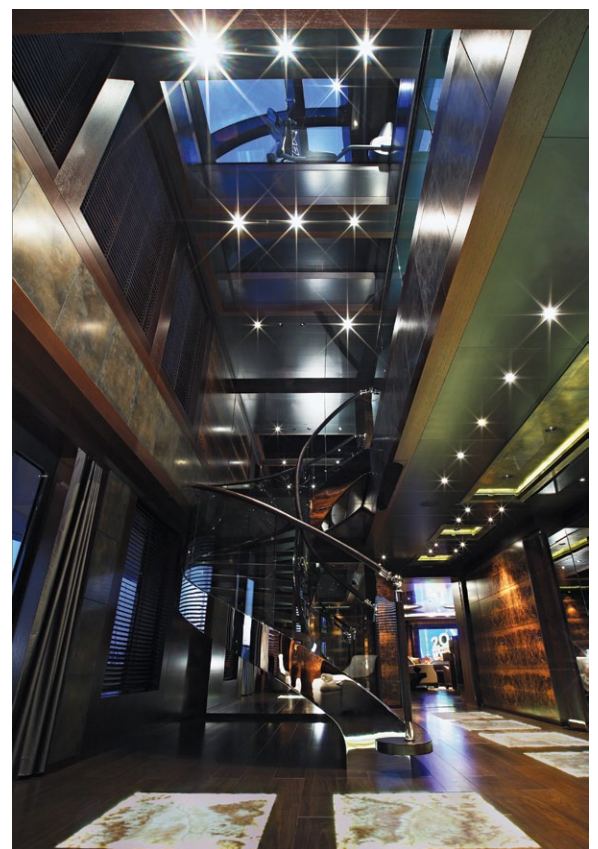


RIGHT: Wellness and sports are an integral part of life on board *Palladium*; the gym benefits from the atrium windows and the spa area rivals landside counterparts with full facilities exuding the appropriate Zen feel

CHEMISTRY BETWEEN DESIGNER AND CLIENT IS VITAL FOR A SUCCESSFUL outcome. Michael Leach and Mark Smith, partners at Hampshire-based Michael Leach Design (MLD), clearly had a dynamic interaction with the owner of the 312-foot *Palladium*. Leach and Smith, who studied industrial/transportation design a year apart at the same college, complement each other perfectly and found common ground with the owner. “He is passionate about watersports and will spend all day with friends on Jet Skis or windsurfers, with barely a lunch break,” says Smith, himself quite a speed freak. One of his childhood friends, in fact, is multiple World Offshore powerboat champion Steve Curtis. Curtis, who won his first title in the United States at the age of 21 and received one of the British Crown’s highest honors, also became part of the *Palladium* adventure. He built the two custom Cougar limousine tenders for project Orca, as the yacht was known before launch.

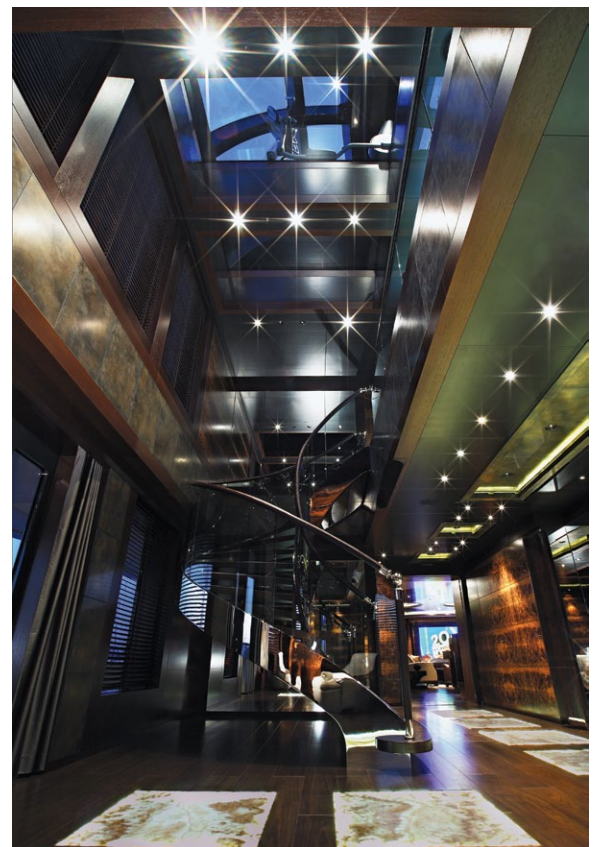
It was a fitting project name. Sea creatures provided the inspiration for the yacht’s fin-like appendages near the mast and overall organic forms. Easy enough for Mother Nature, but these fluid shapes are a little more complicated to realize on a yacht made of mostly steel and aluminum. Foam models were created for each one of the curves, and once the designers were happy with the results, the final version was transposed into AutoCAD. It was up to German superyacht builder Blohm + Voss’ engineers to fit these compound curves on a complex superstructure supporting huge panes of glass. It was an achievement that drew multiple accolades. *Palladium* is one of those significant yachts that breaks all the rules, and both Blohm + Voss and MLD scooped up many yacht design awards (seven to date for MLD).







The guest suites offer comfort and a real flair for the dramatic, as well as plenty of light and wide-open views
BELOW: This massive looking dining table for 16 has a honeycomb structure; an inside view of the atrium reveals the yacht's grand scale



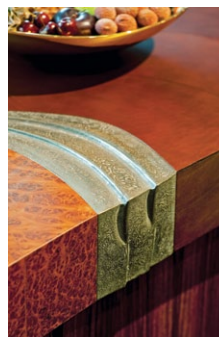
Another challenge for the Blohm + Voss engineers had to be the garage area and its large apertures. Once the garage doors swing open, they reveal rows of windsurfers and enough personal watercraft for every guest aboard. Combined with the twin 40-knot Cougars, they can cause quite a stir when they get revved up. "At times, it resembles a Formula 1 pit lane with mechanics, instructors and wetsuits everywhere, not somewhere to relax and have a gin and tonic," Smith says. To prevent any rogue wave from entering the garage area when the doors are up, the crew can raise bulwark doors created for that purpose.

Breaking away from a common layout, MLD moved the beach club to the main deck level, which offers a number of advantages: a relatively tranquil grandstand view of the watersports action; a swimming pool well out of sight of the prying lenses of paparazzi

on tenders, and easy access to the salon and six main-deck guest suites.

Despite exquisitely crafted details and high-quality materials, the interior doesn't seem so precious that you cannot touch it. After an invigorating plunge in the jet-equipped pool, guests are not afraid to walk through the main-deck salon and dive onto the oversized sofas to enjoy the view through floor-to-ceiling windows. Low bulwarks were deliberate, here too, allowing light bouncing off the water to shine inside. Another key design decision here was to centralize all pipes and ducts into a single stack, opening the space further.

The lounge bar has a disco station and all the furniture can be moved outdoors to free up space for a dance floor. Its 150-inch plasma screen works great in the daytime. To port and forward of the lounge is an easily accessed spa equipped with sauna, steam



ABOVE: From the bathrooms to the guest cabins, no detail was left out **LEFT:** The owner's lounge boasts a Silverlining coffee table that appears to hover over the floor; its leather lip is perfect for socked feet

room and massage facilities. Tying the whole design together are two spectacular atria, one on each side. Large wall mirrors, stepping stones of backlit onyx looking like molten lava, glass stairs and thick-planked wood soles all complement each other in an energizing décor that encourages exploration. The way that Leach has worked from the inside out and back again is really quite brilliant.

The main-deck guest cabins also sport huge windows—here horizontal panes provide guests with panoramic views whether they are standing or lying in the bed. Fixed and multifunctional furniture by Silverlining flows harmoniously around each room. The entertainment cabinet also serves as a desk, a wardrobe and a chest of drawers. A drawer fridge allows for a cool drink at any time of day or night. The bathroom provides an invigorating experience

with its oversized stall and electronically controlled rain showers. Bianco crystal marble covers walls and floors, and the organically shaped basin is made of amber onyx. Above these six VIP rooms is the owner's deck.

Entering the inner sanctum of the owner's bedroom is only for a handful of privileged few. The owner wanted height and he got it: Walking inside the room is like walking into a theater. It feels like the overhead electric blinds might open one starlit night to reveal Angelina Jolie rappelling down from the overhead glass roof. Twin organic Helical leather-clad pillars, hand-stitched in situ, flank a bed with a 57-square-foot mattress that is the room's focal point.

The view ahead, at waist height, is of a perfect expanse of teak as all the foredeck hardware has been hidden. There is access to a private



ABOVE: Side doors hinge up so the crew can unload the tenders **RIGHT:** The custom-built Cougar Marine limo tender offers style, speed and comfort



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RIGHT: Elevating fun to a whole new height, the designers turned the main deck aft into a full-fledge beach club **BELOW:** The lower deck is at times more like a Formula 1 pit



terrace and to an oversized corridor with an uncluttered feel that leads to the nanny cabin and the rest of the owner's apartments—the owner's dining room and a private lounge with fluffy cushions.

Each item here is worthy of a design award and indeed the dining table has won one. It boasts a 20-foot-long, massive-looking top resting on a carbon-fiber base finished in a metallic paint. Rising gently out of the floor and ending in a knife-edge shape, the base is perfectly crafted for guests to rest their feet against it. F1 engineers actually checked the whole structure to make sure that vibrations would not disturb the table's honeycombed core.

This space discreetly converts to a conference room. European walnut burl, Makassar ebony and walnut inlays conceal the aluminum and carbon fiber underneath that house cabling for laptops. Silverlining built most of the MLD-designed pieces in this area.

The coffee table, just as the dining table does, appears to grow out of the floor and has a beautifully tactile leather edge designed for stockings rather than heels.

It is a playful and remarkable interior that meshes well with an exterior styling that was required to be "like no other." Michael Leach Design's goal also was to make this innovative exterior timeless. The owner, designers and shipyard pushed the boundaries during a five-year chemistry test that yielded positive results.

This thoroughly innovative yacht encouraged Blohm + Voss and MLD to collaborate on another project, a 289-foot (88-meter) yacht with similar organic qualities. Good chemistry, indeed. ■

For more information, visit michaelleachdesign.com, blohmvoissyachts.com and silverliningfurniture.co.uk

Blohm + Voss Palladium

FOR ADDITIONAL
INFORMATION SEE
OUR DIGITAL EDITION



LOA: 312ft. (95.15m)
BEAM: 53ft. 2in. (16.22m)
DRAFT: 14ft. 5in. (4.40m)
DISPLACEMENT: 3,998 tons
CONSTRUCTION:
Steel hull, aluminum superstructure
ENGINES: 2 x MTU 16V 595 TE70L
GENERATORS:
3 x 800kW Caterpillar 3508
SPEED (MAX.): 19 knots
SPEED (CRUISING): 16 knots
RANGE @ 16 KNOTS: 5,000 nm
GEARS: Rolls-Royce Tenfold

PROPELLERS:
2 x CPP Propellers (VA Tech)
FUEL CAPACITY: 126,803 gal. (480,000L)
FRESHWATER CAPACITY:
26,946 gal. (102,000L)
WATERMAKER: HEM
ANCHOR WINCHES: Steen
CRANES: Fuchs Fördertechnik
THRUSTER: Brunvoll FU-37-LRC 1000
STABILIZERS: Quantum XT Zero Speed
NAVIGATION SYSTEM:
MX Marine (GPS)
AIR CONDITIONING: Imtech

AUTOPILOT: EMRI
RADAR: Kelvin Hughes-Manta Digital
INTERIOR: Metrica
FURNITURE: Silverlining
TENDERS: Cougar Marine
NAVAL ARCHITECT: Blohm + Voss
EXTERIOR DESIGN:
Michael Leach Design
INTERIOR DESIGN:
Michael Leach Design
CLASSIFICATION:
Lloyd's, Cayman Islands
BUILDER: Blohm + Voss - 2010

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PAMELA JONES

Jeanette and John Staluppi aboard their yacht, *Diamonds are Forever*.

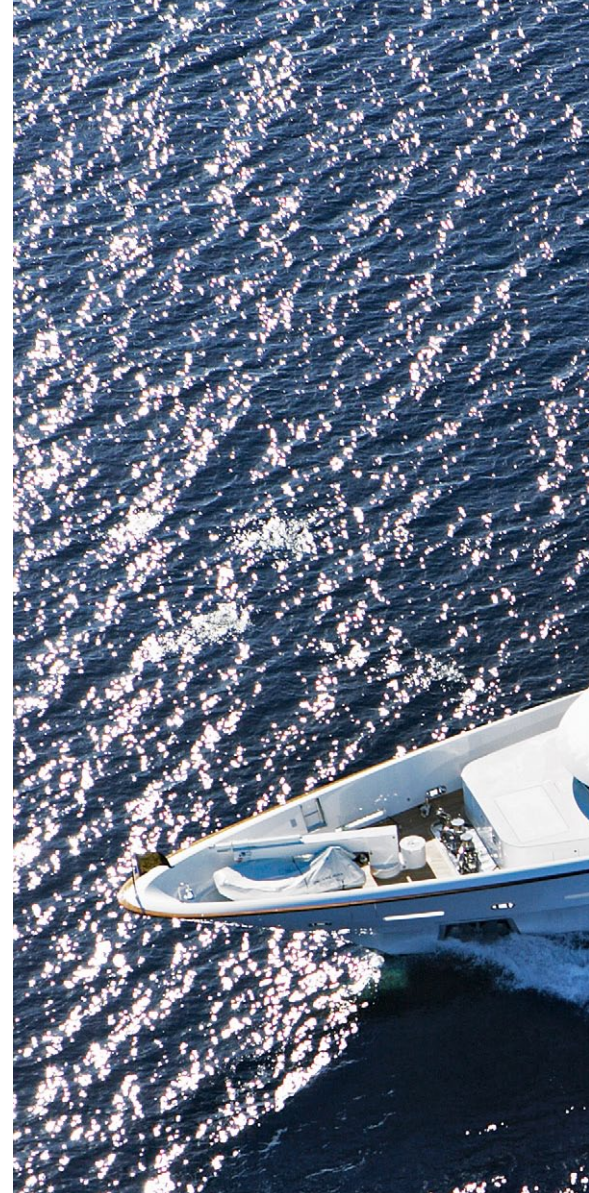
Benetti *Diamonds Are Forever*

You Only Live Twice

John Staluppi is a name well known in yachting. In the 1980s he started Millennium Yachts with longtime friend John Rosatti.

Staluppi is recognized for yachts with unforgettable James Bond-themed names, such as *Octopussy* and *Moonraker*. He has owned quite a few boats over his lifetime—perhaps 22—but who is counting? In the 1970s and early '80s Staluppi mostly messed around with power-and sportfishing boats on the Long Island Sound. Satisfying a craving for speed, he then owned a succession of Cigarettes. His 2004-built 145-foot yacht, *The World is Not Enough*, is touted as the world's fastest megayacht, purportedly reaching speeds upward of 65 knots. Over time, Staluppi's need for speed dissipated. Currently he is focusing on developing the ideal charter yacht. While yachting is a hobby for this chronic buyer and seller, he also sees it as a sideline business. In the last few years, with his hands-on broker Peter Thompson at Ocean Independence, he sold his 162-foot Christensen *Casino Royale* after a successful charter season; bought and refitted a 177-foot 2001 Benetti—which he renamed *Quantum of Solace*—offered her for charter and then sold her. *Quantum* was clearly an interim boat as he simultaneously took over the build of the

STORY BY Jill Bobrow PHOTOS Bugsy Gedleck





ABOVE: *Diamonds Are Forever* has a respectable cruising speed of 15 knots and a 16-knot top speed with its twin Caterpillar 3512HD engines—the Staluppis are now more concerned with a comfortable yacht than with speed.

partially completed 200-foot (61-meter) FB253 at Benetti's Livorno shipyard. That yacht, *Diamonds Are Forever*, made a high-profile US debut at the 2012 Miami Yacht & Brokerage Show. The "Queen of the Show" dwarfed all others docked alongside Collins Avenue. How did she even maneuver into that tight dock space? It wasn't luck. Staluppi is one determined guy. Much planning went into assuring that not only the boat was finished on time but that she was the right height and right draft to make Miami.

Staluppi is not an aloof, sit-on-the-aft-deck-and-drink-cocktails kind of yacht owner; he is a hands-on guy. The son of an Italian electrician who immigrated to Brooklyn, Staluppi grew up in a humble household with a strong work ethic. At 16, laboring as a mechanic, he discovered not only a proclivity but a penchant for engines. His prowess with cars eventually propelled him from under the chassis into the showrooms and behind the scenes of a successful automotive business. Early beginnings at a Sunoco service station segued into owning multiple car dealerships in greater New York and Florida.

Staluppi, who has an innate fascination with how things work, fulfilled his passion for cars by creating his "Cars of Dreams" museum in North Palm Beach. *Diamonds Are Forever* is the latest installment in his ongoing love affair with boating. John Staluppi and his lovely wife, Jeanette, chatted with us at the Yacht & Brokerage Show. Their boat had newly arrived in the United States.

Jill Bobrow: What was your ambition behind starting Millennium and getting involved in the hands-on building of yachts?

John Staluppi: We were trying to change the culture of big boats...we wanted to build what Americans like. I think there is a disconnect between what most European builders build and what Americans want.

What exactly do you mean?

JS: I think there should be a worldwide yacht. For instance, I am in the car business, and automobiles are built for a worldwide market.

Are you saying that a builder like Benetti is building with mostly Italians or Europeans in mind?

JS: Well, in a way, yes. With our last Benetti, *Quantum of Solace*, the quality was there, but it didn't have the amenities that [we] typical Americans want.

Care to elaborate?

JS: Take most European hotels, they have smaller rooms, smaller beds, small bathrooms, hardly any air conditioning—there is always a bit of a sacrifice.... We in America are used to more space and more comfort.... But don't get me wrong; I love Europe and I love Italy. After all, my parents are from Italy. I traveled to Livorno perhaps 10 to 12 times during the build.

You took over the build of a partially constructed boat. Were you able to institute all the changes and amenities that you wanted?

JS: I had wanted to build from scratch, but by buying a hull and superstructure already under construction, I saved myself a couple of years. Plus, Benetti was amenable to my changes. We added a

top deck; we revamped the engine room and pushed out some hidden space not utilized before by Benetti in the side hulls to make larger guest accommodations. We created bigger bathrooms and implemented little but important touches like vanity lights for the ladies. In fact, we revamped much of the lighting system. We certainly put our mark on the boat and, who knows, perhaps created some new standards for Benetti even.

In addition to size and space, what other novelties did you employ?

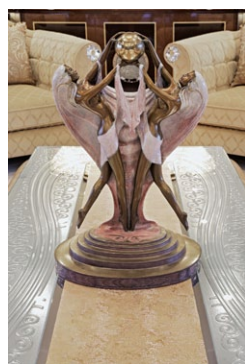
JS: We changed door systems: the way a door opens and stays open; we improved on latches, but in the bigger picture, we altered the mechanical parts of the engine room and made everything stainless. The entire boat can run on the emergency generator if necessary. We also designed a hydraulic mast that could fold down so the boat could fit under the bridge here in Miami, and we changed the specs to have a shallower draft. Plus, I believe we made the largest pilothouse ever in a Benetti.

You did this boat in record time...

JS: When I made the deal to buy the boat, I said, "I'll buy it under

BELOW: In the stunning foyer, two of the Marieux paintings appear to be part of a graphic novel—all part of the theatrical experience aboard





FROM TOP LEFT: The main salon features extraordinary stonework and cupboards with etched glass; the dining room table is a sculptural tour de force; the yacht has a spa and beauty parlor; one of nearly a dozen Erte sculptures; the skylounge opens out to a spacious aft deck

the condition I can have it done in 18 months." Well, it took 19 months. Not bad—especially with all the changes my wife made. (Jeanette Staluppi smiles).

JS then adds: The boat was a partnership; Jeanette and I did it together.

Jeanette, what is your pride and joy on the boat?

Jeanette: We were so busy working on it to get it ready, I haven't even spent any time on it yet. I do love the galley. Our chef wanted countertops at the right height, an induction cooktop, a steam oven and an efficient place to put out lots of food, keep it all hot and get it plated efficiently. We can serve dinner to 20 to 30 guests.

Do you like to cook?

John: Look at the size of me! How do you think I got this way? (Jeanette laughs.)

Jeanette: I love to cook at home but I don't cook on the boat. This boat is set up well for charter and for dinner parties; it is designed so crew can get around easily with a mini galley or pantry at every station.

Diamonds has quite a few decks? Do you have a dumbwaiter?

JS: No, absolutely not. I think they are dumb. They are rarely used and mostly become storage places. They are a waste of time; just another thing to go wrong. We have 15 crew; I think that should do the trick for service.

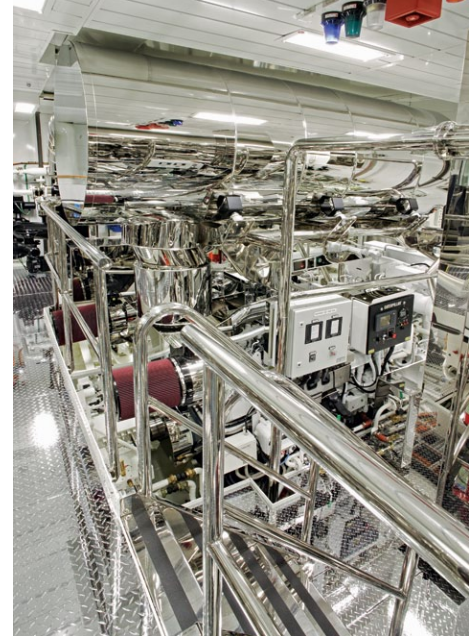
What are the bonus qualities you have established for charter?

JS: This boat is built with two equal master cabins and four equal guest staterooms, with king-size beds in all except the twin-bedded cabin, which also has pullman berths in case more room is needed for children. There are numerous amenities and thoughtful gestures in the master and VIP.

Jeanette: One thing is, we have put powder rooms on the same level as the bed, so you don't have to go down a few steps in the middle of the night to the bathroom.

What else?

JS: We have an elevator that can accommodate a wheelchair. All the passageways are wheelchair accessible and the staircases all have a gentle rise.



THIS PAGE: There are really two master cabins on this yacht, each boasting equal space and amenities; the sparkling stainless engine room is Staluppi's pride and joy; Interior designer Evan K. Marshall has worked on several yachts with the Staluppis

What about the décor and interior design?

JS: Evan Marshall is our interior designer. He worked closely with Jeanette. He has done other boats for us, so he knows our taste.

Jeanette, did you have an overriding theme in mind?

Jeanette: I wanted it to be contemporary, so it would appeal to any charter guest. I also liked the idea of an Art Deco style and a "Diamonds are Forever" theme. I shopped and hand picked a lot of the fixtures and artwork...some here, some in Europe.

Jeanette, this is getting to be quite a job for you. You and John create boat after boat and sell. Do you feel you lose a piece of your heart each time?

Jeanette: Oh no, I have plenty of ongoing projects, plus my family and my home in Florida. We enjoy the process, then we simply move on. It's what we do. ■



PAMELA JONES

Benetti Diamonds Are Forever

LOA: 200ft. (60.95m)
WATERLINE: 179ft. 10in. (51.80m)
BEAM: 34ft. 9in. (10.60m)
DRAFT: 9ft. 6in. (2.90m)
GUESTS/CREW: 12 / captain + 14
CAPTAIN: Francisco Chadinha
CHEF: Dieter Curth
CONSTRUCTION: steel/aluminum
ENGINES: Twin Caterpillar 3512HD

Rated at 1,850 hp at 1,600 rpm
SPEED (CRUISE): 15 knots
SPEED (MAX.): 16 knots
RANGE: 4,800 miles at 12 knots
BUILDER: Azimut-Benetti
YEAR: 2011

FOR MORE INFORMATION, CONTACT:
benettiyachts.com
evankmarshall.com

FOR CHARTER INFORMATION:
Ocean Independence
oceanindependence.com
PETER THOMPSON: pt@ocyachts.com
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*Original dimensions are provided in the metric system





ECLIPSE

LENGTH: 534ft. 9in. (163m) **SHIPYARD:**
Blohm + Voss, 2010, Germany

Eclipse is still the reigning queen as of this year. But concrete evidence suggests she will be unseated in the near future—but not yet. She is the queen of Roman Abramovich's fleet, which also includes *Luna*. Both of these yachts were seen cruising around the Caribbean this winter. They are available for charter through SuperYachts Monaco. To know more about the amenities that *Eclipse* offers, you have to show you are qualified to pay a premium of about \$2 million a week. She is approved to cruise with 36 guests aboard, all comfortably situated in the master suite or one of 17 VIP cabins.





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FOR FULL FRAME
PHOTO OF ECLIPSE
AND INFORMATION ON
PHOTOGRAPHER THIERRY
DEHOVE, CLICK HERE.





[2012]

TOP

100
YACHTS

ECLIPSE PHOTOS: THIERRY DEHOVE

The German shipyards have developed a real specialty for building the world's largest yachts. Slightly less than half of the yachts on this list (43 percent) have come out of Germany, with the family-owned shipyard Lürssen (now run by the fourth generation of the Lürssen family) holding the lion's share—21 yachts on this year's list. More and larger yachts have already come out of Rendsburg since our cut-off date, including a confidential 472-foot (or so) yacht. In another German shipyard, the 246-foot *Plan B*, one of a series, started sea trials recently.

A growing number of Top 100-worthy yachts are coming from Dutch shipyards. Feadship launched a couple of its largest yachts to date in the past year while Oceanco continues on a steady path of annual Top 100-sized launches. With the 2012 launch of *Smeralda*, Australia has now contributed three yachts, thanks to the innovative Hanseatic Marine.

The billionaire owners of these spectacular yachts are fairly evenly divided among the Middle East (ahead of the pack), Europe and the UK, the Americas (with a growing number of owners from Mexico) and Russia and its neighbors. A significant number of these Top 100 yacht billionaires, interestingly, are described as self-made. Minerals, chemicals, gas, steel and aluminum have fueled booming fortunes, which in turn have nourished diverse investments. The world's appetite for sweets and liquor also has helped several of these billionaires get where they are. But banking, telecommunications and computing, and the more traditional sectors of manufacturing and retail have served others well. The entertainment, music and sport industries have also produced a few of the billionaires who have bought into the lifestyle, but fewer than one might think.

2012 TOP 100 BY THE NUMBERS

New entries:
10

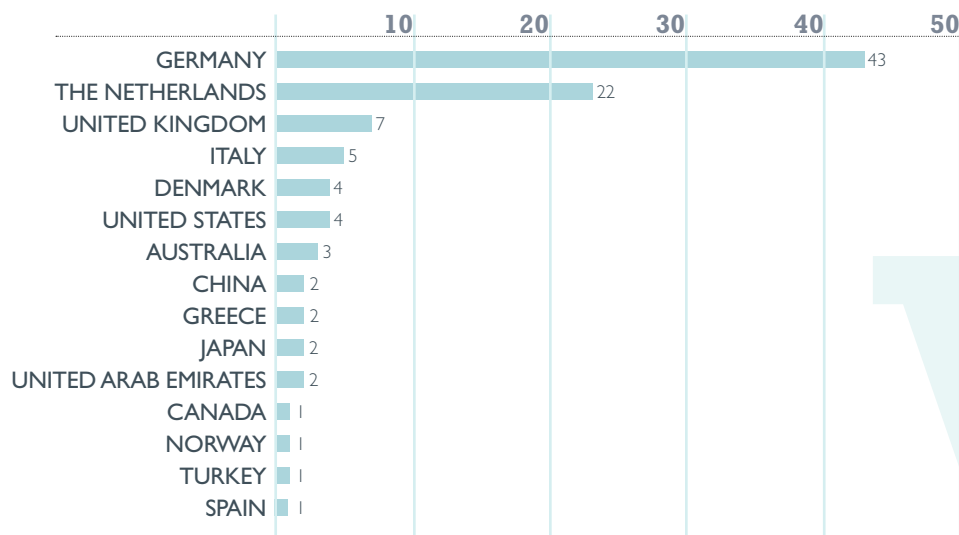
"Smallest" on the list:
236ft. 2in.

Largest on the list:
534ft. 9in.

Average length:
303ft. 6in.

STAFF REPORT

WHERE THEY WERE BUILT



THE TOP 100 LIST

- ECLIPSE**
LENGTH: 534ft. 9in. (163m)
SHIPYARD: Blohm + Voss
YEAR/COUNTRY: 2010, Germany
- DUBAI**
EX NAMES: Golden Star, Panhandle, Platinum
LENGTH: 531ft. 6in. (162m)
SHIPYARDS: Blohm + Voss/Lürssen
YEAR/COUNTRY: 1998/2006, Germany
- AL SAID**
EX NAME: Sunflower
LENGTH: 508ft. 6in. (155m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2007, Germany
- PRINCE ABDUL AZIZ**
EX NAME: Abdul Aziz
LENGTH: 482ft. 4in. (147m)
SHIPYARD: Helsingør Vaerft
YEAR/COUNTRY: 1984, Denmark
- EL HORRIYA**
EX NAME: Al Mahroussa
LENGTH: 478ft. (145.7m)
SHIPYARD: Samuda Brothers
YEAR/COUNTRY: 1865, England
- YAS**
LENGTH: 462ft. 7in. (141m)
SHIPYARD: Abu Dhabi Mar
YEAR/COUNTRY: 2012, Middle East
- AL SALAMAH**
EX NAME: Mipos
LENGTH: 456ft. 2in. (139m)
SHIPYARDS: HDW/Lürssen
YEAR/COUNTRY: 1999, Germany
- RISING SUN**
LENGTH: 454ft. 1in. (138.4)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2004, Germany
- SAVARONA**
LENGTH: 440ft. (134m)
SHIPYARD: Blohm + Voss
YEAR/COUNTRY: 1931, Germany
- SERENE**
LENGTH: 440ft. (134m)
SHIPYARD: Fincantieri
YEAR/COUNTRY: 2010, Italy
- AL MIRQAB**
EX NAME: Project May
LENGTH: 436ft. 5in. (133m)
SHIPYARD: Peters Schiffbau, GmbH
YEAR/COUNTRY: 2008, Germany
- OCTOPUS**
LENGTH: 414ft. (126m)
SHIPYARD: Lürssen/HDW
YEAR/COUNTRY: 2003, Germany
- KATARA**
EX NAME: Project Crystal
LENGTH: 408ft. 2in. (124.4m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2010, Germany
- A**
EX NAME: Project SF99
LENGTH: 390ft. 4in. (119m)
SHIPYARD: Blohm + Voss
YEAR BUILT: 2008, Germany

THIS YEAR'S TOP 100
IS INTERACTIVE; VISIT
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ALL THE PHOTOS AND UPDATES



Who is in:

Our Top 100 list includes all yachts afloat intended for private use (whether or not they eventually turn up on the charter market) and are still used primarily as pleasure vessels.

We include royal and state yachts because, historically, these have been important to the development of yachting. Not only did they help make owning a yacht an enviable status symbol, royals or heads of state in Europe and the Middle East have contributed to the development and growth of the sport and pleasure of yachting. Particularly in the UAE in recent years, both the leading families of Dubai and Abu Dhabi have fostered the growth of local yachting through boats shows, stunning marinas (Abu Dhabi's Yas Marina shares her name with one of our recent Top 100 entries) and racing. Abu Dhabi Ocean Racing is currently battling it out with other teams in the grueling Ocean Volvo Race.

Who is out:

We exclude vessels that were never intended for private use or were built specifically for the charter market and/or as "mini cruise" ships, which can be rented per cabin. We also excluded any yachts launched after the end of March 2012.

A couple of yachts from previous lists have been retired including the state yacht of the Philippines, which is not used as a yacht anymore, and *Giant*, which has not been seen cruising for some time.

CONTINUED ON PAGE 69



DICK HOLTHUIS

YAS

(EX-SWIFT 141)

LENGTH: 462ft. 7in. (141m) **SHIPYARD:** Abu Dhabi Mar **YEAR/COUNTRY BUILT:** 2012, Middle East

Yas, which also is the name of Abu Dhabi's luxury superyacht marina, is Abu Dhabi-based ADMShipyards' first private superyacht. Paris-based Pierrejean Design, a firm that has worked extensively in aviation and recently created a concept for a large ecoyacht called *Lou Lou* that uses solar and hydra energy, is responsible for the design. *Yas*' striking exterior, incorporating a large amount of glass, will make her recognizable anywhere she goes. Although she was designed as a private yacht, this former Navy frigate, built to the new United Emirates' large yacht code for private yachts and under Det Norske Veritas (DNV) classification, accommodates up to 60 guests. She apparently owes her project name—Swift 141—to her cruising abilities. The original Dutch-built steel hull was reconfigured to accommodate a new propulsion and power plant. *Yas*' new diesel engines and variable-pitch propellers give her a top speed of 26 knots and a cruising speed of about 20. Bow and stern thrusters and dynamic positioning make her maneuverable. She also has transoceanic range and her narrow beam and a lightweight composite superstructure help make her fuel-efficient. *Yas* is one of a few private yachts built to date to combine a composite superstructure and a

metallic hull (on this list, Blohm + Voss' *Enigma* {ex-Eco} and Delta's *Laurel* share that distinction) and, given the size of this yacht, this may be the largest composite structure yet built. A large door made of carbon fiber deploys to form a beach club and reveals a large garage with side-boarding platforms. She is fully equipped for communication and detection with, among other devices, a long-range underwater sonar, FLIR, high-definition day cameras and night navigator. ADMShipyards is part of Prinvest, which also comprises French shipyard CMN, German yard Nobiskrug, HSY in Greece and Germany's ADM Kiel. (which just launched *Plan B*). So far no photos of the interior have been made available, but we hope to see more of *Yas* in the future.





PAUL BURGESS

15. ATLANTIS II
LENGTH: 379ft. 9in. (115.8m)
SHIPYARD: Hellenic
YEAR/COUNTRY: 1981, Greece

16. ISSHAM AL BAHER
EX NAMES: Prince Abdul Aziz, Al Salamah, Atlantis I
LENGTH: 379ft. 9in. (115.8m)
SHIPYARD: Hellenic
YEAR/COUNTRY: 1973, Greece

17. LUNA
LENGTH: 377ft. 3in. (115m)
SHIPYARD(S): Stahlbau Nord/Lloyd Werft
YEAR/COUNTRY: 2010, Norway

18. PELORUS
LENGTH: 377ft. 3in. (115m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2003, Germany

19. LE GRAND BLEU
LENGTH: 370ft. (112.8m)
SHIPYARD: Bremer Vulkan
YEAR/COUNTRY: 2000, Germany

20. DILBAR
EX NAME: Opal
LENGTH: 360ft. 9in. (110m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2008, Germany

21. RADIANT
EX NAME: Darius
LENGTH: 360ft. 9in. (110m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2010, Germany

22. LADY MOURA
LENGTH: 344ft. 6in. (105m)
SHIPYARD: Blohm + Voss
YEAR/COUNTRY: 1990, Germany

VAVA II

(EX-PROJECT 55)

LENGTH: 314ft. 10in. (96m)
SHIPYARD: Devonport Yachts/Babcock
YEAR/COUNTRY BUILT: 2012, UK

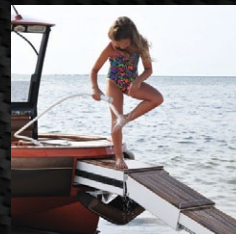
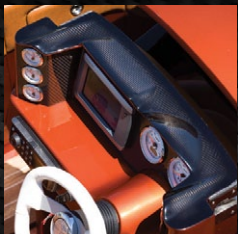
Vava II is the largest yacht built in the UK. Her beautiful exterior lines by Redman Whiteley Dixon envelop an interior by French designer and minimalist master Rémi Tessier. After construction began, shipyard owner Babcock sold its Devonport Yachts division to Pendennis. Construction continued in the original location in Plymouth, now the Pendennis Plus shipyard. Devonport Yachts also built *Samar* and *Sarafsä* (both on this list). The six-deck yacht was launched in September 2011 and, putting her transatlantic range to good use, took her inaugural cruise to the Caribbean during winter 2012. She was photographed in St. Barths during the races and probably will closely follow sailing action around the world, given her owners' interest in the sport of sailing. *Vava II* is built like a small ship, according to SOLAS (Safety of Life at Sea) and is able to accommodate 36 guests. Her SOLAS classification means she was subjected to very stringent rules. Among the top-of-the-line systems available on this yacht is a waste treatment system by Uson Marine, which handles food and galley waste in compliance with MARPOL and also sorts, shreds or compacts glass and plastics. Although this is a very private yacht, she will likely be available for charter in the near future, and hopefully more information will trickle in about this significant yacht. A previous *Vava*, built by Feadship with a bright interior by a Dutch designer, graced the cover of the first issue of *Yachts International* in July 1997. The new *Vava II* is more than twice her length.



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NIRVANA

(EX- Y-707)

LENGTH: 290ft. 4in. (88.5m) **SHIPYARD:** Oceanco **YEAR/COUNTRY BUILT:** 2012, Holland

In April 2012, the Oceanco crew bid farewell to the latest yacht to come out of its yard in Alblasterdam, the Netherlands. *Nirvana*, the newest born in a line of fine superyachts, has a few stylistic features in common with an earlier Oceanco yacht. And that probably has a lot to do with the fact that the yachts share the same design team: Australian Sam Sorgiovanni and naval architecture firm Azure. That said, *Nirvana* is much larger than that other yacht—*Anastasia*. In spite of her imposing dimensions—including a beam of 46 feet-7 inches (14.2 meters)—*Nirvana* (formerly Y-707) has harmonious proportions and a pleasant paint scheme emphasizing her graceful lines. The yacht's interior uses eucalyptus, teak and white onyx blended with natural materials, fabrics and colors. Her versatile layout includes a large garage equipped with custom-built limousine tenders and the latest in water toys, an outdoor oval pool with height-adjustable floor, a spa pool and a sunbathing area, plus a dedicated indoor 3-D cinema. Six comfortable guest suites include a master suite with private terrace and Jacuzzi. Captain Brett Fillis and crew took delivery of the yacht in late spring, prepared the yacht for her maiden cruise—including perhaps a fill-up of her 73,968-gallon fuel tanks—and headed for the South of France. Twin MTU engines (4,830 hp each) give the aluminum and steel yacht with bulbous bow a top speed of about 18.5 knots.

23. LOALOAT AL BEHAR

EX NAME: Al Said
LENGTH: 340ft. 7in. (103.9m)
SHIPYARD: Picchiotti
YEAR/COUNTRY BUILT: 1982, Italy

24. ATTESSA IV

EX NAME: Evergreen
LENGTH: 332ft. (101.2m)
SHIPYARD: Hayashikane Dockyard
YEAR/COUNTRY BUILT: 1999, Japan
REFIT: 2010, Washington Marine Group/Vancouver Shipyard, Canada

25. CHRISTINA O

EX NAMES: Christina, HCMS Stormont
LENGTH: 325ft. 3in. (99.15m)
SHIPYARD: Canadian Vickers
YEAR/COUNTRY BUILT: 1943, Canada

26. CARINTHIA VII

LENGTH: 318ft. 11in. (97.2m)
SHIPYARD: Lürssen
YEAR/COUNTRY BUILT: 2002, Germany

27. LIMITLESS

LENGTH: 315ft. 9in. (96.25m)
SHIPYARD: Lürssen
YEAR/COUNTRY BUILT: 1997, Germany

28. VAVA II

EX NAME: Project 55
LENGTH: 314ft. 10in. (96m)
SHIPYARD: Devonport Yachts/Babcock
YEAR/COUNTRY BUILT: 2012, UK

29. PALLADIUM

EX NAME: Project Orca
LENGTH: 312ft. (95.1m)
SHIPYARD: Blohm+Voss
YEAR/COUNTRY BUILT: 2010, Germany

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FOUNTAINHEAD

LENGTH: 288ft. (87.78m)

SHIPYARD: Feadship

YEAR/COUNTRY BUILT: 2011, Holland

You are not seeing double. This is indeed a new yacht, which looks very closely related to *Musashi* (already on our 2011 list). Mum is the word on this, one of the latest yachts built at Feadship. De Vries delivered the yacht in July 2011, actually the same month that *Musashi* left the Makkum yard. Feadship released no information whatsoever. These apparent sisterships are the largest yachts to launch at Feadship to date. *Fountainhead* has cruised extensively since her launch last summer. She is distinctive with her superstructure full of windows and a towering mast supporting multiple domes. She was spotted in Fort Lauderdale in winter 2012. As for clues to ownership, the yacht shares her name with a novel by Ayn Rand, widely cited as an American self-made-man's favorite book.

GIOVANNI ROMERO

30. INDIAN EMPRESS

EX NAME: Al Mirqab

LENGTH: 311ft. 8in. (95m)

SHIPYARD: Oceanco

YEAR/COUNTRY: 2000, Holland

31. MAYAN QUEEN

EX NAME: Safari

LENGTH: 305ft. 11in. (93.25m)

SHIPYARD: Blohm + Voss

YEAR/COUNTRY: 2008, Germany

32. EOS

LENGTH (INCLUDING BOWSPRIT):

305ft. 1in. (93m)

SHIPYARD: Lürssen,

YEAR/COUNTRY: 2006, Germany

33. TATOOSH

LENGTH: 303ft. (92.4m)

SHIPYARD: HDW Nobiskrug

YEAR/COUNTRY: 2000, Germany

34. NAHLIN

EX NAME: Luceafarul, Libertatea

LENGTH: 300ft. (91.4m)

SHIPYARD: John Brown & Co.

YEAR/COUNTRY: 1930, Scotland

REFIT: Blohm + Voss, 2010, Germany

35. DUBAWI

LENGTH: 297ft. 3in. (90.6m)

SHIPYARD: Cantieri Navale Ferrari

CONVERSION: Platinum Yachts

YEAR/COUNTRY: 2009, Dubai

36. NERO

EX NAME: Project Corsair

LENGTH (INCLUDING BOWSPRIT):

295ft. 6in. (90.1m)

BUILDER: Corsair Yachts

SHIPYARD: Yantai Raffles

YEAR/COUNTRY: 2007, China

37. PHOENIX²

LENGTH: 295ft. 4in. (90.02m)

SHIPYARD: Lürssen

YEAR/COUNTRY: 2010, Germany

38. ATHENA

LENGTH (INCLUDING BOWSPRIT):

295ft. 3in. (90m)

SHIPYARD: Royal Huisman

YEAR/COUNTRY: 2004, Holland

39. ICE

EX NAME: Air

LENGTH: 295ft. 3in. (90m)

SHIPYARD: Lürssen

YEAR/COUNTRY: 2005, Germany

40. NIRVANA

EX NAME: Y-707

LENGTH: 290ft. 4in. (88.5m)

SHIPYARD: Oceanco

YEAR/COUNTRY: 2012, Holland

41. ASEAN LADY

LENGTH: 289ft. 2in. (88.15m)

SHIPYARD: Yantai Raffles,

YEAR/COUNTRY: 2004, China

42. MALTESE FALCON

LENGTH: 289ft. 1in. (88.1m)

SHIPYARD: Perini Navi

YEAR/COUNTRY: 2006, Turkey

43. FOUNTAINHEAD

LENGTH: 288ft. (87.78m)

SHIPYARD: Feadship

YEAR/COUNTRY: 2011, Holland

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KLAUS JORDAN

44. MUSASHI
LENGTH: 288ft. (87.78m)
SHIPYARD: Feadship
YEAR/COUNTRY: 2010, Holland

45. ARCTIC P
LENGTH: 287ft. 3in. (87.6m)
SHIPYARD: F. Schichau Unterweser
YEAR/COUNTRY: 1969, Germany
REFIT: Manoel Island Dockyard, 1995, Malta

46. KINGDOM 5KR
EX NAME: Trump Princess, Nabila
LENGTH: 282ft. 2in. (86m)
SHIPYARD: Benetti
YEAR/COUNTRY: 1980, Italy

47. SEVEN SEAS
LENGTH: 282ft. 2in. (86m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 2010, Holland

48. ECSTASEA
LENGTH: 282ft. (85.95m)
SHIPYARD: Feadship
YEAR BUILT: 2004, Holland

49. CAKEWALK
LENGTH: 280ft. 10in. (85.6m)
SHIPYARD: Derecktor
YEAR/COUNTRY: 2010, USA

50. SUNRAYS
EX NAME: Y-705
LENGTH: 280ft. 6in. (85.5m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 2010, Holland

ACE

(EX- ROCKY)

LENGTH: 278ft. 9in. (85m)

SHIPYARD: Lürssen

YEAR/COUNTRY BUILT: 2012, Germany

This was the first launch of another busy year for German superyacht builder Lürssen, which has launched as of press time at least one much larger yacht. (The 144-meter or so "Topaz" will take her place on our list next year.) Moran Yacht & Ship managed the project and Andrew Winch Designs gave this alluring yacht her interesting lines and interior design. One of the real strengths of the styling, aside from its impeccable geometry, is that the arches help conceal the stairs leading to the various decks. Discreet balconies will provide guests stepping out of what looks to be a luminous interior with primo views. The design also made room for the spacious aft bridge deck to accommodate a helipad. The yacht, built under the project name "Rocky" in Rendsburg and launched in January, underwent sea trials in the North Sea in March 2012. The voluminous steel hull has a bulbous bow. Ace was due for delivery to her owners sometime in late spring 2012 but at press time she had not yet been spotted around the Med. The yacht has a beam of 45 feet 3 inches and is said to include six suites. Details so far are pretty scarce. Brokers Moran Yacht & Ship frequently work with Lürssen.



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GIOVANNI ROMERO

AMARYLLIS

LENGTH: 257ft. 3in. (78.45m) **SHIPYARD:** Abeking & Rasmussen **YEAR/COUNTRY BUILT:** 2012, Germany

Amaryllis, launched in fall 2011, features a Raymond Langton design. She offered quite a contrast to *Mogambo*, docked next to her at the Genoa boat show. Her restrained exterior styling, with a classic navy and white paint scheme, belies an ornate décor inspired by the French Belle Epoque and Art Deco periods. The craftsmanship is extraordinary in a plethora of details that include carvings, stainless glasswork, inlays, antique mirrors, forged iron, silver and marquetry. Thanks to the huge volume, high ceilings and large windows, those details are never overwhelming. Much of the extraordinary furnishing, including a carved mahogany desk that serves as a focal point in the master stateroom entrance, is by Silverlining. The owners enjoy a full private deck. The entrance to the private suite features two curved walls covered in embossed leather that set the stage for that stunning mahogany desk. The large master stateroom beyond is a private location with panoramic views. A sculpted king-size mahogany bed features carvings of generous blooms. Screens in different materials conceal most of the audiovisuals on board, except in the spectacular owner's salon and the skylounge where entertainment takes center stage with a modern Schimmel self-playing piano and a 105-inch-wide screen. Glass columns, made by Crystal Caviar with antique silver details and built-in lighting, are found in the owner's salon and in the skylounge where a custom game table by Silverlining is yet another extraordinary piece. Is that Galuchat leather on the backgammon pieces? A spectacular staircase with forged iron banister wraps around the yacht's glass elevator. The lower deck is also quite extraordinary. The garage houses great tenders. Alongside a 32-foot (9.9-meter) custom Graf Ipanema tender in full mahogany are a Master Craft ski boat and a 29-foot (8.8-meter) Pascoe beachlander tender with a top speed of about 50 knots. The beach club has opening terraces for an outdoor massage at water level, a sauna and the fully equipped gym with a good selection of workout equipment that includes a power plate, hydraulic rowing machine and climbing machines. The sun deck at the very top is a private space. The focus here is the huge contra-flow pool, containing about seven tons of freshwater (which is recycled). On board, 23 crewmembers (including two chefs) tend to this floating piece of art and her 12 pampered guests. The yacht cruises at 14 knots and uses about 3,698 gallons of diesel a day. The bridge deck is a professional space with several offices. The emphasis here is on functionality with big screens and vertical windows. The yacht was in Antigua for two months after spending the early part of the year in Scotland. Available for charter, *Amaryllis* is managed by Hill Robinson.



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51. VIBRANT CURIOSITY

EX NAME: Ex-Y704
LENGTH: 280ft. 5in. (85.47m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 2009, Holland

52. PACIFIC

EX NAME: Ex-Project Josi
LENGTH: 279ft. 6in. (85.2m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2010, Germany

53. VALERIE

EX NAME: Project Firebird
LENGTH: 279ft. 2in. (85.1m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2011, Germany

54. ACE

EX NAME: Rocky
LENGTH: 278ft. 9in. (85m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2012, Germany

55. ALFA NERO

LENGTH: 269ft. (82m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 2007, Holland

56. BASRAH BREEZE

EX NAME: Ocean Breeze, Al Yamamah, Qadissiyat Saddam
LENGTH: 269ft. (82m)
SHIPYARD: Helsingör
YEAR/COUNTRY: 1981, Denmark

57. SARAFA

EX NAME: Project 54
LENGTH: 269ft. (82m)
SHIPYARD: Devonport
YEAR/COUNTRY: 2008, UK

SMERALDA

LENGTH: 252ft. 7in. (77m)
SHIPYARD: Hanseatic Marine
YEAR/COUNTRY BUILT: 2012, Australia

A few years ago, a slender yacht made the cover of *Yachts International*. We called her "A Slice of Silver." *Smeralda* is her big sister. Like *Silver* (now called *Rabdan*) and the subsequently launched *Silver Zwei* (now *Dragonfly*), *Smeralda* hails from Hanseatic Marine in Henderson, Western Australia. The owner of the shipyard, an environmentally minded entrepreneur, and designer Espen Øino set out to break the rules and create a series of super-efficient yachts using naval architecture (including a fairly narrow beam), aluminum and high-tech materials as the foundation for that efficiency. This doesn't mean the yacht falls short in terms of luxury. Vain Interiors' Andreas Holnburger used high-quality materials like American walnut, sculpted carpets, woven leather and more to dress the bright interior, which is yet to be seen. The yacht, which has a beam of 32 feet 10 inches, has a full deck dedicated to the comfort of her owner plus nine guest cabins. The yacht has a formal dining room, which can be used alfresco, a beach club and a touchdown helipad on her bow. The garage, with elegant gullwing doors, contains a full complement of toys, including two nearly 24-foot (7.3-meter) tenders. Powered by two MTU 2,072-hp diesels, *Smeralda* has a top speed of about 30 knots and, at 18 knots, she is expected to have a range of 4,500 nm. She complies with MCA's LY2 code for large yachts and is listed for sale through Burgess.

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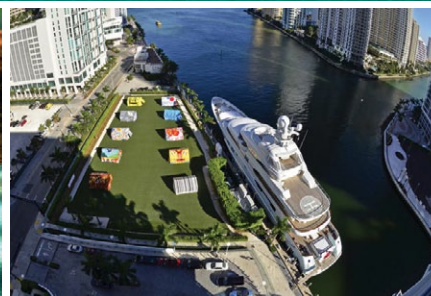
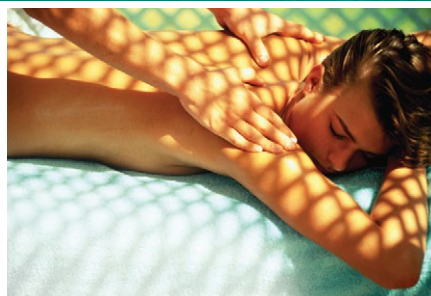
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NEW HORIZON

LENGTH: 242ft. (74m) **SHIPYARD:** Trinity **YEAR/COUNTRY BUILT:** 2012, USA

Trinity Yachts, expanding on a long history of commercial shipbuilding in its hometown of New Orleans, delivered its first private yacht in the early 1990s. In 1995, the shipyard's partners set out to fill a niche by building in the United States custom yachts in the 150-foot range, but it did not take long before Trinity Yachts attracted orders for much larger yachts. In 2005, Trinity launched its first stull-heeled vessel—the 180-foot *Mia Elise*. That same year Hurricane Katrina hit New Orleans, prompting Trinity to expand to an established shipyard in nearby Gulfport, Miss. Five years later, Trinity delivered the 196-foot steel-hulled *Bacarella*, for a short time the yard's flagship. But in late 2011, a much larger yacht with the project name *New Horizon* was launched in Gulfport. RJC Yacht Sales & Charters' owner Robert Cury was happy to mark the occasion, having worked closely with the yacht's owner on this project. The impressive 242-foot steel-hulled yacht should start cruising the world's oceans soon. She certainly has the ability. At 13 knots, her twin Caterpillar engines and 64,000-gallon fuel capacity will give her a range of about 6,000 nautical miles. Evan K. Marshall has designed the yacht's interior, which for now remains under wraps..

58. AIR

LENGTH: 265ft. 9in. (81m)
SHIPYARD: Feadship
YEAR/COUNTRY: 2011, Holland

59. NORGE

EX NAME: Philante
LENGTH: 263ft. 3in. (80.25m)
SHIPYARD: Camper & Nicholson's
YEAR/COUNTRY: 1937, UK

60. GOLDEN ODYSSEY

LENGTH: 262ft. 10in. (80.15m)
SHIPYARD: Blohm + Voss
YEAR/COUNTRY: 1990, Germany

61. AMEVI

LENGTH: 262ft. 6in. (80m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 2006, Holland

62. CONSTELLATION

LENGTH: 262ft. 6in. (80m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 1999, Holland

63. STARGATE

LENGTH: 262ft. 6in. (80m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 2001, Holland

64. TALITHA G

EX NAMES: Reveler, Chalena, Carola, USS Beaumont, Elpetal, Jezebel
LENGTH: 262ft. 6in. (80m)
SHIPYARD: Krupp
YEAR/COUNTRY: 1930, Germany

65. AL DIRIYAH

EX NAMES: Massarah, Serendipity, Ultima II, Danginn
LENGTH: 258ft. (78.65m)
SHIPYARD: National Bulk Carriers
YEAR/COUNTRY: 1960, Japan

66. PEGASUS V

EX NAME: Princess Mariana
LENGTH: 257ft. 10in. (78.59m)
SHIPYARD: Royal Denship
YEAR/COUNTRY: 2003, Denmark

67. DELPHINE

EX NAME: Dauntless
LENGTH: 257ft. 8in. (78.5m)
SHIPYARD: Great Lakes Engineering
YEAR/COUNTRY: 1921, USA

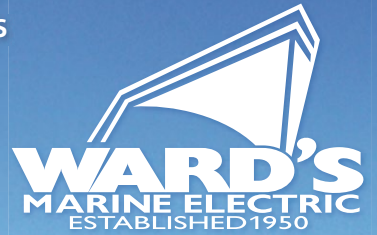
68. TUEQ

LENGTH: 257ft. 5in. (78.47m)
SHIPYARD: Van der Gissen
YEAR/COUNTRY: 2002, Holland

69. AMARYLLIS

LENGTH: 257ft. 3in. (78.45m)
SHIPYARD: Abeking & Rasmussen
YEAR/COUNTRY: 2012, Germany

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70. C2

EX NAME: Project 6479
LENGTH: 257ft. 3in. (78.45m)
SHIPYARD: Abeking & Rasmussen
YEAR/COUNTRY: 2008, Germany

71. DANNEBROG

LENGTH (INCLUDING BOWSPRIT): 257ft. 3in. (78.45m)
SHIPYARD: Royal Dockyard
YEAR/COUNTRY: 1931, Denmark

72. EMINENCE

EX NAME: Excellence IV
LENGTH: 257ft. 3in. (78.45m)
SHIPYARD: Abeking & Rasmussen
YEAR/COUNTRY: 2008, Germany

73. TITAN

LENGTH: 257ft. 3in. (78.45m)
SHIPYARD: Abeking & Rasmussen
YEAR/COUNTRY: 2010, Germany

74. TV

EX NAME: Madsummer
LENGTH: 257ft. 2in. (78.4m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2008, Germany

75. MONTKAJ

LENGTH: 256ft. (78m)
SHIPYARD: Amels
YEAR/COUNTRY: 1995, Holland

76. TANGO

EX NAME: 802
LENGTH: 254ft. 11in. (77.7m)
SHIPYARD: Feadship
YEAR/COUNTRY: 2011, Holland

77. SAMAR

EX NAME: Lana
LENGTH: 252ft. 7in. (77m)
SHIPYARD: Devonport
YEAR/COUNTRY: 2006, UK

78. SMERALDA

LENGTH: 252ft. 7in. (77m)
SHIPYARD: Hanseatic Marine
YEAR/COUNTRY BUILT: 2012, Australia

79. LADY SARYA

EX NAMES: La Belle Simone, Sarah
LENGTH: 250ft. 6in. (76.37m)
SHIPYARD: Cantieri Navale Apuania
YEAR/COUNTRY: 1972, Italy

80. OCEAN VICTORY

LENGTH: 248ft. 6in. (75.75m)
SHIPYARD: Feadship
YEAR/COUNTRY: 2008, Holland

81. ANASTASIA

EX NAME: Y-703
LENGTH: 247ft. 8in. (75.5m)
SHIPYARD: Oceanco
YEAR/COUNTRY: 2008, Holland

GRAFFITI

LENGTH: 241ft. 4in. (73.55m)
SHIPYARD: Nobiskrug
YEAR/COUNTRY BUILT: 2012, Germany

Graffiti is one of a beautiful series of yachts all built on the same platform at the Nobiskrug shipyard. She was known as project 783 (*Mogambo*, also on this list, was project 782). She has an interior by Raymond Langton Design. The resemblance is not a casual one. Kristal Waters built these sisterships, designed, according to their marketing materials, to fill a niche at the top end of the market. While related in engineering and concept, they are completely different. As of press time, the all-white *Graffiti* has not yet been delivered.

82. REBORN

EX NAME: Bodicea
LENGTH: 247ft. 8in. (75.5m)
SHIPYARD: Amels
YEAR/COUNTRY: 1999, Holland

83. NORTHERN STAR

LENGTH: 247ft. 4in. (75.4m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2009, Germany

84. M5

EX NAME: Mirabella V
LENGTH: 246ft. 8in. (75.2m)
SHIPYARD: VT Shipbuilding
YEAR/COUNTRY: 2004, UK
REFIT: Pendennis, UK

85. LEANDER G

LENGTH: 245ft. 6in. (75m)
SHIPYARD: Kusch Yachts/Peene-Werft
YEAR/COUNTRY: 1992, Germany

86. ENIGMA

EX NAMES: Katana, Eco
LENGTH: 244ft. 5in. (74.5m)
SHIPYARD: Blohm+Voss
YEAR/COUNTRY: 1991, Germany

87. NEW HORIZON

LENGTH: 242ft. (74m)
SHIPYARD: Trinity Yachts
YEAR/COUNTRY: 2012, USA

88. ILONA

EX NAME: Ilona IV
LENGTH: 241ft. 9in. (73.69m)
SHIPYARD: Amels
YEAR/COUNTRY: 2004, Holland

89. PEGASO

LENGTH: 241ft. 5in. (73.6m)
SHIPYARD: Freire Shipyard
YEAR/COUNTRY: 2011, Spain

90. GRAFFITI

LENGTH: 241ft. 4in. (73.55m)
SHIPYARD: Nobiskrug
YEAR/COUNTRY: 2012, Germany

91. MOGAMBO

LENGTH: 241ft. 4in. (73.55m)
SHIPYARD: Nobiskrug
YEAR/COUNTRY: 2011, Germany



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MOGAMBO

LENGTH: 241ft. 4in. (73.55m) **SHIPYARD:** Nobiskrug **YEAR/COUNTRY BUILT:** 2011, Germany

Sophistication is the theme of the new Nobiskrug *Mogambo*. The slightly masculine contemporary décor by Raymond Langton Design using two primary woods (sycamore and ebonized walnut) is nothing short of perfection. The yacht made a noted debut on the charter market at the Genoa show in May, courtesy of management company Hill Robinson. Even docked stern-to, *Mogambo* (sistership to the slightly smaller *Triple Seven*, as well as *Siren*, *Sapphire* and the recently launched *Graffiti*) makes a great statement. A sweep of stairs embraces the large swim platform, laid in teak. The wide steps have just the right height for an easy step up, and an adjustable passerelle by Hydromar takes guests comfortably from the dock to the spacious aft deck. With wide decks and doorways, moving around this yacht is effortless. Once the main-deck doors close with a muted sound, guests plunge into a refined, climate-controlled universe. The two woods (one dark, the other light) provide the basic design dialogue. A few splashes of color; a backlit sandblasted glass wall by dkt Artworks of London, glass sculptures from Czech company Crystal Caviar and paintings commissioned from Ben Lowe of London, add just the right contrast. The large sun deck serves as an outdoor cinema and features a well-equipped, air-conditioned gym that opens to the outdoors. Attractive sail-shaped biminis provide shade as needed to the forward area, equipped with spa tub. The yacht's indoor cinema allows a fantastic escape from reality, with superb surround sound, sculpted silk carpets and three deliciously large beds facing the screen. Five spacious guest suites (four on the lower deck and a VIP on the bridge deck) offer muted comfort with elegant silk Japanese screens filtering light from the windows. The ondeck master suite has a private office with balcony, and the full-beam bedroom features floor-to-ceiling windows. An undulating bronze motif, which matches the pattern of the deep carpet, conceals a TV. The marble bathroom has a huge spa tub and shower with Dornbracht fixtures that were hand dipped to obtain a custom Champagne tint. The professional bridge is not out of place in this sophisticated environment. It has a minimalist feel with sliding glass panels hiding the instruments that are not in use. With naval architecture by Nobiskrug, *Mogambo* cruises at 14 to 15 knots, using about 105 gallons an hour at 14 knots and 132 gallons at 15 knots. Top speed is about 17 knots. The yacht has four generators and an immaculate duplex engine room with twin MTU 2,360-hp 16V 4000 M60 diesels engines. While in charter, 19 crewmembers cater to 12 guests.

ANDREAS JENS

92. SAPPHIRE
LENGTH: 241ft. 4in. (73.55m)
SHIPYARD: Nobiskrug
YEAR/COUNTRY: 2011, Germany

93. SIREN
LENGTH: 241ft. 4in. (73.55m)
SHIPYARD: Nobiskrug
YEAR/COUNTRY: 2008, Germany

94. DRAGONFLY
EX NAME: Silver Zwei
LENGTH: 240ft. 6in. (73.3m)
SHIPYARD: Hanseatic Marine
YEAR/COUNTRY: 2009, Australia

95. RABDAN
EX NAME: Silver
LENGTH: 240ft. 6in. (73.3m)
SHIPYARD: Hanseatic Marine
YEAR/COUNTRY: 2007, Australia

96. LAUREL
LENGTH: 240ft. (73.15m)
SHIPYARD: Delta Marine
YEAR/COUNTRY: 2006, USA

97. PREDATOR
LENGTH: 238ft. 10in. (72.8m)
SHIPYARD: Feadship
YEAR/COUNTRY: 2008, Holland

98. QUEEN K
EX NAME: Queen M
LENGTH: 238ft. 2in. (72.6m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 2004, Germany

99. CORAL ISLAND
LENGTH: 238ft. (72.54m)
SHIPYARD: Lürssen
YEAR/COUNTRY: 1994, Germany

100. AZTECA
EX NAME: Clarena II
LENGTH: 236ft. 2in. (72m)
SHIPYARD: CRN
YEAR/COUNTRY: 2009, Italy

CONTINUED FROM PAGE 50

What's changed:

» It's been an eventful year, and while the market is still soft overall, many of these big yachts have sold in the past few months. *Pegasus V*, the former *Princess Mariana*, has new owners since last year and received a thorough refit, which renewed her interior. This stunning yacht boasts one of the best beach clubs available on a yacht and is available for charter.

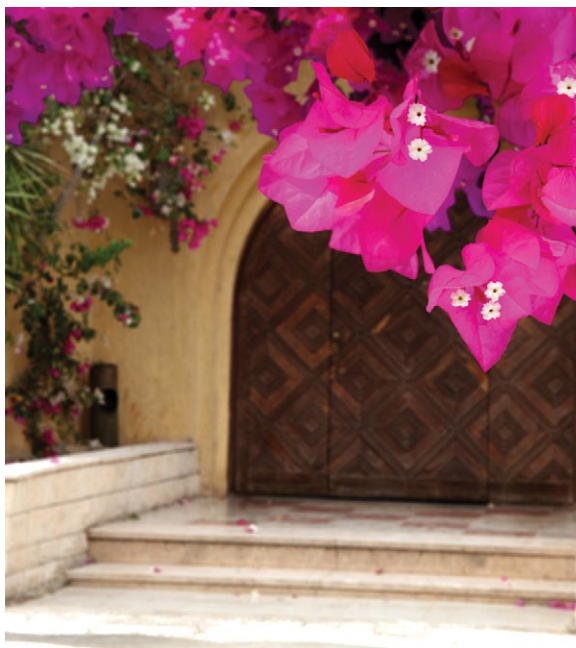
Another recent sale is the sailing yacht *Mirabella V*. Now named *M5*, she is currently at Pendennis Plus in Plymouth undergoing an extensive refit that will extend her stern. The stunning modern classic schooner *Athena* also underwent a refit. She spent nine months in New Zealand at Orams

Marine. After a complete paint job, new varnish and maintenance on her awesome rig, she is listed for charter and for sale through Y.CO.

Signs of the times, certainly, many of the new yachts have different owners from the ones who commissioned them. But there is a market with a pulse in this category. And there is hope that newly made billionaires in sectors like social media and newer economic powerhouses will understand the attraction of traveling the world on these private floating estates.

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The world's largest catamaran, sail or power, *Hemisphere* is an exceptional yacht for world exploration. This 145-foot sailing catamaran offers an enormous amount of space and a décor that is utterly luxurious without being ostentatious.

STORY
Cecile Gauert

PHOTOS
Superyacht Media
and Bruce Thomas



ABOVE: The sprawling main deck salon owes its scale to a 54-foot 6-inch beam

HEMISPHERE IS, BY ALL MEASURES, AN AMAZING VESSEL. SEVEN YEARS IN THE MAKING from the first concept drawings to her launch at Pendennis in 2011, she has a 54-foot 6-inch beam and an awe-inspiring 174-foot (53-meter), 5.8-ton carbon main mast by Lorima, supporting 9,321 to 12,037 square feet (according to the setup) of sails woven from carbon and spectra. A 499-gross-ton giant of a sailboat, she displaces 300 tons and can reach a top speed of 20 knots under sail. This awesome vessel is her owner's first yacht.

Before she was launched, there was much ballyhoo about *Hemisphere* being the largest-ever catamaran. However, building a record-breaking yacht was never the intention, according to naval architect Marc Van Peteghem, a founding partner of French architectural firm Van Peteghem Lauriot Prévost (VPLP). *Hemisphere* simply is what she is today because the owners wanted to be able to accommodate all their needs and desires. During the construction, Van Peteghem and his colleagues worked closely with the yacht's owner and his representative, Captain Gavin Bladen.

VPLP does not exclusively design multihulls but has earned a solid reputation with projects running the gamut from ultra-light carbon racing cats to the groundbreaking 138-foot custom catamaran *Douce France*—once the world's largest luxury catamaran—built at Alumarine in 1999. *Hemisphere's* owner, who chartered often before building his own yacht, had actually cruised aboard *Douce France*. Competing against a number of other architectural firms, VPLP eventually earned the business.

As for Captain Bladen, he met *Hemisphere's* owners when he was a charter captain and dive instructor. As is often the case of people who share a common passion, they connected. Eventually, the owners



LEFT: The space on deck is smartly divided into cozy areas **BELOW:** The “chill-out” room off the main-deck salon features portholes close to the water line and superb surround sound





LEFT: The two VIP/master suites overlook the bow of the yacht and include doors to access a cushioned seating area and net

and Bladen started speaking about boats. Bladen says the owners always showed a fondness for two-hulled sailboats, so when the talk turned to building his own yacht, a sailing catamaran is what these owners had in mind.

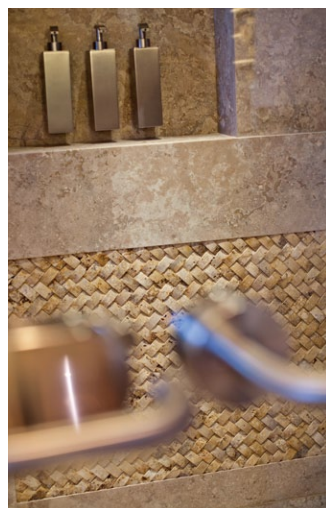
How do you get from this point to building a 145-foot yacht? Interestingly, according to VPLP's naval architect Mathias Maurios, it was a much smaller boat that became the focal point of the design, a 27-foot tender. This all-important auxiliary vessel (a speedy, custom 8.2-meter Scorpion RIB housed in a center garage during navigation) is, in fact, what determined the yacht's overall length and beam. "We worked from there, adjusting the length and beam to achieve a good balance and attractive lines," Maurios says. From an initial 130 feet, the project grew to accommodate all that the owner envisioned on the yacht, which was not only to be his family's recreational island but also a luxurious charter vessel, user friendly to guests and crew. More discussions helped refine the project. Diving, naturally, was part of the brief. "Other key words were Pacific, family, cruising, private yacht and charter," Van Peteghem adds.

While a catamaran, particularly one as large as *Hemisphere*, offers a huge deck surface (the main deck is 1,324 square feet), the layout can be a challenge. A vast, open salon is attractive, but how do you create areas for guests who may want a little privacy on the upper decks? And how do you accommodate everything you need, including a fully

equipped galley, in two relatively narrow hulls below? A tour at the yacht's debut in Monaco, courtesy of charter management company Burgess, and a follow-up visit at the Antigua Charter Yacht Show, made a convincing case that the designers met that challenge head on. Working with interior designer Michael Leach Design, VPLP's architects—who were responsible for the layout—created a great flow with a sort of intermediary deck between the main deck and the two hulls below. "It is about life on board," says Van Peteghem. "You have to create areas for different moods and times of day; areas for children and areas for adults."

The vast teak aft deck sets a stunning first impression. It has room for two seating areas, a large sunbed and a large oval table with comfortable chairs set in the shade. In case of inclement weather, Eisenglass can enclose the whole area. From here, glass doors open wide onto an exceptionally large interior salon. Michael Leach Design selected textured surfaces, woods (walnut, brushed oak and wengé, among others), leathers, shells, stones and chromes. This interesting juxtaposition of colors and materials makes it quite hard to resist the temptation to run your fingertips along the walls and feel the floors with your toes. Flowing curves, custom furniture and lighting further define a number of smaller spaces. Near the salon entrance on the port side, a couple of steps lead to a den with big windows close to the waterline. A fantastic surround-sound system helps set the mood—with Norah Jones' sultry voice drifting from the





ABOVE: The owner's cabin and adjacent VIP can form one huge suite **LEFT:** The aft deck can be used even in inclement weather thanks to removable glass doors that protect the alfresco dining area from the elements; one of the twin hulls harbors three spacious guest cabins; a detail shows the kind of textured materials MLD used throughout the interior built by Pendennis and Metrica



For all of its beautiful interior, this yacht is really about the outdoors: the sprawling sun deck is about 936 square feet with Jacuzzi sun pads and a beautiful etched glass table. Below, which spot is the best seat in the house? The aft sunpad watching the wake, poolside with a cocktail on the sundeck or indulging your inner child on the carbon trampoline stretching between the hulls?



speakers, the mood is one of utter relaxation. Confirming the intent, Maurios describes the space as the “chill-out room.” Put a movie or video game on, and the kids will enjoy themselves away from but close enough to their parents in the nearby main salon.

Douce France, VPLP’s earlier luxury catamaran, has all the guest suites accommodated in its twin hulls. The setup on *Hemisphere* differs thanks to that intermediary deck mentioned earlier. In addition to three guest cabins in the portside hull and cabins for 10 crew accommodated in the starboard hull, the designers created two luxurious suites a couple of steps down from the main deck. Panels, impossible to detect unless you know they are there, discreetly divide the two cabins. These rooms can transform into a huge suite, a great option for a family with younger children, or they can be left as separate rooms for couples traveling together. The two 344-square-foot suites open onto a private forward deck with seating on each bow. Stretched in between is a massive and inviting net. Lying there—staring at the sky and the sails, with the occasional spray of the waves cooling you off—is one of the real joys of sailing on a catamaran.

While the interior is undeniably attractive, the flybridge deck proves irresistible. Revealing the owner’s love for the outdoors, it is a 936-square-foot playground with a large spa pool decorated with





ABOVE: The yacht's tender garage, as very few will see it, and the cradle for the Scorpion tender that was the starting point of the design; the ability to dive off *Hemisphere* was another major consideration and she is fully equipped for underwater adventures

colorful mosaic tiles and plenty of lounging areas with springy cushions. Elegant sail-shaped biminis provide shade as needed over the substantial dining table. It's a great conversation piece with its custom glass top engraved with a world map. Who wouldn't enjoy planning their next trip over a five-star meal with a cool breeze wafting across the open deck? This beautiful—and impressively large—table exemplifies *Hemisphere's* purpose: to help her guests enjoy the world.

This all-aluminum (with the exception of the carbon spars and front beams) catamaran is meant for exploration, fun and, of course, diving. The yacht carries full equipment for 12 divers of all ages (with wetsuits in seemingly all sizes) and Nitrox air. There is a full-time diving instructor aboard, in addition to the captain.

Fun is also part of the picture. A hydraulic system deploys a swim platform for easier access to the water, and a springboard, affixed to the stern, has to be a guest favorite. The yacht carries dive scooters,

two Seabobs, wakeboards, paddleboards and mountain bikes for onshore exploration. A 54-foot F&S custom sportfish is the most recent addition to a full array of tenders and toys.

In other words, there is just about everything to keep guests entertained for days in the Caribbean, the Mediterranean and in the Pacific later on.

There are big plans to explore the world and to do it in the right manner. Recently, a charter week aboard *Hemisphere* brought a record bid of \$150,000 at the Christie's Green Auction: Bid to Save the Earth in New York. The owners of this superb yacht just won't do anything halfway. ■

Erica Cooper contributed to this report.

For more information, visit burgessyachts.com, vplp.fr, michaelleachdesign.com or pendennis.com

Pendennis *Hemisphere*

LOA: 145ft. (44.2m)
BEAM: 54ft. 5in. (16.6m)
DRAFT: 10ft. (3.2m)
HULL CONSTRUCTION: aluminum
MAST: 174ft. (53m) Lorima
RIG: sloop
SAILS: North Sails
ENGINES: 2 x 490-hp Caterpillar C12
SPEED WITH ENGINES (MIN./MAX.):
about 13.5/11 knots

RANGE: about 3,500 nm (@10 knots)
FUEL CAPACITY: 7,397 gal. (28,000 L)
SPEED UNDER SAIL (MAX.):
about 20 knots
TENDERS:
27ft. (8.2m) Scorpion w/ 315-hp Yamaha
54ft. (16.4m) F&S custom sportfish
14ft. (4.5m) Castoldi JetWaveRider w/
Yanmar 125 hp
BUILDER: Pendennis Shipyard Ltd. - 2011

NAVAL ARCHITECTURE: Van Peteghem
Lauriot Prévost
ENGINEERING: BMT Nigel
INTERIOR DESIGN: Michael Leach Design
CLASSIFICATION:
BV / MCA LY2 under 500 GT

FOR DECK PLANS
AND ADDITIONAL
INFORMATION SEE
OUR DIGITAL EDITION



*Original dimensions are provided in the metric system



This custom limo tender is as alluring as the mothership. MLD designed both. Built in the UK at Cougar Marine, this 33-footer has room for 12 passengers who will always arrive in style.

Tender^{TO} THE Stars

For the Top 100 set especially, what constitutes a tender is a wide-open field. A 282-foot length and a 47-foot beam do provide many options for carry-aboard auxiliary boats, to say nothing of chase or shadow boats. And as it turns out, the world's biggest yachts feature quite a fleet of attractive smaller boats that are practical, but also stylish and fun, and, in many cases, would make wonderful primary boats for a day cruise. Here is a sample of newer "tenders" of all kinds: traditional, RIBs, chase boats or muscle boats that have been spotted or are about to be seen in the company of spectacular yachts.

STAFF REPORT



CARBON CRAFT

From bow to stern, the Carbon Craft 130T is only 13 feet (14 feet 5 inches when running), but you would never guess that from all that it includes. Storage compartments hold fishing rods, drinks, towels or tote bags, plus specially designed beach chairs. Two boat owners, who could not find what they needed, set out to design and build this versatile tender, which weighs about 900 pounds. Built in sturdy carbon composite, this alluring little boat is packed with innovation and high-quality materials. A speedometer; tachometer; a seven-inch Garmin GPSMAP system; a Fusion electronics sound system for radio, satellite or your iPhone or iPod; and gauges for fuel, water and voltage fit well into the center console, but many other arrangements are available. A foldable swim platform has room for a ladder and attachment for a towrope in case you'd like to hitch a ride behind the turbo-jet-drive-powered craft. An adjustable hydraulic passarelle is built into the bow, and a sturdy close-cell foam collar covered with a highly resistant nylon fabric directs spray outward. An easily removable optional hardtop is available and folds down for easy storage. Carbon Craft also has a smaller model, called Carbon 110T.

For more information, visit carboncraftboats.com

PASCOE TENDERS

Southampton-based Pascoe International has carved its niche in the luxury RIB market but is expanding its line. Stylish Pascoe tenders already ferry guests on and off the world's most famous yachts, including *Maltese Falcon*. Ocke Mannerfelt Design has created one of Pascoe's latest RIB models—the DT 7.5M—to offer a particularly smooth ride. The stylish low-profile RIB, built in glass/Kevlar composite with Hypalon collar, features a small swim platform, plus forward and side boarding. Seating includes two U-shaped settees, two seats at the helm station and a central double-sided bench. An optional bow sunshade/spray canopy is concealed inside the foredeck molding. In addition to this new RIB, Pascoe has also recently announced a new line of open and luxury limo tenders. Pascoe's customizable models range from about 16 to 33 feet (five to 10 meters).

For more information, visit pascoeinternational.com



NOVURANIA

A low profile certainly is a good thing when it comes to tenders. Florida-based Novurania's range of Chase tenders has made that case since the series' introduction. The range now includes the newer 23 and the 27 diesel-powered tenders, able to seat 10 and 12 people respectively. Based on the same deep-V hull design that makes them great sea boats, these sturdy composites fit neatly into a tight garage and have creature comforts in mind. The marine-leather upholstered seats (other finishes are available) have armrests with cup holders for cool drinks and removable canopies offer sun and wind protection. The flat aft deck provides a nice platform for swimmers to slide into the waves, and a removable boarding ladder is available to climb back on. Removable safety rails provide additional safety under way. The smallest in the range (which also includes the larger Chase 31 and 38), the Chase 19 is now even better suited for tight garages. The hinged console swivels down below the gunwale level, bringing the stowage height to 3 feet 10 inches (or 1,168 mm).

For more information, visit novurania.com



WIDER

With its expandable surface, carbon arch, Champagne gold paint (nine coats of paint plus three of a clear coating) and chiseled pelagic design, the Wider 42 gets a lot of attention wherever it goes. Side extensions fold neatly in a matter of seconds, but when they are open, they create a 193-square-foot playground and give the boat excellent stability at anchor. Hull No. 4 (which we tested) also has a sun pad atop a small, enclosed tender garage. A large cabin below features comfortable seating that doubles as a bed, plus a head and full kitchenette. Carbon steps lead to an additional sun pad on top of the cabin. Equipped with the largest engine package (two 480-hp Cummins) and Arneson surface drives, the stepped hull easily reaches 49 knots and rides beautifully. Hidden away are a bimini shade, an up-and-down table, a Teppanyaki grill and inflatable sofas, which help make the Wider an excellent day boat. A few yachtsmen are also looking at it as a must-have yacht accessory. For those who can't quite fit the Wider 42 into their plan, a 33-foot model is soon to come.

For more information, visit wideryachtsusa.com



PIRELLI PZERO

Design and a sense of style might not be synonymous with tires, but rubber manufacturer and designer Pirelli is disproving that. In addition to clothing, shoes and accessories, Pirelli also has a line of stylish tenders built under license by Tecnorib in Italy. With its sleek profile and curved windshield ending with a hardtop, the Pirelli PZero 1400 Sport-Cabin, from Ocke Mannerfelt Design, resembles a futuristic hovercraft. The entrance to a cabin—equipped with a full head, dinette, galley and double berth—is hidden in the foredeck. The main deck has flexible seating at the helm and multiple lounge areas all the way back to a spacious swim platform. There is also room in front of a C-shaped settee for a small table. Equipped with inboard diesels, the carbon-composite 1400 Cabin reaches top speeds of about 45 knots and cruises at 32 knots. Seating arrangement, paint, power options and tire tracks are all customizable across the PZero range. Denison Yacht Sales is Pirelli's exclusive North American yacht dealer.

For more information, email alex@denisonyachtaales.com or visit pirellipzero.com or tecnorib.it



AUSTIN PARKER

This alluring and sturdy 42-footer is certainly appealing as a primary boat, but Denison Yacht Sales' David Johnson, a former megayacht captain who is promoting the Italian brand in the United States, also thinks of it as a great tender for a 262-foot (80-meter) yacht. It certainly is cool and stylish enough. The experienced boatbuilding family behind this newly established shipyard worked with designer Fulvio de Simoni to develop the line, built in Italy. The result is a nice Down East style atop a deep-V hull (with a 15-degree deadrise at transom), providing a great ride in rough seas. The boat was designed with Volvo IPS drives in mind but proves easy to handle with conventional shafts. With two 480 hp Cummins, top speed is about 33 knots. Numerous engine options extend the speed range to more than 40 knots. The shipyard provides clients with custom features that go way beyond wood or fabric choices. The AP42 is available as an open, with a sunroof or a fully enclosed salon. There is a hydraulically opened garage for gear of all kinds or even a small Zodiac, and a fully equipped galley hidden under countertops. A cabin below offers a nice-size shower and head. It's a lot of boat for the price. A smaller model is currently under development.

For more information, visit Denison Yacht Sales at denisonyachtsales.com or austinparker.it





PROTECTOR

There is nice teak on the Tauranga 38. Yes, the boat does have Hypalon air-filled tubes (with seven chambers), but it is a solid 14,500-pound hand-laid fiberglass boat, built for adventure-minded boaters. Its cabin has plenty of headroom and an enclosed head (which can be made into a shower). Two comfortable and adjustable side-by-side Stidd seats for the pilot and co-pilot are sheltered from the elements. A large cockpit features flexible seating, and a small swim platform is located between two 350 hp Yamaha V8 engines (other power options are available). Walkaround decks (with grab bars in all the right places) lead to more seating at the bow. The boat's 220-gallon fuel tank provides a range of about 300 nautical miles. Its sweet spot for fuel economy is around 30 knots. The tubes (you can select your color and add custom lettering) help soften the ride, serve as very effective spray rails and, naturally, are a great protection against nicks and scratches to the mothership. An extensive list of custom options is available. Protector recently announced the Targa 30, which will offer even more rough-water performance capabilities.

For more information, visit protectorboats.com

HINCKLEY

Hinckley needs no introduction. The storied company's day cruisers and picnic boats have attracted generations of boaters already, but the company's new T34, launching this summer, may bring in a few new converts. Seeking its customers' input, the company found clients wanted simplicity, and Hinckley responded by focusing on the essentials: great looks, ease of use and versatility. A spacious cabin sleeps two and includes a large head and full galley. Standard twin Yanmar 6BY2-260s coupled with twin Hamilton 242 jet drives will give the boat a top speed of about 32 knots (enough for water-sports) and a cruising speed of 29 knots or so. The deep-V hull has a shallow draft (about 22 inches), beam of 11 feet and joystick control, which promises maneuverability and ease of docking. The new T34's styling makes it immediately identifiable as an offspring of the famous Hinckley family.

For more information, visit hinckleyyachts.com



255 SC



CHERUBINI

Going to a sailboat specialist to build a small powerboat may not seem like an obvious leap of logic, but this background offers advantages. The family-owned New Jersey-based shipyard, now in the hands of Dave Cherubini, knows much about classic wood design and efficient cruising—skills that are reflected in Cherubini's eye-catching Classic 20- and 24-foot runabouts, as well as the recently introduced Cherubini Classic 255 SC (pictured). Built in fiberglass with mahogany overlay, these runabouts' underwater lines provide a smooth, dry ride. Available with inboard Yanmar or Mercury engine packages, the Classics cruise at 30 knots and reach top speeds of about 44 knots. The new 255 SC reaches a top speed of about 48 knots. Optional ski pylon and extra grab rails turn these powerful boats into perfectly elegant ski boats. Other options include a refrigerator, sound system, head with privacy screen and reinforced lifting points.

For more information, visit cherubiniyachts.com



STANCRAFT

Based in Flathead Lakes, Mont., StanCraft Boats is now in its third generation as a family-owned custom wood boatbuilder. Using mostly African mahogany, this versatile yard has produced everything from sleek sport boats to sturdy day cruisers. A custom yard in every sense of the word, StanCraft has no base hull form or model lines. Despite its ability to create virtually any style, some of its boats tend to be favorites with their customers, such as the Deluxe Sport, which the company has built in lengths of 25 to 34 feet and equipped with single or twin engines. Recently, StanCraft has built a 30-footer that packs a punch. Equipped with a MerCruiser 8.2L HO 430 hp engine and Bravo III X drive, it reaches 40 knots and features enough seating for 10 passengers. Amenities include a V-shaped berth, a full head, a spacious sun pad and dual swim steps for easy water access. It's the custom fittings that tend to turn these boats into family heirlooms. The yard uses bronze chrome-plated brackets and hardware as well as custom gauges to personalize each boat.

For more information, visit stancraftboats.com

ROYAL TENDER

The Royal Limo tender is definitely a boat built for, well, royalty. One rides along with the former *Princess Mariana*, now *Pegasus V*, the largest yacht built at Royal Denship. With naval architecture by Espen Øino and Royal Tender, the largest limo tender (30 feet 6 inches/9.3 meters) offers seating for 12 passengers riding in climate-controlled comfort. Large side and aft windows and a glass roof (which can be opened and raised to a clearance height of six feet) keep the interior light. A hydraulic rear hatch also helps guests get aboard. But not everything about this boat is sedate. The standard 135 hp Mercruiser engine package and stern drive by Alpha propel the Royal Limo up to 33 knots; cruising speed is a comfortable 25 knots. Other power options, including Yanmar and Volvo, are available. The boats, finished with gelcoat or Awlgrip paint, are now available with either glass or carbon composite hulls in custom sizes ranging from 30 to 33 feet.

For more information, contact Helene Gregersen at +1 772-205-5706 or visit royaltender.com



Seven Seas Limo Tender

HODGDON YACHTS

Building upon its recent success with the Top 100 set, Hodgdon Yachts of Maine has recently developed with Michael Peters Yacht Design a series of alluring tenders. Two of Hodgdon's custom-built 10.5-meter limo tenders (by Michael Peters Yacht Design) already accompany the Oceanco Seven Seas on her journeys around the world. These highly credentialed tenders attracted new orders. The diversified company, which builds sailboats, motorboats and high-end custom interiors, saw another opportunity for its craftsmen to apply their skills in high-tech composites and joinery. While the builder now has a whole new line of center-console, open and limo tenders available for owners to choose from, the shipyard is open to building other designs. In fact, Hodgdon currently is building two Andrew Winch-designed tenders—a 28-foot (8.5-meter) limo tender with a top speed of 30 knots and an open tender with a ramp for easy beach landing.

For more information, visit hodgdonyachts.com

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DEEP IMPACT

Alongside Benetti's *Diamonds Are Forever* is a tender equipped with powerful Mercury outboards. Miami-based Deep Impact built this highly customized version of its 39-foot center console (including special diamond-embroidered cushions). Custom is the name of the game at the re-energized Deep Impact factory, a newer facility that handles everything from hand-laid Kevlar-reinforced glass hulls to marine-grade upholstery stitching and custom paints (try Lamborghini Orange, Ferrari Red or any color to match the mothership or favorite car). The 399 center console has everything a megayacht might require, including the power to tow an armada of water toys, huge storage spaces and the kind of attributes even a master angler would appreciate. Other great features include integrated transom fender lockers, a hideaway transom swim ladder, a side-boarding door, a fully air-conditioned head and, of course, a great sound system. Deep Impact will build to suit on any of its models, currently ranging in size from 33 to 40 feet.

For more information, visit deepimpactboats.com

CIGARETTE

Even before the debut of the 42 Huntress, Cigarette boats have served as tenders for speed-loving boaters (just look at the toy alongside Christensen's *Remember When*). Equipped with up to five Mercury outboards (300 or 350 Verados), this powerful entry in the luxury tender market rockets up to amazing speeds (try mid-80s, as in mph). But the beamy Huntress (12 feet at its maximum) is not just about speed. Its T-top (affixed in only two places) allows nearly unimpeded 360-degree views. Ergonomic forward-facing lounge chairs near the bow, a side-entry door with a hideaway ladder to facilitate entry, two bench seats aft that convert to a sun pad at the touch of a button and a luxuriously appointed cabin—flatscreen TV, mini-galley, storage, full head and more—with over six feet of clearance, contribute to onboard comfort. The latest Garmin navigation system interfaces with Mercury Racing's digital throttle system, and the dash accommodates two 15-inch screens, all customizable of course.

For more information, visit cigaretteracing.com



HORNET

While Hornet Marine has only existed since 2009, the company is built on generations of boating enthusiasts and inventors. In 1966, a team including engineer Hal Hartmann—father of Hornet's founder David Hartmann—proved the viability of jet turbine engines in extreme conditions by applying them to a marine environment and winning the Sam Griffith Memorial Race by 70 miles. This heritage comes through in the design and construction of today's Hornet powerboats, built in Bristol, Conn. With a low profile and sleek lines, the Hornet 17 makes a great candidate as an alluring and speedy tender. Built on a classic deep-V fiberglass hull, and weighing about 2,500 pounds, the Hornet 17 is well-suited for a number of engine packages from Mercury MerCruising. This runabout-style, built-to-order boat can be customized in just about every way—from paint color and upholstery to electronics and features, such as custom steering wheels.

For more information, visit hornetmarine.com



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ABOVE: Vitadimare 3, the first Darwin 86, was launched in 2011. Hull No. 2 will be displayed at the Fort Lauderdale, Miami and Palm Beach boat shows

The Evolution of the Series

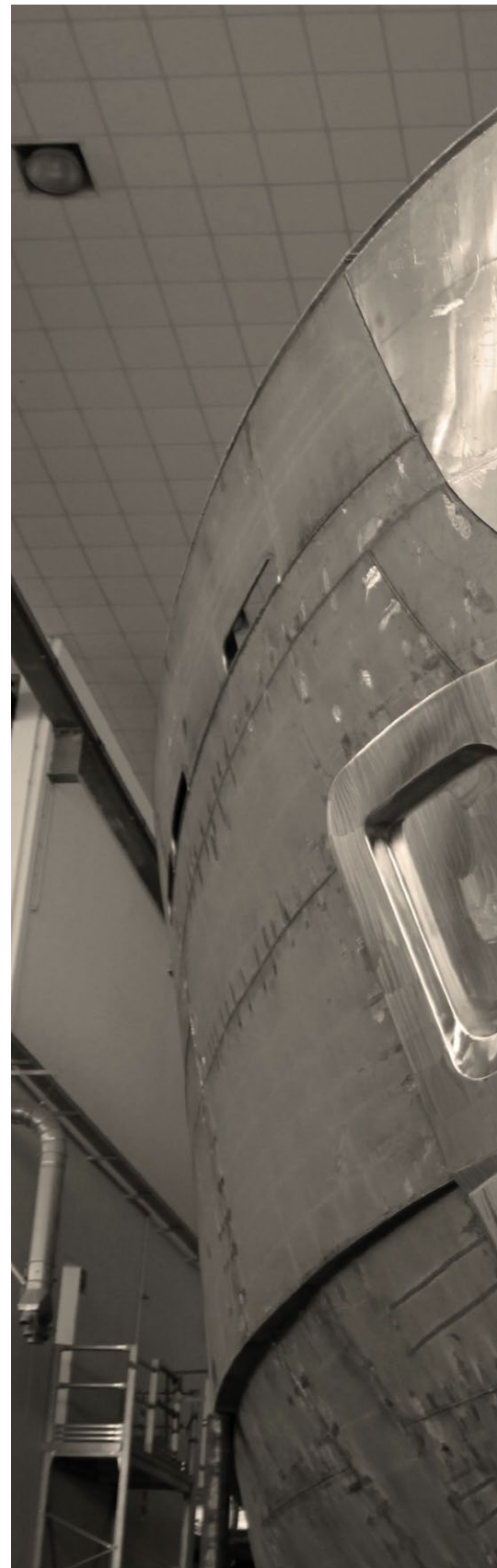
Only two years old, Italian boatbuilder Cantiere delle Marche has already forged a solid reputation with sturdy steel-and-aluminum vessels built for worldwide exploration. The experienced team behind this new shipyard focuses on owners and a small production of high-quality, long-range luxury cruising yachts designed to meet those owners' needs.

BASED ON ITALY'S ADRIATIC COAST, CANTIERE DELLE MARCHE IS backed by a group of experienced managers and craftsmen. The Cecchini family, which has a long tradition of boatbuilding—including commercial and refit projects—is one of Cantiere delle Marche's majority shareholders, with about 40 percent of the shares. A businessman from Ancona owns another 40 percent of the shares, plus the shipyard's waterfront facilities. The remainder of the shares belongs to two of Cantiere delle Marche's major subcontractors: CPN Engineering (a metal-construction specialist) and GS Interior Furnishings.

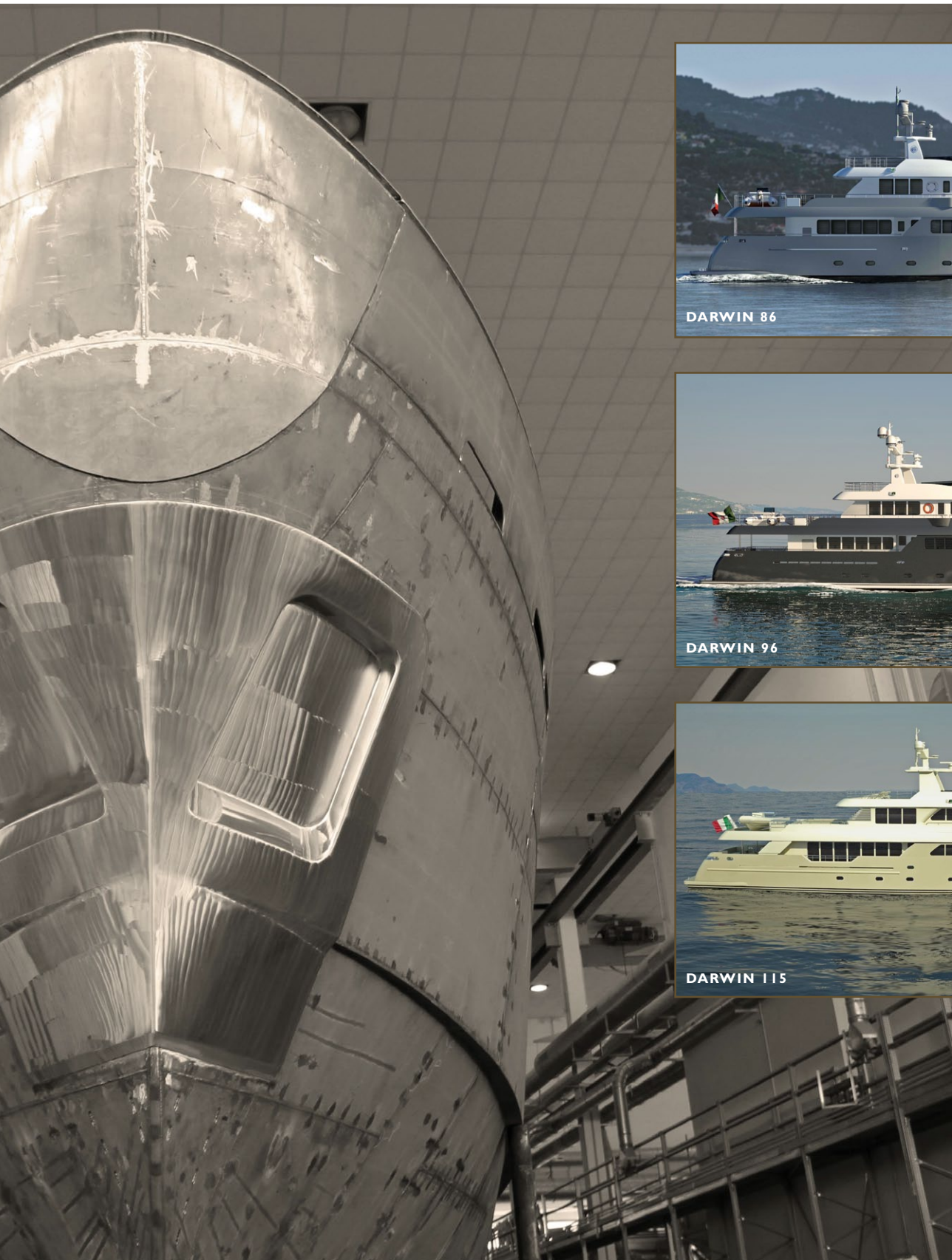
The brand's ambassador in Italy and beyond is Sales and Marketing Director Vasco Buonpensiere, who was involved from the inception. As a former sales manager for Custom Line and CRN, the superyacht brand of the Ferretti Group, he brings this new builder invaluable international market and superyacht experience.

By the time Cantiere delle Marche set out on this adventure in 2010, a faltering market challenged even the established shipyards. It did not stop this group of determined entrepreneurs, who spent time analyzing the market and anticipating opportunities.

"Looking at the way the market reacted to the crisis, we saw that the explorer-vessel



STORY Maria Roberta Morso **PHOTO** Cantiere delle Marche



DARWIN 86



DARWIN 96



DARWIN 115

LEFT: All vessels boast a polished stainless-steel bow detail, which is beautiful but demanding in time and material



ABOVE LEFT: CdM allows owners to customize the technical areas as they can the VIP areas. The exhaust's polished stainless-steel supports reveal the yard's attention to detail. A Biocon grey- and black-water treatment system, normally used on commercial vessels, is standard on all the CdM range.

RIGHT: The carefully fared and polished steel hull and aluminum superstructure give the yacht a mirror-like finish. To get this shiny look, CdM uses Hempel primer and topcoat and clearcoat by DuPont.

niche resisted well thanks to their long range and low-consumption qualities, but also the way they remain unaffected by fashion,” Buonpensiere explains. The Cantiere delle Marche team chose to build its own brand of explorer vessels and, in a nod to the theorist behind natural selection and the survival of the fittest, the team called its range of explorers Darwin Class.

The next step was refining the concept and developing a methodology. “Once the typology was identified, it was necessary to give it a special content that is top quality. Quality and efficiency are central to Cantiere delle Marche’s philosophy,” Buonpensiere says.

The shipyard builds all of its boats—the Darwin 82, 86, 96 and eventually the 115—to superyacht standards and to class. Well-known naval architect Sergio Cutolo of Hydro Tec designed and engineered the Darwin Class for passionate owners seeking to fulfill their dream of a safe adventure at sea. His hull design boasts a high bow and low fuel consumption yielding exceptional range. The Darwin 86 has a range of up to 7,000 nautical miles at 8.5 knots, while the Darwin 96 navigating at 10 knots can go 6,000 nautical miles without refueling. Even with these impressive numbers, it is in strong winds and a rough sea that these yachts offer their best performance, thanks to excellent weight distribution and a wide beam, which provide stability and roomy interiors.

These qualities should make them appealing to owners worldwide. Buonpensiere was at the 2011 Fort Lauderdale International Boat Show to support the yard’s recently inked partnership with Worth Avenue Yachts (Palm Beach, Fla.) for representation in the Americas. Hull No. 2 of the Darwin 86 is expected to debut in Fort Lauderdale in 2012 (Hull No. 1 was shown in Cannes and Genoa last year).

Clients apparently took well to the Darwin’s sturdy exterior, which is perhaps more tug-like than yacht-like. Within the Darwin’s oceangoing package are the kind of refinements you’d expect to find

aboard a luxury yacht, including comfort under cruise, lavish details and high-quality technical features. Italian designers Pierluigi Floris and Marco Veglia developed the opulent interior’s general theme. But owners can adapt it to their needs and tastes and also tweak the layout of the generous interior and exterior areas. What won’t change is the yard’s approach to construction and a great number of high-quality features.

Cantiere delle Marche likes to point out that it uses extra-thick steel plates, cupronickel piping (a high-quality copper alloy resistant to corrosion in sea water), zero-speed stabilizers and remotely controlled valves as standard equipment on its vessels. Two independent rudders ensure excellent maneuverability, and efficient systems for the treatment of black, grey and bilge water make the yachts environmentally friendly. The well-designed engine rooms exemplify the pride this yard takes in work well done.

All these features and more have attracted what Buonpensiere says is a considerable amount of interest. Currently under construction and nearing completion are a single-engine Darwin 82, Hull No. 2 of the Darwin 86 due to launch in summer 2012 and, further down the line, a third 86 and a Darwin 96 (due to launch in 2014).

Seeking a little diversification to appeal to a wider market segment, Cantiere delle Marche also worked with Mario Pedol of Nauta Design to develop another line of long-range cruisers. Nauta’s 80-, 96- and 115-foot models share the platform used for the Darwin Class, but have significantly different exterior styling. ■

For more information, visit worthavenueyachts.com or cantieredellemarche.it



ADDITIONAL INFORMATION SEE OUR DIGITAL EDITION

SHOWTIME!



Below: AIM CEO "Skip" Zimbalist and Paula Zimbalist; AIM Marine Group VP Gary De Sanctis and BoatQuest.com's Mike Dickman



Skip and Paula Zimbalist and Gary De Sanctis with editors, publishers, sales and editorial staff from five of the AIM Marine Group's magazines

AT THE 2012 PALM BEACH INTERNATIONAL BOAT SHOW, the newly minted AIM Marine Group had its impressive coming-out party. In 2005, publishing powerhouse Active Interest Media set wheels in motion when it acquired the company that manages several of the world's most significant boat shows—Show Management—and *Yachts International*. On-line classified BoatQuest.com joined the family in March 2011. Recently, AIM took another major step forward with the addition of six more titles, covering the boating world. *Soundings*, *Soundings Trade Only*, *PassageMaker* (with signature TrawlerFest shows) and *WoodShop News* came onboard in July 2011, with *SAIL* and *Power & Motoryacht* following suit in February

2012. Palm Beach was the perfect setting to unveil the far-reaching Marine Group, which took over the waterfront pavilion, overlooking a bigger-than-ever Palm Beach boat show.

Outstanding sponsors helped create the AIM Marine Group VIP Lounge. Fine coffee, tasty chef-prepared lunches using fine locally sourced ingredients, caviar and Mionetto Prosecco tastings kept guests coming back for more. A spectacular kick-off party complete with live music, DJ, top-notch food and spirits, and Davidoff cigars was perhaps the most talked-about event of the Palm Beach International Boat Show, aside from the arrival of the "Queen of the Show", the 200-foot Benetti *Diamonds are Forever*.

The AIM Marine Group would like to thank the great sponsors who made this eventful event possible. They are (in alphabetical order):

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SHOWTIME!



Below: AIM CEO "Skip" Zimbalist and Paula Zimbalist; AIM Marine Group VP Gary De Sanctis and BoatQuest.com's Mike Dickman



Skip and Paula Zimbalist and Gary De Sanctis with editors, publishers, sales and editorial staff from five of the AIM Marine Group's magazines

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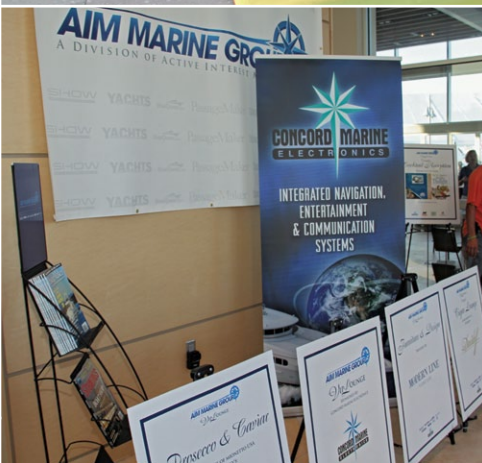
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CHEF PETER ZIEGELMEIR

From the first moment you meet Chef Peter Ziegelmeier, you know two things: He loves what he does and does it very well. Ziegelmeier displayed his talents at the AIM Marine Group VIP Lounge. People lined up early for his spectacular buffets, spanning the globe from Europe to Polynesia. It's hard to keep lunchtime quiet when the chef comes out of the kitchen beating on a drum or carrying a tune. A few bites of his freshly prepared entrees and desserts did the rest. This multi-talented chef grew up in a large German-Italian family, helping his grandmothers reduce the Italian gravy and bang out spaetzle on a wooden cutting board. His enduring love for food led him to cook professionally. He worked in country clubs, hotels and did a few stints in corporate America. He also worked for seven years on yachts, an experience he decided to share with his first book, *Dreams of a Yacht Chef—Food for Thought*. Available on Amazon.com, the book includes recipes and photos, but also ideas, references and a journal.

Ziegelmeier will be back to cook for Pavilion guests at the Lauderdale International Boat Show. He is available for short-term and freelance assignments.

For more information, contact opistolpete@yahoo.com

HIGH on the SOCIETY Islands

A TASTE OF FRENCH POLYNESIA

French Polynesia exercises a powerful attraction. The islands, which cover an area about the size of Western Europe, have plenty of appeal despite their geographic isolation. Of late, they seem to attract more private and charter yachts, many based in the Society Islands.

STORY Liz Pasch

PHOTOS Tim McKenna,

Liz Pasch and Rodolphe Holler







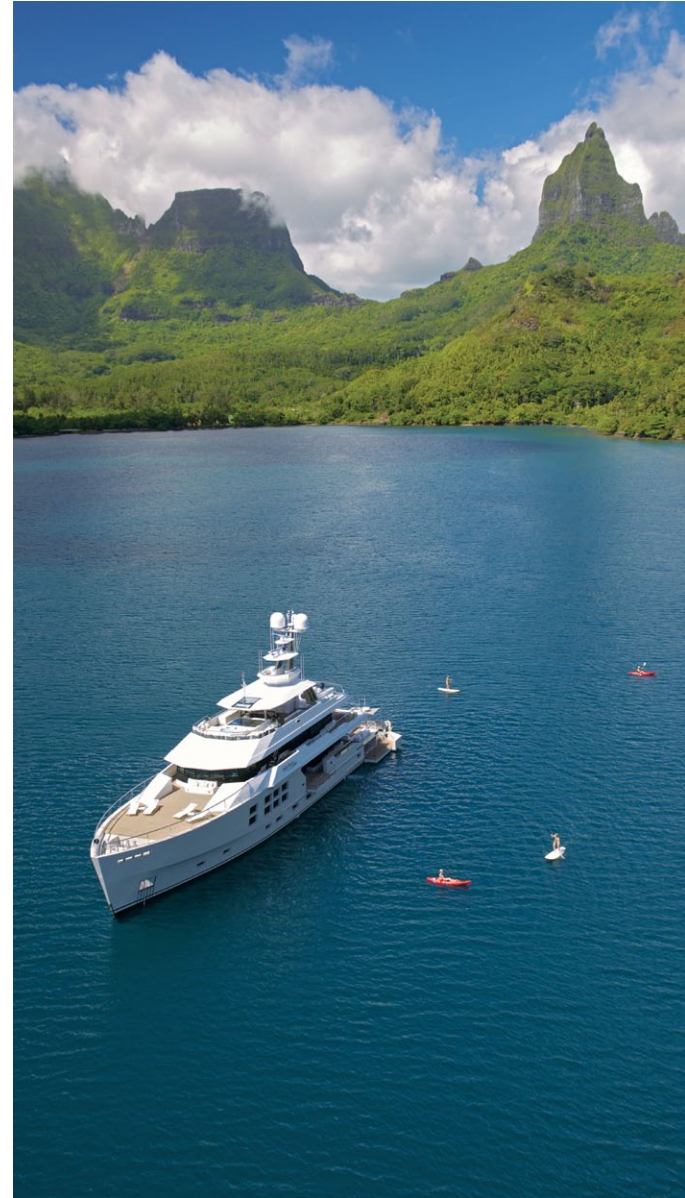
Volcanic activity and erosion have created an unusual landscape

ON THE LONG FLIGHT FROM LA TO PAPEETE, THE man next to me nervously drums his fingers on the hardbound book on his lap. We make small talk. A hour goes by, and soon he sleeps peacefully while rest continues to elude me. Our distant destination is still hours away, and the anticipation is keeping me wide awake.

Finally we land at Papeete Faa'a International Airport, one of many daily flights (private or commercial) to reach this major gateway to French Polynesia. The InterContinental Tahiti Resort, only a couple of miles from the airport, is a welcome sight. Located on a private beach, it offers me my first glimpse of Moorea across the lagoon. Breakfast helps revive me and I am eager to explore the island with a small group of journalists who, like me, have been invited here by Tahiti's tourism office.

Our guide, Eric Vaxelaire, greets us in the lobby. His official title is director of the Monoi Institute and he'll give us our first taste of Tahiti, introducing us to a few of the island's residents. From them, we get a real education on Monoi, a fragrant oil made from the native tiare flower and refined coconut oil the islanders have used for centuries for everything from hair treatment to relieving sun burns. It is one of French Polynesia's few exports.

The production of homegrown products for the international market is another feather in the regional economy's cap. But for years, French Polynesia has cultivated luxury tourism. As a result, it has much to offer educated travelers. On Tahiti, and elsewhere, fine dining blends Polynesian flavors with French influences. Le Coco's, our next stop, is a staple of Tahiti's gourmet cuisine and is often voted one of the island's most romantic spots. Chef Willy's light and flavorful dishes and Bénédicte's creative desserts,





CLOCKWISE FROM TOP LEFT: *Big Fish*, seen here with Moorea in the background, is returning to French Polynesia for a season or two; shallows around the atolls have blue water that rivals the best of the Caribbean; a bike is a great way to explore the islands, browse local markets and meet islanders proud of their traditions



ABOVE: The many reefs surrounding the Tahitian islands support all kinds of marine life, including black-tipped and lemon sharks, turtles, stingrays and even humpback whales; best chance for an encounter of this kind is between August to November when the whales return to the islands

imprinted with French tradition, hold their own against great views of Moorea across the lagoon. The restaurant's seasonal dishes are a good alternative to the chef-prepared meals served on exclusive yachts, which cruise the region in greater number than ever.

The country's government and businesses have taken notice and have taken steps to continue to grow yachting by developing world-class yacht support and refit services.

It is a long haul from the Panama Canal, more than 4,000 nautical miles, but this makes Papeete a choice location for a stopover after a major ocean crossing. The port of Papeete recently added a 300-ton marine travelift to haul out yachts and new pontoons for stern-to docking with dockside water and electricity service, plus 24-hour security. The Papeete Port Authority oversees Marina Taina, a facility on Tahiti harbor's west side, which has two new docks available for visiting yachts plus mooring spaces with amazing views of the famous Tahitian sunsets.

Many visiting yachts favor moorings outside of shallow lagoons.

After all, French Polynesia consists of some 118 islands, including 78 atolls (remains of ancient volcanic islands), so there is no shortage of mooring options even around the populous Society Islands. This island grouping (one of five archipelagos) includes Tahiti, Moorea and Bora Bora, our next destination.

It is a quick flight from Papeete to Bora Bora. Jumbo jets land on a small airstrip stretching along the water. We take a water taxi to the St. Regis Bora Bora Resort, a quick ride that affords a first glimpse of Mount Otemanu. With its signature over-the-water villas and butler service, the St. Regis is a true water wonderland with its private saltwater lagoon.

An open-water swim, however, is more rewarding for those craving a little adventure. Bora Bora's healthy reef is chock-full of colorful fish, pink urchins, friendly stingrays and timid black-tipped and lemon sharks.

Our action-packed day on laid-back Bora Bora includes a picnic on a motu, a typical Polynesian experience. Volcanic eruptions



LEFT: The St. Regis Bora Bora's Lagoon offers views of Mount Otemanu and a safe environment for children to get their first taste of snorkeling
BELOW: *Haumana* is anchored in Opunohu Bay, where Captain Cook's HMS *Resolution* and *Discover* moored in 1769



have caused islands to sink creating shallow lagoons and exposing coral reefs to erosion. The locals call the small coral islets that were left behind “motu”. We end the day with the requisite Polynesian dance show, complete with rhythmic drumbeats. As they recede into memory, I drift to sleep to the sound of chirping geckos.

We have to leave Bora Bora behind after just 24 hours. Moorea and *Haumana*, a Polynesian-flagged charter yacht and our home for the next three nights, await our arrival.

While many luxury yachts are now opting to spend a few seasons in the Pacific, this beamy motoryacht with 10 recently refurbished cabins is a permanent fixture in the Society Islands, so her 12 crewmembers are well versed in the destination. Our new home has a spectacular location, anchored in Opunohu Bay, where Captain James Cook moored his ships in 1769. We have lunch on board, a true Polynesian experience of fine cuisine with the Jurassic-looking backdrop of forested craggy peaks filling the scenery. You'd almost expect T-Rex to pop out of the canopy.

Nature is never far in French Polynesia. The cerulean depths harbor all kinds of natural treasures, including five species of sea turtles. Te Mana O Te Moana (or “Spirit of the Ocean”), a turtle rehabilitation and educational center, teaches Polynesian children to preserve the gentle giants for future generations. Education and familiarization are also the goals of the nearby Moorea Dolphin Center, home to three playful bottlenose dolphins. It is not a typical swim-with-the-dolphins tourist attraction, as we soon find out. A trainer shows us how to interact with these amazing mammals in a natural lagoon environment.

The sea is intimately tied to the Polynesian culture, and it has provided for the island inhabitants in many ways. The iridescent pearls that adorn the necklines of beautiful women around the world, for instance, are one of French Polynesia's precious resources.

Families have learned to duplicate the natural process that creates the stunning Tahitian black pearl. Pearl farming is now a half-century-old tradition. A shell bead taken from a Mississippi River clam—not a grain of sand—inserted into an oyster starts a process that will take anywhere from 18 months to two years. Farmers have to wait this long before finding out if their harvest will yield a quality pearl (only two percent of the cultured pearls meet the necessary criteria: luster, size, shape, surface quality and color).

Other treasures from the sea include humpback whales that congregate there a few months a year from August to November and, of course, dolphin, shark and manta rays. Snorkeling or diving is a must-do in Moorea and beyond. Private and charter yachts dropping

RIGHT: The stunning Tahitian black pearl is one of French Polynesia's precious resources; Mara'a Grotto provides a soothing bath; if your pleasure lies under the surface, you'll find abundant company

anchor anywhere in French Polynesia do so in part attracted by the abundant marine life and colorful reefs. While landside, companies such as Tahiti Yacht Services and Tahiti Ocean take care of such things as clearances, authorizations, dockage, cruise planning and even parts replacement. Rodolphe Holler launched Tahiti Private Expeditions in 2006 to help visitors discover the islands' underwater world. He has created tailor-made diving expeditions for guests aboard countless yachts, including *Maltese Falcon*, *Octopus* and *SuRi*. Holler specializes in "rebreather diving" to minimize the release of bubbles, bothersome to dolphins and whales. A true marine mammal enthusiast, he is a knowledgeable guide with an eye for photography. French Polynesia, indeed, provides great photo ops below and above water.

Back on Tahiti—which, in reality, is comprised of the two islands of Tahiti Nui (big) and Tahiti Iri (little)—a leisurely drive turns up great images, sounds and smells. A melodious mix of French and Polynesian drifts out of the doors of a stone church, "A faaroo mai, i te Evaneria E, Parau ora, e parau mo'a, Aleluia, alleluia." Parishioners, men and women alike, dressed in brightly flowered wraps have adorned themselves with nature's jewelry, Tahitian pearls and freshly picked tiare flowers. Around a bend a sign points the way to Mara'a Grotto, where cool, clear water offers a perfect bath for tired feet. From a black-sand beach where a family enjoys a Sunday outing drifts the sound of ukulele and laughter. On the Taravao Plateau, where ancient people blew into conch shells, cows graze and gaze at the idyllic view. Locals offer directions willingly, arguing before posing for pictures. The aroma of stuffed crepes served on colorful tablecloths drifts in the air and proves impossible to resist.

There is so much to French Polynesia where simplicity meets luxury, and natural meets exotic. Just think about it all during the flight and enjoy the anticipation. ■

READER'S RESOURCES

For general information, visit tahiti-tourisme.com

Yacht services:

Tahiti Yacht Services: tahitiyacht.com

Tahiti Ocean: tahiti-ocean.com

Our host hotels:

Intercontinental Tahiti Resort: tahiti.intercontinental.com

St. Regis Bora Bora: starwoodhotels.com/stregis/borabora

Haumana: tahiti-haumana-charter.com

Underwater adventures:

Tahiti Private Expedition: tahiti-private-expeditions.com

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FEADSHIP ODYSSEY NEW IN FRENCH POLYNESIA



The yacht *Odyssey* is a recent addition to an increasing fleet of charter yachts that call French Polynesia home. Short jaunts along populated coastlines or anchoring off popular Mediterranean ports were not in the cards for this oceangoing vessel.

ODYSSEY, A CLASSIC STEEL-HULLED VESSEL, ARRIVED IN FRENCH POLYNESIA LAST fall and will be there for the next few years. She underwent an extensive refit at Feadship's De Vries shipyard. After a few months in Florida and the Bahamas in 2011, she cast off for the Pacific.

Odyssey, launched as *White Rabbit*, proved her seaworthiness during her maiden voyage from the Netherlands to Singapore. She did four circumnavigations before her new owners came along. This proven yacht had nearly everything they wanted, except for a beach club. This became the starting point for a 10-foot hull extension. De Voogt Naval Architects also extended the bridge deck and sun deck to achieve a pleasing profile and provide the additional exterior and interior space the owners wanted.

Sporting new paint by DuPont, the yacht shows no signs of the refit. Her lines are harmonious and the extension improved the yacht's stability, even before the shipyard installed large Quantum fin stabilizers. She also features a renewed interior, new bathrooms, new machinery (except for the Caterpillar mains, which were rebuilt in 2005), new insulation, a brand-new galley, new pilothouse, a new Jacuzzi and a bigger swim platform with stern door and lazarette, perfect for staging the dive gear *Odyssey* carries.

The crew consulted Fort Lauderdale Diver when planning the dive locker, which includes

CONTINUED ON PAGE 100



LEFT: A new beach club/swim platform was a top priority of the refit
ABOVE: Odyssey's tenders bring divers close to manta rays and other marine life teeming around the islands

CONTINUED FROM PAGE 99

12 new diving sets and a Nitrox compressor. The crew includes dive masters, and the yacht has an underwater HD video camera to record wonderful keepsakes of deep-sea adventures.

On the main deck, new U-shaped seating is perfect for a pre-dinner cocktail or even a simple lunch. A formal table can be set for up to 14 guests. On the bridge-deck level, the expanded skylounge has room aft for a 22-foot Novurania tender and davit. The space converts quickly into an attractive outdoor salon and lounging area. In addition to T.T. Odyssey, the fleet includes a 34-foot McMullen & Wing tender named *Iliad*. The mothership is a full-displacement vessel with a 10-foot draft and a 12-knot cruising speed, so her speedy tender is a great way to extend the range. Outfitted with outriggers and an open plan, this stylish center console is suitable for diving, fishing or cruising to shore.

The yacht sports a new radar dome, designed not only to harbor all the new electronics and communication systems suited for long-range cruising, but oriented precisely to maximize sun exposure on the appropriately named sun deck. For shade, the yacht carries an elegant custom-made three-tiered set of sails, mounted on rods.

Odyssey's guests also have the option to cool off inside. Custom shades and screens can filter the light or block it out altogether, for restful slumber. To renew the interior, the owners turned to design firm Redman Whiteley Dixon, which made great use of the yacht's excellent bone structure during the facelift. The designers complemented the beautiful existing teak with a few fabric wallboards, added for contrast in the main salon/dining area. The expanded skylounge is a relaxing retreat with pleasant shades of blues and whites and a new teak-and-holly flooring contrasting with the whitewashed oak walls.

The bridge deck also is the entertainment deck. A large screen can

be set up outdoors for movie night under the stars, in addition to the 60-inch-wide TV screen in the skylounge. Movies are available in the guest staterooms through a Kaleidescape server. Personal music libraries can be brought along, as the yacht is ready for iPods, and the day's activities and menus are available on Odyssey's iPads, linked to the ship's Crestron system.

To complement outdoor dining, the yacht features a stunning custom-made table created by Silverlining in the United Kingdom, which matches the game table in the salon. It's a great setting for an elegant meal.

During the refit, the yacht was fitted with additional refrigeration and dry storage to ensure the chef never runs out of essential ingredients no matter where Odyssey cruises. The refit also made room for a EuroCave refrigerator with dual humidity controls to transport fine wine. You can't take any chances, even in French Polynesia.

Odyssey promises many adventures along the way. "Happy the man who, like Ulysses, has made a fine voyage." ■

LOA: 134ft. 10in. (41.1m)
BEAM: 26ft. 3in. (8m)
DRAFT: 10ft. (3.05m)
ENGINES: 2 x CAT 770 hp
SPEED (MAX.): 14 knots
SPEED (CRUISING): 12 knots
CONSTRUCTION: steel hull/
 aluminum superstructure
DISPLACEMENT: 375 tons

TENDERS: 22ft. Novurania
 34ft. McMullen & Wing
SHIPYARD: Feadship
GUESTS: 11 in 5 staterooms
CREW: 9
CHARTER MANAGEMENT:
 Camper & Nicholson's
Camperandnicholsons.com



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Captain Paulo Guedes and his crew make life fun aboard *Sweet Escape*

Magnetic Personality

The charter program aboard the 130-foot Christensen *Sweet Escape* keeps luring guests back, in large part because the 1993 build has an incredibly talented captain.

ARUNAS CHESONIS WASN'T SERIOUSLY LOOKING TO buy a boat. The CEO of Sweetwater Energy was perfectly content to charter, something he'd been doing with his family for the better part of a decade. He always booked the same older boat. He overlooked the structural pole that jutted through the master's cabin, and the round mattresses in the guest cabins and all the other little things that might drive other charter clients elsewhere. He instead focused on the thing that he said made that boat better than any other: Captain Paulo Guedes.

"It was a smaller boat and an older boat, but he really made everything just phenomenal," Chesonis says. "The level of service, the creativity in coming up with ideas based on our personalities and interests—he was just terrific. He'd set up horseshoes and barbecues on the sand for us and the kids. When they were young, the crew would surprise the kids with water balloon fights. They loved it. One of my son's friends is lactose intolerant, and he hadn't had ice cream in

STORY Kim Gavin

PHOTOS Kim Gavin and Charles Datlen







A complete array of watertoys includes a 27-foot Cape Horn, a 22-foot Novurania, two-passenger Jet Skis, paddleboards, water skis, six diving sets and a compressor for certified divers and all you need for fishing or snorkeling in Caribbean waters

15 years. Paulo's wife, Lizzie Hall, who is the chef, made this boy soy ice cream, a different flavor every day. He was so excited."

The service is what kept Chesonis coming back, and the fourth charter was the charm. The global recession had begun, and Guedes had been doing some thinking. He knew there were a lot of gems-in-the-making on the brokerage market, and he knew they could be had for a great price. He'd asked the owner about moving up to a bigger boat to expand the charter crew and guest options, but he wasn't ready.

"We were talking about this one day on the boat during one of my charters," Chesonis recalls, "and I just asked him, 'Would you consider doing something with me?'"

Two months later, Chesonis was a yacht owner and Guedes was his personal captain. The 130-foot Christensen *Lady Zelda* became his own *Sweet Escape*, and he set about refitting the 1993 build with Guedes' charter ambitions in mind. In 2010, they converted two

cabins so that the twin beds could be arranged as kings, and they removed the bar from the top deck so that it would become a more spacious sunpad area. They sanded the teak to refresh it, and they bought all new exterior cushions.

They continued the work in 2011, adding all new fabrics in the main salon and dining room. They repolished the foyer flooring, added new blinds to jazz up the windows and did a complete repower with brand-new CAT engines, exhaust, steering—the works. They also beefed up the watersports equipment, adding standup paddleboards, new Sea-Doos and a 27-foot Cape Horn tender.

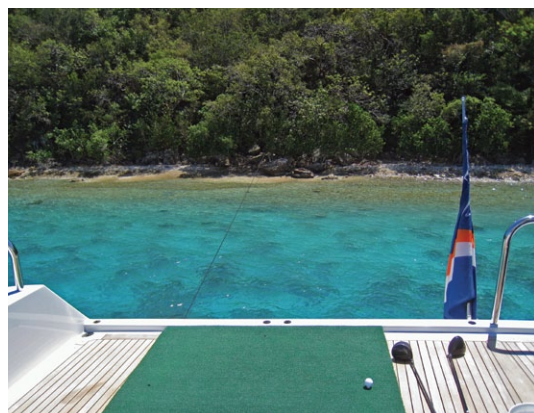
"Now with *Sweet Escape*, Paulo has seven crew members and he has more time to get even more creative," Chesonis says. "Now we do things with the kids like scavenger hunts. The crew gets into costumes and dresses up so we can have theme nights. They are just willing and open to do anything and everything. He and Lizzie really push the level of service as high as possible."

That's the same thing I was thinking as I stood on *Sweet Escape's* aft deck in the British Virgin Islands, dutifully donning a pair of gold MC Hammer pants and dark Ray-Bans well past sundown. I had enjoyed a lovely day of snorkeling, swimming and playing in the sun, then gone down to my cabin to shower and change for dinner. Awaiting me on the bed was this hilarious getup along with an invitation to a costume party on the aft deck. As I made my way back up, I encountered Elvis Presley, Michael Jackson and a good number of Pink Ladies and T-Birds from *Grease*.

All of the guests absolutely loved it—which is exactly what Guedes tries to achieve every moment that clients are on board, just as he does with the owner's family. If guests are keen to participate, then the crew will organize three or four theme nights in a single week.

"I look for crew who are bored sitting still," Guedes told me. "I want crew who are happy doing what we are selling. We try to read the guests and come up with things that they in particular will like. Most of our gratuities are 18 to 20 percent, so we must be doing something right. One guest had so much fun that he tipped us 35 percent, gave us box seats at Yankee Stadium, treated us to dinner at a Michelin-starred restaurant and hired a chauffeur to take Lizzie shopping. He said he wanted to give us the best tip we ever received. It was amazing."

The first thing that many guests compliment in their evaluations of *Sweet Escape* is actually the food, Guedes says. That makes him proud, not only because Hall is his wife, but because she is also self-taught. Some clients see her résumé and instead choose charter yachts with



ABOVE: Guests can tee off the transom for a round of water golf (with biodegradable balls); the cuisine from Chef Lizzie Hall is one of the highlights, along with the crew's hospitality

BELOW: A 2011 refit of the 130-foot Christensen expanded the sunpad area and replaced the teak around the Jacuzzi



ABOVE: Guests can opt for a little speed aboard the tenders or Jet Skis, but there are also options for those who prefer a more relaxed pace

chefs who have trained at Le Cordon Bleu or the Culinary Institute of America, but the ones who book *Sweet Escape*, he says, are always wildly surprised with the quality and presentation of each meal.

I can personally attest to Hall's expertise in the galley based on the meals she prepared during my charter. Hall has a wide repertoire and a real flair for plating. Her food, along with the outstanding service led by chief stewardess Shannon Bridgeman, made me feel as though I were aboard a much larger and higher-priced motoryacht. Some of my favorites from the week included tuna tartare with mango and seaweed salad, braised lamb shank with truffle polenta and pork tenderloin with bourbon ancho chile sauce.

"The food is so important," Guedes says. "It gets the charter started right and keeps making it better every day. You can have a horrible day of travel to the boat and then a great dinner in a nice anchorage, and all about 'real life' is forgotten."

It was actually Hall who got Guedes into charter in the first place. He grew up on Australia's Great Barrier Reef with a commercial fisherman for a father, and he started diving commercially right out of high school. He skipped college altogether to become a licensed captain, and he had his ticket in hand when the couple started

dating and went to Europe for a long wander. They made it to the South of France, ran out of money like so many twentysomethings do, and found work in deckhand and stewardess jobs.

They had no idea that just eight years later they would be where they are today, with a reputation for offering one of the best-value charter programs in the entire industry.

"So much of the charter experience is how the crew treats you and how you feel," Chesonis says. "It's not just where you go and what you do. I wish there could be a crew rating system somewhere, like movie reviews. Then you could know things like the fact that Paulo started out as a lobster fisherman. He'll still go out today and spear a bunch of great lobster for us as an appetizer. He still does things that a lot of captains won't do. You'll see him washing down the deck, pitching in wherever, and splitting the tips equally among all crew members including himself. He's just a commonsense, balanced person. He sets a great tone for our whole charter program." ■

Sweet Escape is part of the Churchill Yacht Partners charter fleet. For more information, visit yachtsweetescape.com

Christensen *Sweet Escape*

LOA: 130ft. (39.62m)
BEAM: 26ft. 7in. (8.10m)
DRAFT: 6ft. 11in. (2.11m)
HULL MATERIAL: GRP
ENGINES: 2 x C32 Caterpillars
1,650 hp
GENERATORS:
2 x John Deere 75kW 2011
SPEED (MAX.): 17 knots

SPEED (CRUISING): 13 knots
STABILIZERS: Naiad
NUMBER OF STATEROOMS:
5 (3 king, 2 convertible twin-to-king)
TOTAL CREW: 7
TOTAL GUESTS: 10
TENDERS:
27ft. Cape Horn towed tender with
twin 250 hp; 22ft. Novurania tender
with single 225-hp Yamaha

BUILDER: Christensen
YEAR BUILT/REFIT: 1993/2011
CHARTER RATE:
Summer rate from \$85,000 per
week, plus all expenses; from
\$90,000 in winter. Destinations
include Caribbean, Bahamas and
New England
CHARTER MANAGEMENT: Churchill
Yacht Partners: churchillyachts.com

*Original dimensions are provided in the metric system

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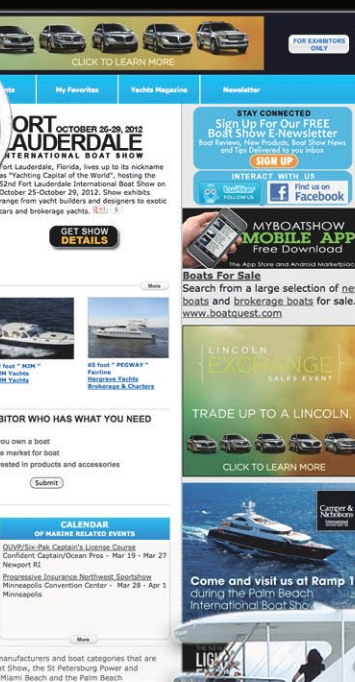
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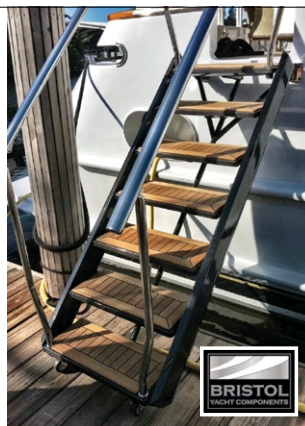
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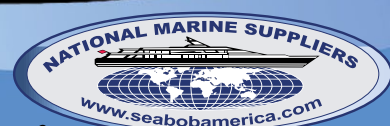
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LUKOUSAURUS	87' Broward CMY
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AQUARIUS	80' Cheoy Lee MY
EQUINOX II	78' Cheoy Lee MY
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VICTORY	75' Hatteras CMY
BLONDIES DORY	74' Hatteras CMY
ELOQUENCE	70' Hatteras MY
LOAFERS PARADISE	67' Hatteras CMY
BRAVO ZULU	65' Marquis MY



RELENTLESS, 145' 2002 Trinity Tri-Deck MY - ABS class, 5 S/Rs, Mahogany interior, 16V-2000's, recent W6 service 11/11. Ft. Laud. CA



ATLANTICA, 135' 2000/2008 Christensen Tri-Deck MY 5 S/Rs, on-deck master, ABS, 16V2000's, recent W-6. Ft. Lauderdale. CA



PHAEDRA, 122' 1997/08 Delta TDMY - 4 S/R, maple interior, 16V-2000's. Flawless condition! Ft. Lauderdale, FL



SIGRUN, 120' 2002 Broward MY - 5/SR's, on-deck master, Cat 3412's, 13,000 gal of fuel. New paint 10/11. In South FL. CA



TAHITI, 108' 1998 Westport MY - 4 S/R layout, custom interior, aft crew, MTU 8V396's. Boca Raton. CA



GRAZIANNA, 91' 1999/07 Palmer Johnson CMY - Custom mahogany, full walk-arounds, 22' beam, MTU 12V-2000's. FL. CA



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



THINK BIG, 98' 1989 Burger CMY - Major refit in 2010 w/ new interior joinery, soft goods. 12V92TA majored, Ft. Laud. CA



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MAGIC, 130' 2005 Northern Marine Tri-Deck MY
Mahogany int., 5 S/Rs. 28' beam, MTU 12V2000s. Ft. Laud. CA



BELIEVE 130' 2005 Westport TDMY - Many upgrades in '10, new paint. 5 S/Rs, on-deck master, new interior. MTU 12V-4000's. Ft. Laud. CA



SYMPHONY, 112' 2001 Westport MY - Highly customized w/many upgrades, 4 S/Rs, 16V2000's w/recent W6. Ft. Laud. CA



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



GAME TIME, 80' 2006 Hatteras MY - Enclosed flybridge, new paint 2010, Cat C32's w/600 original hrs. Ft. Laud. CA



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RELENTLESS 145' 2002 Trinity Tri-Deck MY

One of the finest Trinity's on the market, RELENTLESS was built to full ABS, A1, AMS & MCA classifications. Her custom, traditional interior features mahogany joinery to include a 5 stateroom layout with on-deck master and 4 below all with ensuite heads. Powered by DDC/MTU 16V-2000's with a recent W6 service maintenance and a 10-year ABS survey completed. She cruises comfortably at 15 knots with a 17.5 knot top end speed. Her 15,000 gallon fuel capacity provides for transatlantic range in stabilized comfort. Available for sale and charter. Ft. Lauderdale, FL. Central Agent.



ATLANTICA 135' 2000/2008 Christensen Tri-Deck MY

Atlantica represents one of the finest Christensen TDMY's on the market and was built to full ABS, A1, AMS & MCA class. Her custom elegant interior with mahogany joinery & marble surfaces designed by Donald Starkey. Featuring a 5 stateroom layout to include on-deck master w/4 guests staterooms below. Powered by DDC/MTU 16V-2000's with a W6 service recently completed. She cruises comfortably at 16 kts, 19 kt max speed and her 15,000 gallon fuel capacity provides for transatlantic range in stabilized comfort. Available for sale and charter. Ft. Lauderdale, FL. Central Agent.





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BELIEVE 130' 2005 Westport TDMY

Believe represents one of the finest 130' Westport TDMY's available with many upgrades over the past 2 years to include a complete new exterior paint job by Rybovich in 2010 with Dupont Imron clear coat finish. Powered by MTU 12V4000's with only 2300 original hrs, she cruises comfortably at 20 kts with a 9900 gallon fuel capacity for extended range. Her (5) stateroom layout includes on-deck master, (2) VIP kings below with ensuite heads. Upgrades include all new soft goods, (3) new waverunners, Jastram digital steering & Asea seamless power transfer in 2010. Recent price reduction to \$10.995M and located in Ft. Lauderdale, FL until sold! Central Agent.



PHAEDRA 122' 1997/08 Delta TDMY

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130' Westport Tri-Deck MY 2001 "ENDLESS SUMMER"
John Varga, C.A.



114' Hatteras 1994 "LADY MONROE"
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98' West Bay 1997
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Mike Williams, C.A.



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Claude Racine, C.A.



77' Horizon MY 2008
John Varga, C.A.



75' Hatteras 2001
Alex Rogers, C.A.



74' Hatteras 1999
Alex Rogers, C.A.



70' Symbol 2008
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66' Ocean SF 1999
Bryan Long, C.A.



65' Princess 2003
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FOUR ACES 183' (56M) Benetti 2005/2010. 6 Staterooms
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



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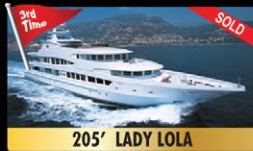
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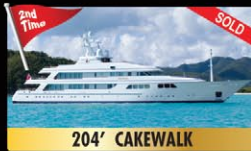
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205' LADY LOLA



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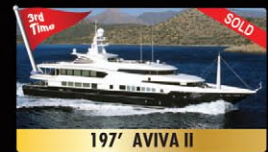
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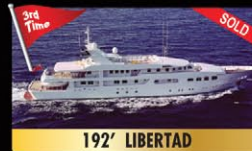
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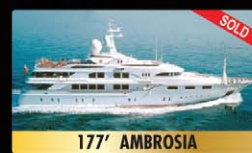
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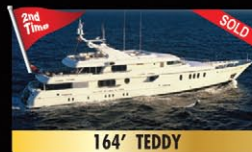
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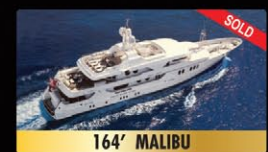
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M/Y ARIOSIO | 130' Westport 2006 | 10 guests | 5 SRs | 6 crew | Bahamas from \$98,000

M/Y SWEET ESCAPE | 130' Christensen | 10 guests | 5 SRs | 7 crew | New England from \$90,000

M/Y OLGA | 121' Crescent | 8 guests | 5 SRs | 6 crew | Bahamas from \$59,000

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M/Y UNFORGETTABLE | 100' Inace | 10 guests | 5 SRs | 5 crew | Bahamas from \$45,000

M/Y TIGER'S EYE | 98' Hargrave | 8 guests | 4 SRs | 4 crew | Florida/Bahamas from \$38,000

M/Y ZAZU | 95' Feadship | 6 guests | 3 SRs | 4 crew | Florida/Bahamas from \$29,500

M/Y TRILOGY | 90' Stephens | 8 guests | 4 SRs | 4 crew | Florida/Bahamas from \$29,500

M/Y LADY VICTORIA | 88' Rayburn | 8 guests | 4 SRs | 4 crew | New England from \$30,000

S/Y CLEVELANDER | 82' Nautor Swan | 6 guests | 3 SRs | 3 crew | Mediterranean from €26,000

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S/Y MORE MAGIC | 67' Discovery Yachts | 6 guests | 3 SRs | 2 crew | New England from \$18,000

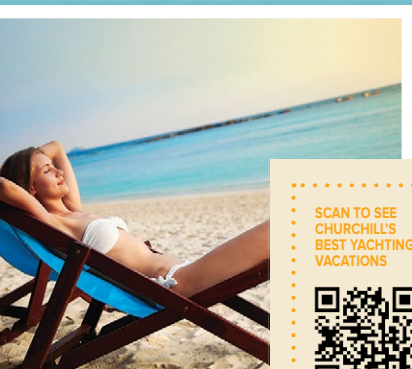
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Winter: Caribbean

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SURYA 85'0" (25.9 m) 2004/2005 PACIFIC MARINER



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



DARWIN CLASS 85'4" (26.0 m) CANTIERE DELLE MARCHE

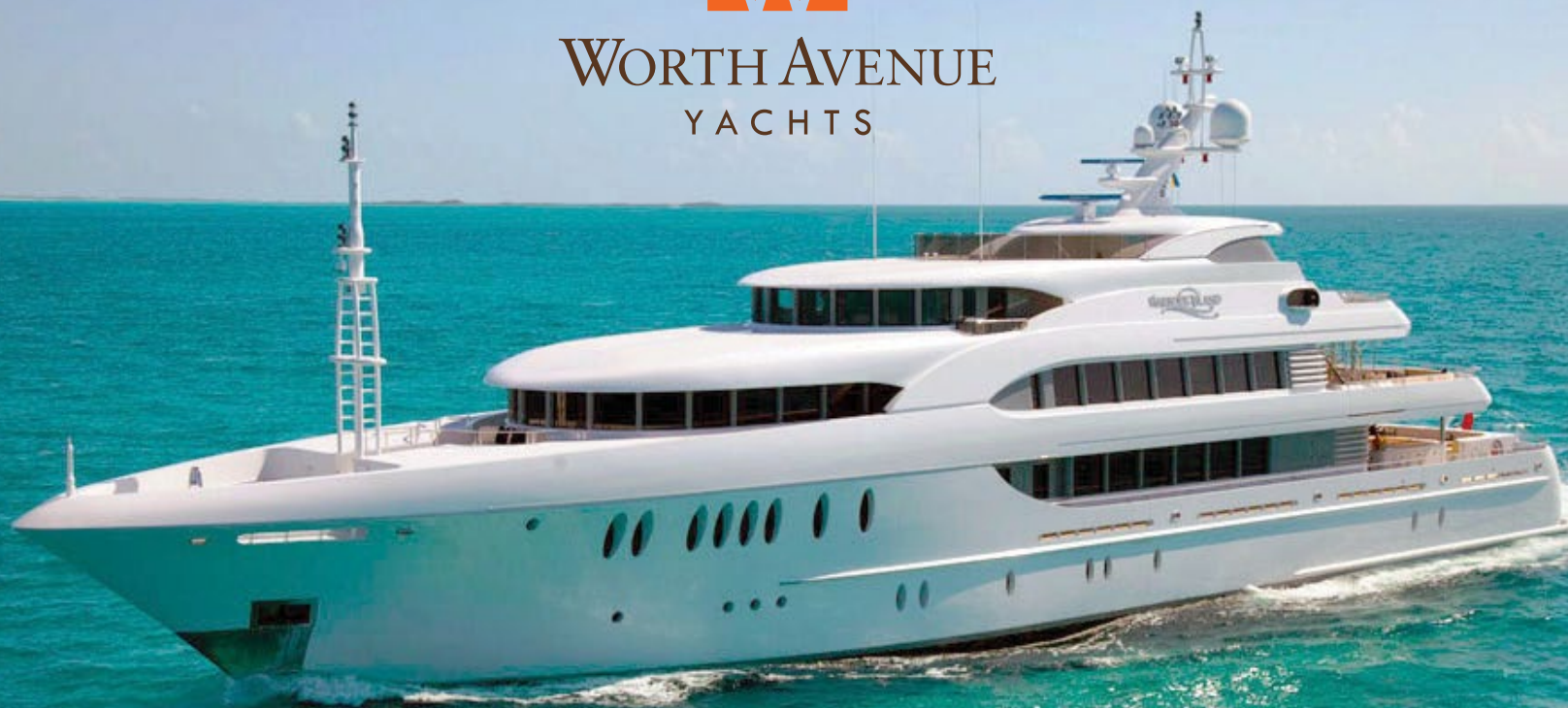


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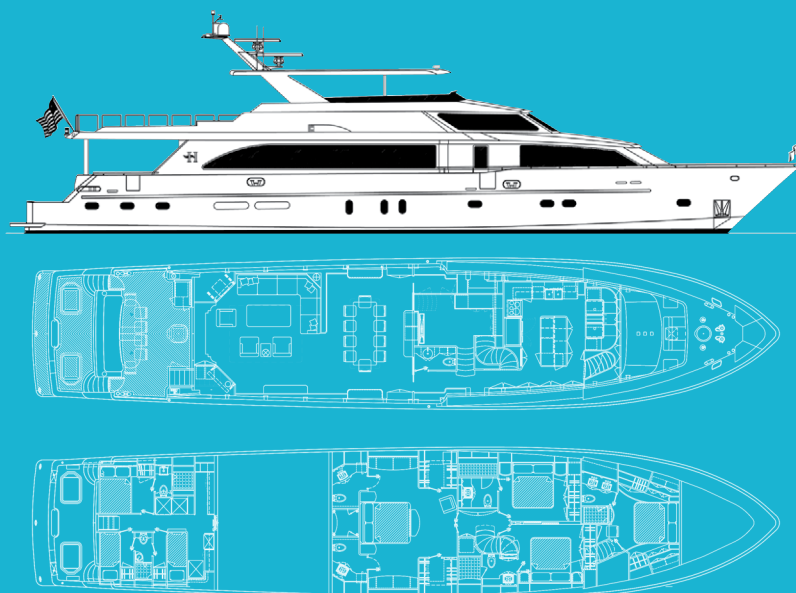
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Hargrave 95' Raised Pilothouse - This Is Our Best Deal! JUST COMPLETED MAJOR YACHT REFIT

Do you know why Hargrave is America's number one builder of raised pilothouse motoryachts? Hall of Fame designer Jack Hargrave was the undisputed master when it came to creating motoryachts in this size range and his formulas for space planning and styling are still the best for the US market. Would you like a five stateroom layout to enjoy with your family and friends including an all new interior décor package from a top interior design firm? Do you know how important Cat engines are? We've got 2800 hp in this boat with the extended Cat warranties and Naiad oversized stabilizers with Multi-Sea 2000 controls. This is THE best deal on the table in the raised pilothouse market and best of all it's a Hargrave. Ask about our extended warranties when you come to inspect her in Ft. Lauderdale. Snooze you lose on this one!



Hargrave 96' Sky Lounge - We Just Had Her Surveyed THESE MODELS ARE POPULAR IN CHARTER

Accommodation is for 8-10 guests in a master suite, VIP stateroom and two twin cabins plus a Pullman berth while twin 1550hp Caterpillar engines give her a cruising speed of 20 knots. Delivered by Hargrave in 2005, this yacht had a major interior refit in summer 2010 and features a high gloss cherry wood paneling with contemporary furniture and fabrics throughout. High end touches like remote control of everything from the 52" flat screen TV and Bose stereos to Hunter Douglass shades, even a stand up bar with Corian top embedded with Cantalupi LED RGB color changing lighting. Tired of talking with owners who don't want to reach out to make a deal? Not with this two boat owner. Come see this Miami based yacht and we will show you why this may be one of the best deals this season.



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Hargrave yachts are built with the charter client in mind offering extra room and privacy where you need it and the very finest in onboard conveniences. Whether arranged for business or pleasure, our Hargrave charters are designed around your needs. All of our Hargrave yachts are professionally crewed and feature a variety of amenities and entertainment options. Our experienced charter department is ready to customize your yachting adventure. If you're going to charter, why not charter the very best?



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Casuarina | 1998 124' Delta
\$6,999,000 | Jim McConville, 954.849.0855



Photo by Chesler Photography

Corona Del Mar | 1991 120' Mefasa
\$2,499,000 | Gary Goldman, 954.330.8958



Frailech | 2008 90' Pershing
\$5,700,000 | Eric Frank, 954.600.0369
Not for Sale or Charter to U.S. Residents While in U.S. Waters



007 | 2000/2012 94' Ferretti Custom Line
\$4,899,000 | Bill Begley, 561.313.9088



Incognito | 2002 88' Pershing
\$2,150,000 | Bill Shewbridge, 954.303.4033
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Unforgettable | 2006 83' Ferretti
\$3,600,000 | Eric Frank, 954.600.0369
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Pastabilities | 2004 82' Sunseeker
\$2,650,000 | Loran Stavrou, 954.701.1282



Lollipop | 2002 80' Azimut
\$1,590,000 | Tommy Thompson, 954.205.7979



Silver Lining | 1972 81' Burger
\$595,000 | Tom Jenkins, 772.201.1800



My Sharon | 2007 79' Ferretti
\$2,500,000 | Justin Sullivan, 954.931.2230



Overlook II | 2003 76' Ferretti
\$1,799,000 | Jim McConville, 954.849.0855



Mehl Ticket | 2005 67' Mark Willis
\$3,695,000 | Bill Begley, 561.313.9088

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This stunning 2011, 200'/61m BENETTI features a signature Evan Marshall interior comprising of two panoramic master suites, four guest staterooms, elevator to all decks, a full beam skylounge and vast open & shaded deck areas.

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1985 151' Bannenberg Designed Feadship
Five SR's | Original Owner
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2011 125' Northcoast Motor Yacht
Sleeps 10 in 5SR's + Crew | CAT's
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NEW LISTING



1990 123' Royal Huisman
2009 Refit | MTU 8 V 396 TB 93's
5 SR's + Crew | Dining Room seats 8-10
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16V92's | 5 SR's + Crew | Frequency
Converter | Excellent Charter Layout
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1996 115' Greenbay Marine
5 Guest SR's | ABS Certified
CA Tucker Fallon - (954) 801-3645



1971 115' Breaux Baycraft
Caterpillar D346's | 4 SR's + Crew
CA Whit Kirtland - (305) 793-5886



2006 105' Leopard
6000 HP MTU's | 4 SR's + Crew
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Just Reduced!

1993 105' Broward Raised Pilothouse
MTU 2000's | 4 SR's | Reduced \$345,000
CA Douglas Smith - (954) 478-7403

NEW LISTING



1987 104' Broward
Fresh Paint | Aft Deck Extension
CA Tucker Fallon - (954) 801-3645



2000 100' Azimut
Recent Price Reduction
CA Whit Kirtland - (305) 793-5886



1995 100' Mangusta
Asking \$1,395,000 | Trades Considered!
CA Chris Saumsiegle - (954) 270-5617
Bring Offers



1987 97' Guy Couach
5 SR's + Crew | Recent Refit
Active Charter Boat | Located in NY
CA Tucker Fallon - (954) 801-3645



1991 97' Maiora
Major Refit Fall 2009
CA Whit Kirtland - (305) 793-5886



NEW LISTING

2005 96' Hargrave Skylounge
Major Interior Refit 2010 | CAT C-30's
CA Douglas Smith - (954) 478-7403



1987 94' Broward
Bimini Top | Fly Bridge | 3 SR's + Crew
CA Whit Kirtland - (305) 793-5886



1984 90' Broward
Captain Maintained | 3 SR's
CA Douglas Smith - (954) 478-7403



2001 87' Queenship Convertible
4 SR's + Crew | MTU 16v2000's
CA Parker Bogue - (305) 793-3612



NEW LISTING

1989 85' Broward
12V71TI's | Asking \$800,000
CA Whit Kirtland - (305) 793-5886



80' Christensen/Westport
Trans-Atlantic Veteran
CA Tucker Fallon - (954) 801-3645



2005/2006 80' Cheoy Lee
Custom Built | 4 SR's + Crew
CA Whit Kirtland - (305) 793-5886



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REDUCED

1974/1996 80' Burger
Captain Maintained | Ready to Cruise
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1997 77' Tarrab | 680 Hours Only
Owner Financing Available 4.9%
Asking \$649,000
CA Chris Saumsiegle - (954) 270-5617



2002 75' Fleming CPMY
CAT 3412's | Mint Condition
CA Whit Kirtland - (305) 793-5886



NEW LISTING

2010 74' Sunseeker Predator
Loaded Every Option | \$3,765,000
Bring All Offers
CA Chris Saumsiegle - (954) 270-5617



1999 74' Hatteras Sport Deck
New Paint | Custom Layout
CA Parker Bogue - (305) 793-3612



1991 72' Viking Motor Yacht
1080HP Detroit's | Full Beam Flybridge
CA Carlos Navarro - (954) 465-4501



2008 72' Hatteras Motor Yacht
4 SR's + Crew | Full Hard Top
CA Parker Bogue - (305) 793-3612



REDUCED \$100K

1996 70' Hatteras
One Owner | Low Engine Hours
CA Douglas Smith - (954) 478-7403



REDUCED \$150K

2000 70' Hatteras Convertible
3412 CAT's | 4 SR's
CA Whit Kirtland - (305) 793-5886



NEW LISTING

2001 70' Azimut
MTU 12V 183's | 4 SR's
CA Douglas Smith - (954) 478-7403



2009 66' Grand Harbour
3 SR's + Crew | International Electric
CA Tucker Fallon - (954) 801-3645



1992 65' Hatteras M/Y
12V71's | Galley Up | Mint Condition
2 Boat Owner | Make Offer
CA Steve Fill - (954) 815-8320



2003 65' Ocean Odyssey
Custom Interior & Open Galley
CA Tucker Fallon - (954) 801-3645



2005 65' Carver Marquis
MTU 12V 2000's 564 Hrs | 3SR's + Crew
Galley Up | Bow & Stern Thrusters
CA Steve Fill - (954) 815-8320



NEW LISTING

2009 65' Uniesse
310 Hours on MAN CR-1550's
4 SR's + Crew | Like New
CA Whit Kirtland - (305) 793-5886



NEW LISTING

2005 63' President Legend
New RIB Tender, CAT Warranty Until
April 2014
CA Tucker Fallon - (954) 801-3645



NEW LISTING

2009 62' Sunseeker Predator
Loaded w/Every Option
Bring All Offers | Ready to Sell
CA Chis Saumsiegle - (954) 270-5617



1998 60' Offshore PHMY
3 SR's | Galley Up | \$675,000
CA Steve Fill - (954) 815-8320



NEW LISTING

2004 59' Marquis
One Owner | Low Engine Hours
CA Douglas Smith - (954) 478-7403



2000 58' Viking Enclosed Bridge
3 SR's | Captain Maintained
CA Whit Kirtland - (305) 793-5886



Bring an Offer Trades Considered

2003 57' Bertram 570
Huge Cockpit | Low Hours | Spacious
Ready to Sell | Bring All Offers
CA Chris Saumsiegle - (954) 270-5617



Asking \$495,000

2003 57' Grand Harbour
Twin CAT 3406 | International Power
CA Tucker Fallon - (954) 801-3645



NEW LISTING

2004 56' Neptuneus Express
New Imron Paint Job (2011)
One Owner Boat
CA Douglas Smith - (954) 478-7403



2001 55' Viking Sportfish
Impeccably Maintained | 3 SR's
CA Carlos Navarro - (954) 465-4501



NEW LISTING

1996 55' Fleming
CAT 3208's | Motivated Seller
Asking \$550,000
CA Steve Fill - (954) 815-8320



NEW LISTING

2001 55' Novatec
635HP Cummins | 3 SR's
CA Whit Kirtland - (305) 793-5886



2001 50' Sunseeker
Asking \$299,000 | Motivated Seller
CA Carlos Navarro - (954) 465-4501



Sistership

1999 54' Neptuneus
Asking \$249K | Lowest on Market
CA Douglas Smith - (954) 478-7403



NEW LISTING

2001 43' Viking
Must See | Very Clean
CA Carlos Navarro - (954) 465-4501



NEW LISTING

1991 33' Hodgdon
Over Head Hardtop | Spacious Cockpit
CA Whit Kirtland - (305) 793-5886

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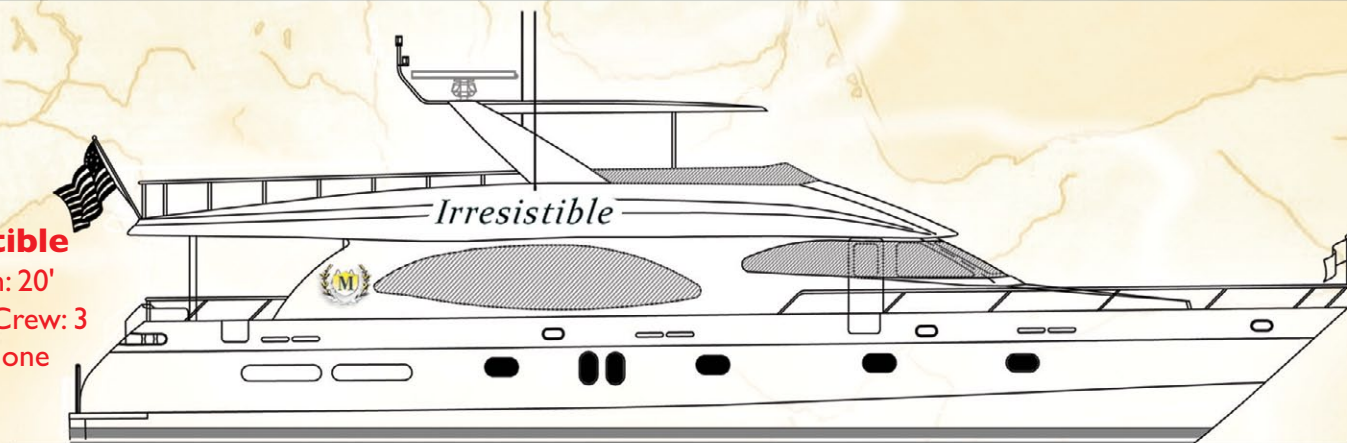
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Length: 80' Beam: 20'

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Responsibility: None



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The M/Y Irresistible is the perfect way to enter the exciting world of yachting without the fear of financial exposure normally associated with yacht ownership. Purchasing a fractional share of this brand new 80' yacht is a safe investment because 1) she is priced well below current market prices 2) your quarterly contribution towards the total operating expenses which covers your professional licensed crew of three, insurance, repairs and maintenance etc. is minimal and far less than you would spend on a 30' or 40' runabout 3) Monocle, whose 60 years of asset management experience assumes all the necessary management functions so you have no responsibilities and 4) when you decide to sell your share, it's quick and easy. Monocle is introducing the M80 series being built especially for the Monocle Fractional Program, but really for everyone. It is the quintessential vacation home because you get to explore new surroundings while enjoying all the comforts of home and still bask in the prestigious lifestyle previously enjoyed only by the "rich and famous". Her engine room contains two very fuel efficient Caterpillar C-18Acert 1150 hp engines, two generators, water maker, stabilizers, waste

management system, Naiad bow thruster, watertight bulkheads, etc. The spacious full beam master suite is complete with a king size bed, double closets, 50" TV entertainment center, his and hers baths connected by a glass enclosed marble waterfall shower. Your family and friends will be equally spoiled in the two spacious guest staterooms also complete with a full entertainment center and large cedar lined closets.

There is always fun and excitement topside where there is a full service wet bar, a BBQ center where the chef will grill up the catch of the day, ample seating for dining and a Jacuzzi spa for frolicking under the stars. The water toys include kayaks, Jet Ski, fishing supplies, an inflatable tender and diving equipment all available for your sporting activities. There is a full communications and television satellite system so you will never miss a phone call, an email, or a favorite TV show.

A 10% onetime purchase in the M/Y Irresistible is only \$300,000 which can be financed. Owning a 10% share in the M/Y Irresistible entitles you to use the vessel two weeks twice a year in two different locations. Imagine summers on the Mediterranean or New England and winters in the Bahamas or the beautiful Caribbean.

Don't put off your dreams any longer. Call Monocle right now to reserve your share. A small refundable deposit will hold your share or shares and protect you from an inevitable manufacturers price increase.

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57' McKinna – 3 stateroom layout, raised pilothouse, new to market – Asking only **\$450,000!**



51' Little Harbor – Performance cruiser in very good condition – Reduced to **\$449,000!**



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430 HP Cummins 8.3 M2 Main Engines / 5 Staterooms
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68' AZIMUT MOTOR YACHT 2001
1150 hp MTU's / 4 Staterooms
Italian Style designed for comfort & entertaining



59 FERRETTI MOTOR YACHT 2003
1050 hp MAN's / 3 stateroom
Superb performance with style & comfort



87' JOHNSON MOTORYACHT 2008
1652 hp Caterpillars / 4 Staterooms
Beautiful Custom One of a Kind



750 PRESIDENT MOTOR YACHT 2009
1550 C32 Caterpillar's / 3 Staterooms
Custom Yacht, superior craftsmanship



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SLOJO

47m (156') | Delta Marine | 2008

An extraordinary long range yacht that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom Stringer Design Partners and is built to perfection in all respects. This is a rare opportunity to acquire an ultra high quality yacht with magnificent spaces, beautiful lines and great specifications at a great price! Slojo is immaculately kept, ready to go and immediately available.

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FRASER YACHTS



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.



78' HARGRAVE SKYLounge MOTORYACHT 2003

Five staterooms in this high volume 78' MY. Day Heads on both main deck and skylounge levels, abundant equipment list. Dependable 3412 CATS—under 1650 hrs, twin 33 kw gensets, bow and stern thrusters, waste treatment....the list goes on. Now in Fort Lauderdale. Call Jeff Stanley, Central Agent.



78' MOCHI CRAFT LONG-RANGE HYBRID 2010

One of the first hybrid motoryachts available in this size range. Diesel electric capabilities for super-quiet operation and dual Gyro-stabilizers + active stabilization. Plenty of outdoor lounging area plus an open interior with large windows, hardwood floors, leather seating. Contact Joe Majcherek for complete details.



76' LAZZARA GSSL 1999

Refit top to bottom this yacht has new generators, appliances, soft goods, Navy/blue hull and mask paint, 4' teak swim platform, teak aft decks, etc. etc. Without a doubt the most striking 76 Lazzara afloat. Serious seller. Contact Jeff Stanley, Central Agent.



66' NEPTUNUS SKYLounge MOTORYACHT 2005

Unbelievably spacious, huge master cabin, galley forward on main deck offers gorgeous view, C-30 CATS, speeds up to 30 knots. Impeccable condition, extensively equipped, lovingly cared for. Reduced by \$550,000. Call Jeff Stanley, Central Agent.



66' GRAND ALASKAN FLUSH DECK 2005

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



77' HATTERAS CMY 1987

Huge volume, aft engine room motoryacht with a factory cockpit. Four generous teak staterooms with heads. Crew for two. New electronics, generators, AC and much more! Enormous flybridge is great for entertaining. Contact Jeff Stanley, Central Agent.



61' BLACKWELL BOATWORKS 2002

Twin 1000 hp MAN's. Three cabin, two head layout with master forward, updated galley and salon including granite and soft goods. KVH TV and satellite phone. Priced at \$599K by serious seller. Contact Jeff Stanley, Central Agent.



58' SEA RAY SEDAN 2006

Clean, well equipped and the best priced 58' on the market. Common-rail 900hp MAN diesels allow 30-knot cruising. AC flybridge, beautiful interior décor with cherry wood finish, captain maintained. Asking \$595,000. Contact central agent, Joe Majcherek for complete details.



58' POSILLIPO TECHNEMA 1986

Very spacious 3 stateroom layout with separate crew cabin. TNT lift and jet tender on transom. Rebuilt main engines and new twin gens. Great value in an American spec Euro Cruiser. Easy to see in south Florida. Contact Jeff Stanley, Central Agent



NEPTUNUS CRUISERS

1999 54' with 800 hp CATs, 2 full staterooms, many upgrades, FAST! 2006 55' Cabriolet model with 825 hp MTUs and only 240 total hours, inside stored, like new. Other 54's from \$239K! Contact Jeff Stanley, Central Agent.



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, cockpit grill, Eskimo ice & watermaker. Super clean and virtually turn-key. Asking \$559,000. Contact Central Agent, Joe Majcherek



47' VIKING CONVERTIBLE 1998/99

Twin 800 hp MAN's, many recent updates including watermaker, Eskimo ice chipper, fuel polishing system and 3D Furuno NavNet, Fighting chair and satellite TV. Brought to Ft. Lauderdale to be sold. Contact Jeff Stanley, Central Agent.



HORIZON

Define Your Horizon™



Horizon CC105

The Horizon CC105 Explorer tri-deck yacht is built to DNV class and available for new delivery. With a 25'9" beam, the CC105 Explorer has a tremendous amount of interior volume, allowing for a sizable 5 stateroom layout and separate crew quarters. Powered by twin CAT C18-A 600HP engines and equipped with stabilizers, water maker and custom AV and NAV packages.



Horizon V74

Function meets luxury with the new Horizon V74 -- built on a 20'6 beam, the V74 features an open three stateroom layout that incorporates an abundance of natural light. The V74 is the ideal turn-key yacht with a sizable country kitchen, enclosed bridge with day head, full-beam master cabin and separate crew area. Powered by twin CAT C18 1000HP engines and available for delivery.



Horizon E88

With a streamlined exterior and luxurious interior, this new Horizon E88 enclosed bridge is pure elegance, offering a spacious four stateroom/two crew cabin layout on a 21' beam. Dayheads in both the pilothouse and main salon, along with formal dining and a country kitchen ensure you will cruise in comfort. Built with CAT C32 1700HP engines, bow/stern thrusters, zero-speed stabilizers, this E88 will debut at FLIBS 2012.



Horizon EP69

The new Horizon EP69 expedition yacht offers the comforts of a luxury motoryacht with the benefits of an extended range and improved fuel economy. With a 20' beam and open layout, the EP69 features a large salon, country kitchen and accommodations for 6 plus crew. Built with twin MAN 560HP engines, custom NAV & AV systems, hydraulic bow/stern thrusters, digital stabilizers and water maker. Currently available for delivery.



Horizon E54

As stylish as she is functional, the new E54 unites the latest in green technology with a smart, modern design. The E54's 3 spacious staterooms, include a full-beam master, reminiscent of a much larger yacht. LED lighting and natural light keep her efficient. Featuring twin Volvo IPS engines, hydraulic hi/lo swim platform and a variety of layout options for even the most discerning tastes. On display at FLIBS 2012.



Horizon EP148

Built to BV Ice Classification, the new Horizon EP148 is designed with a steel hull, bulbous bow and 29' beam for comfortable long-range cruising. Luxury is not lost with the functional layout, which features five staterooms plus crew, a gym and spa, spacious skylounge area and much more. Powered by Twin MTU 12V 4000 M60 1770HP engines, the innovative EP148 is the epitome of style, class and safety out on the open sea. On display at FLIBS 2012.

Horizon Yacht Inc 1212 US Highway One, Suite A, North Palm Beach, FL 33408

Main: (561) 721 4850 **Service:** (561) 721 6068 **info@horizonyachtusa.com** **www.horizonyacht.com**



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Dean Young, Marine Group
(561) 301-7031

Florida West Coast:

Steve Sprigg, Galati Yachts
(239) 825 6174

Mid-Atlantic:

Mike Ladas, EPIC Yachting
(410) 980-3258



PRICE REDUCTION



BELLA BRI 151 ft (46m)
Northern Marine | 2008 | Palm Beach, FL | USD 19,950,000



NORTHCOAST 125 125.6 ft (38.30m)
Northcoast Yachts | 2011 | Fort Lauderdale, FL | USD 15,499,000

PRICE REDUCTION



CAROBELLE 100 ft (30.00m)
Azimut Jumbo | 2000 | Fort Lauderdale, FL | USD 2,600,000



HOPE 90 ft (27.40m)
Palmer Johnson | 1992 | Delray Beach, FL | USD 3,895,000

PRICE REDUCTION



MARLOW 78-E 78 ft (23.80m)
Marlow | 2011 | South Florida | USD 3,950,000



MUSTANG SALLY 130 ft (40.00m)
Westport | 2009 | Fort Lauderdale, FL | USD 17,600,000



ASPEN ALTERNATIVE 120 ft (36.60m)
Sovereign | 2002 | Fort Lauderdale, FL | USD 5,500,000



NATALITA III 100 ft (30.50m)
Azimut Jumbo | 1996 | Fort Lauderdale, FL | USD 1,995,000



ZAKOUSKA 86.9 ft (26.50m)
Warren Yachts | 2006 | New England | USD 3,900,000

PRICE REDUCTION



ELIZABETH 78 ft (23.77 m)
Feadship | 1988 | Miami, FL | USD 3,450,000

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LOA: 42ft. 4in. (12.9m)

BEAM (CLOSED): 11ft. 6 in. (3.5m)

BEAM (OPEN): 21ft. 6in. (6.6m)

HEIGHT (MAX): 10ft. in. (3.32m)

HULL MATERIAL:

Carbon composite

ENGINES (THIS HULL):

2 x 480hp Cummins
(standard: 2 x 370 hp Yanmar)

SPEED (MAX):

about 50 knots
with optional engines

DESIGNER:

Fulvio de Simoni

HULL DESIGN:

Mark Wilson and Wider

BUILDER: Wider

of boats and wave runners creating wakes around us, the side motion is very comfortable as we wait for a few clouds to dissipate. Finally, the sun returns, the photo gets done, and we are able to get going again. After a quiet ride out of the no-wake zone, we are finally good to go.

"Ready?"

There is barely time for a response; the stepped hull jumps to plane and in less than a minute, the Garmin GPS indicates a speed that fluctuates between 48 to 49 knots with five passengers aboard. Equipped with Arneson surface drives, the hull has a great riding attitude and, although light (displacement weight empty is 18,739 pounds), this carbon-composite craft that rides partly on air feels secure and handles curves with aplomb. The ride is very dry whether seated in front of, at or just behind the helm.

Elegant in all details, Wider contains a few more references to the racing world, from the engine setup to the multifunctional steering wheel with integrated controls, inspired by Formula 1 cars, the centerpiece of a compact helm. But this is not just a racing machine. This particular hull (hull no. 4) has a sunpad atop a small garage aft with a tender launching system, but the Wider can carry a Jet Ski instead. There is a nicely sized cabin below with comfortable seating that doubles as a bed, an enclosed head and kitchenette. Leather bags hanging from the walls are used for storage. Carbon steps

(with foldable banister) lead on top of the cabin where another sun pad is located. Here is a recipe for fun aboard the Wider 42: Find a scenic view; deploy the anchor and the hull sides; prop up the bimini on its carbon supports for shade, set up the hideaway table for lunch, fire up the teppan kani grill (located underneath the helm seat) and inflate the translucent Wider sofas for extra seating.

The Wider 42's little sister, a 33-foot Wider, is soon to launch and could be a great candidate as a yacht tender. The Wider 42 is already being used as a chase boat to a mothership, but this lovely boat was intended to be the main attraction. It's reached that goal. Wherever it goes, Wider gets plenty of attention.

For more information, contact Darren Datson, Wider USA, email: Darren.datson@wideryachtsusa.com or visit wideryachtsusa.com

STORY Cecile Gauert **PHOTOS** Billy Black

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EXCLUSIVE DIGITAL CONTENTS

Aboard the Wider



IT IS A SLEEPY SUNDAY MORNING. HEADING TO THE MARINA STORE in search of coffee, I find Miami Sea Isle Marina's fuel dock deserted. In the time it takes to order and pay for a few ounces of perfectly sweet and hot Cuban coffee inside the marina store, I am surprised to see that a small crowd has materialized outside. What has drawn onlookers to the edge of the dock happens to be the boat I am looking forward to testing today: The 42-foot Wider, side hulls deployed, tugs on its dock lines as it bobs with the chop.

It has undeniable sizzle with its expandable surface, carbon arch, champagne gold paint (nine coats of paint plus three of a clear coating) and chiseled pelagic design. The first one to be brought to the United States sold three weeks after making its debut at the Fort Lauderdale boat show. Two more were shipped from Italy for the 2012 Miami show. Wider Yachts' US dealer Darren Datson has extended an invitation to take it out for a ride. As one of its upgrades, this newly delivered Wider,

built for the US market, has twin 480-hp Cummins engines and a top speed of about 50 knots, powerful arguments for getting up early any day.

As we get ready to go, our skipper closes the extensions, which fold up neatly in a matter of seconds. There is a manual closure system as a backup, but during the course of about an hour, we open and close the boat's sides several times and the mechanism works flawlessly. This small feature required hours of research and development, but Wider Yachts founder Tilli Antonelli was determined to make it work. He loves racing cars and go-fast anything, and the expandable campers along the racetracks gave him the idea for the Wider's side extensions. In their open position, they expand the boat's surface, providing a stable playground of about 193 square feet (18 square meters). In addition to the extra space, they give the boat excellent stability at anchor.

We stop near the entrance of the Miami River for a photo opp. Even with a couple

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STORY Cecile Gauert **PHOTOS** Billy Black and Wider

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EXCLUSIVE DIGITAL CONTENTS

Austin Parker 42



A STYLISH NAVY BLUE-HULLED BOAT APPROACHES THE FUEL DOCK at Fort Lauderdale Marina. At the helm is Denison Yachts broker, and former large yacht captain, David Johnson. Johnson, who co-founded and sold a successful international business, decided to try his hand at selling boats. But not just any boat. When he came across the new Austin Parker line, he was impressed and wanted to help introduce them to US boaters.

The Austin Parker shipyard belongs to a wealthy and experienced boatbuilding family who also owns high-end restaurants. In 2008, the shipyard owners took over an established name and reached out to friend and designer Fulvio di Simoni to produce the next generation of Austin Parkers. Without overplaying it, they have a bit of a retro style with distant echoes of Maine fishing boats. The new line of boats (36 to 72 feet currently) retains a dash of Down East style but has its own family look.

The 42-foot *Sans Souci*, on display at the Palm Beach International Boat Show, garnered a lot of attention and it's easy to see why. I watch as the boat approaches. It boasts a high bow, simple profile and white hardtop topped by discreet Raymarine radar.

Johnson, who grew up in a boating family, has experience maneuvering much bigger boats. Yet, the way he "parallel parks", slipping past a much larger yacht

and holding the boat in place despite the wake caused by boat traffic around the fuel dock, is impressive. I conclude, wrongly as it turns out, that this boat is equipped with pod drives. While the 42 indeed was designed for use with pods, this particular hull is simply equipped with traditional shafts and twin 480 hp Cummins diesel engines.

David says he is not against pod drives but is of the opinion everyone should learn how to operate traditional shafts before moving on to a joystick-controlled boat. "It takes a little bit of practice, but with a bow thruster and shaft drives, you can do anything," he says. This AP42 is equipped with a bow thruster and features direct drive and hydraulic steering. In addition to maneuverability, the 42 "Sport" (as Austin Park calls its hardtop model) has a lot to offer from storage space, style and amenities to a very competitive price point.

Down below, a bright owner's cabin with double berth, a day head with shower and a salon area with a settee that converts into an additional bed, feature real wood veneer and leather and solid construction. The main deck is laid with teak and varnished mahogany-capped rails accentuate the boat's slightly retro feel.

On deck, under a hardtop with opening windows, amenities include a large banquette with a table that adjusts in height and size, a galley with three hot plates and a sink (all hidden under a sleek countertop), a refrigerator, microwave

LOA: 42ft. (12.5m)**BEAM:** 12ft. 10in. (3.96m)**DRAFT:** 3ft. 10in. (1.18m)**CONSTRUCTION:** composite**ENGINES:** 2 x 380 hp
Cummins QSB5.9
(other options available)**SPEED (CRUISING):** 28 knots**SPEED (MAX.):** 32.5 to 33 knots**FUEL CAPACITY:** 396 gal. (1,500L)**WATER CAPACITY:** 105 gal. (400L)**RANGE:** about 350nm**DESIGN:** Fulvio de Simoni**BUILDER:** Austin Parker, Italy

and stylish built-in lounge chairs that easily fold onto themselves. Storage capacity is more than sufficient for anything from diving equipment to beach chairs, umbrellas and towels. The emergency rafts are hidden from view in an easily opened compartment underneath the banquette. The wiring is neatly done and clearly labeled, and all electrical panels and the engine compartment at centerline are easy to access. The tender garage, the transom door and passerelle, are all hydraulically operated. The cleats and hinges are made of quality stainless steel.

The boat, built in composite (using vacuum-infusion technology) with a deep-V hull (15 degree deadrise at transom), feels sturdy and sure-footed in turns. Visibility is very good from the adjustable helm seat. The compact helm has everything you need: easily labeled switches for light, anchor and wiper blades, etc., fuel and water gages, a GPS, chart plotter, bow thruster control, a place to for your smart phone, and an easy-grip steering wheel.

Regretfully, the day that David picks me from the fuel dock, the weather is close to perfect, with nary a breeze. Why regretfully? This boat comes with great credentials and is reputed to handle rough seas quite well. But on that day, even the Port Everglades inlet—a challenge most days—looks as slick as oil. So, as far as the boat's ability to handle rough seas, I have to rely on David's account of an earlier experience.

"When I took the boat to the Palm Beach show, the waves were six to seven feet but I cruised at 26 knots. Nobody went on the outside, except for the big boats. I decided I really wanted to see what this boat

was all about, so I headed out of the Hillsboro inlet. With these waves and quartering sea on my bow, it was comfortable," he says. During our trip, we reach 32.6 knots (close to the stated top speed of 33 knots with the twin Cummins) and cruise effortlessly at 27/28 knots. The windows forward and to the sides help ventilate the whole deck, and it is a completely joyful ride.

Many of the people who looked at the boat so far are shopping for a primary boat. This is a great boat for a family outing, but David also likes the idea of marketing the Austin Parker as an auxiliary boat for superyachts. Built with more of an open platform, it would be an ideal dive boat, for example. Austin Parker currently has a 36-footer under development, which could prove to be an even better candidate as a stylish tender to a large yacht.

Austin Parker offers many options: in addition to selecting various wood types and finishes for the interior, as well as different layouts, you can decide to fully enclose the main deck with glass doors or order the 42 as a fully open boat. Indeed, the first AP 42 introduced, at the Cannes boat show in 2009, was the AP42 Open. Various engine options are available with varied speeds. The IPS with smaller Volvo Penta engine version has a top speed of about 38 knots.

You want cup holders, a forward-facing settee or a diving platform? No problem. "They'll customize anything," David says of family-owned Austin Parker. The shipyard's business model is not to build a huge amount of boats, but to deliver a few finely crafted boats that are just right for the people who own them.



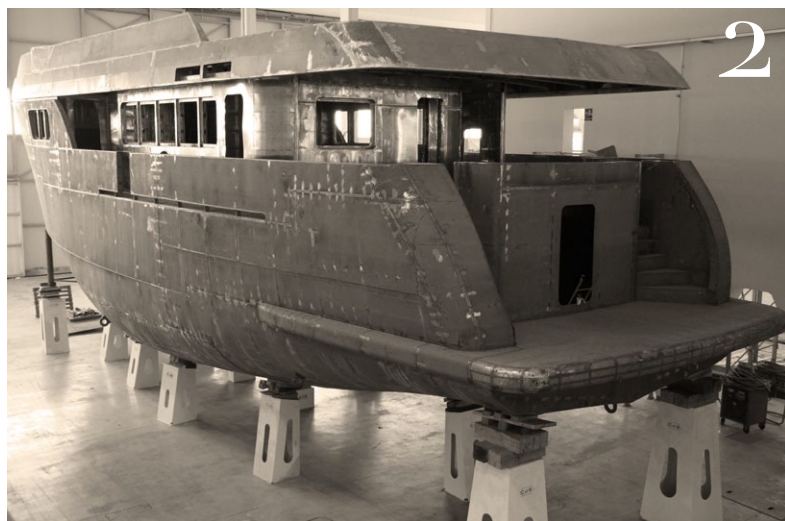
For more information, contact David Johnson at 954.610.3263, email david@denisonyachtsales.com or visit denisonyachtsales.com or austinparker.it.

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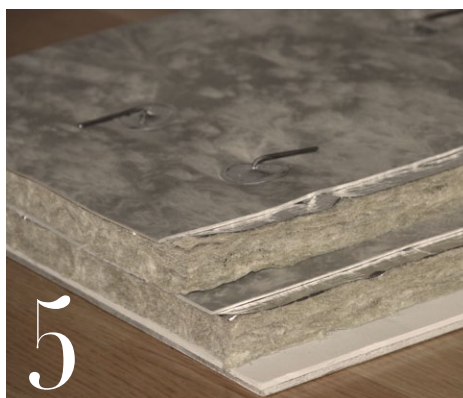


THE NAUTA SERIES

"Our intent when drawing the Nauta Air series for Cantiere delle Marche was to envision the yacht as a whole. A new concept that began with the reconsideration of the priorities of living at sea. This brought us to consider a new balance between interior and exterior spaces and a new concept of livability".

Mario Pedol, NAUTA YACHTS

1. Vitadimare 3, first unit in the Darwin 86 series, was launched in 2011. Hull No. 2 will be displayed at Fort Lauderdale, Miami and Palm Beach boat shows.
2. CdM builds all the metal carpentry in a separate shed and once the metalwork is completed, the hull and superstructure are moved to the outfitting sheds.
3. A seamless transfer system between the generators is standard on all of the range, allowing owners to get the needed output from the generators without needing to manually switch on and off second generator.
4. In the cockpit are a few examples of CdM's attention to detail, such as the well laid-out teak on the cockpit floor and the fairleads made from solid, polished stainless steel.
5. To lower the noise in all interior spaces, the shipyard uses layers of rockwool insulation plus two extra layers of Mapflex, a visco-elastic acoustic and damping material made of polymers and mineral fillers.



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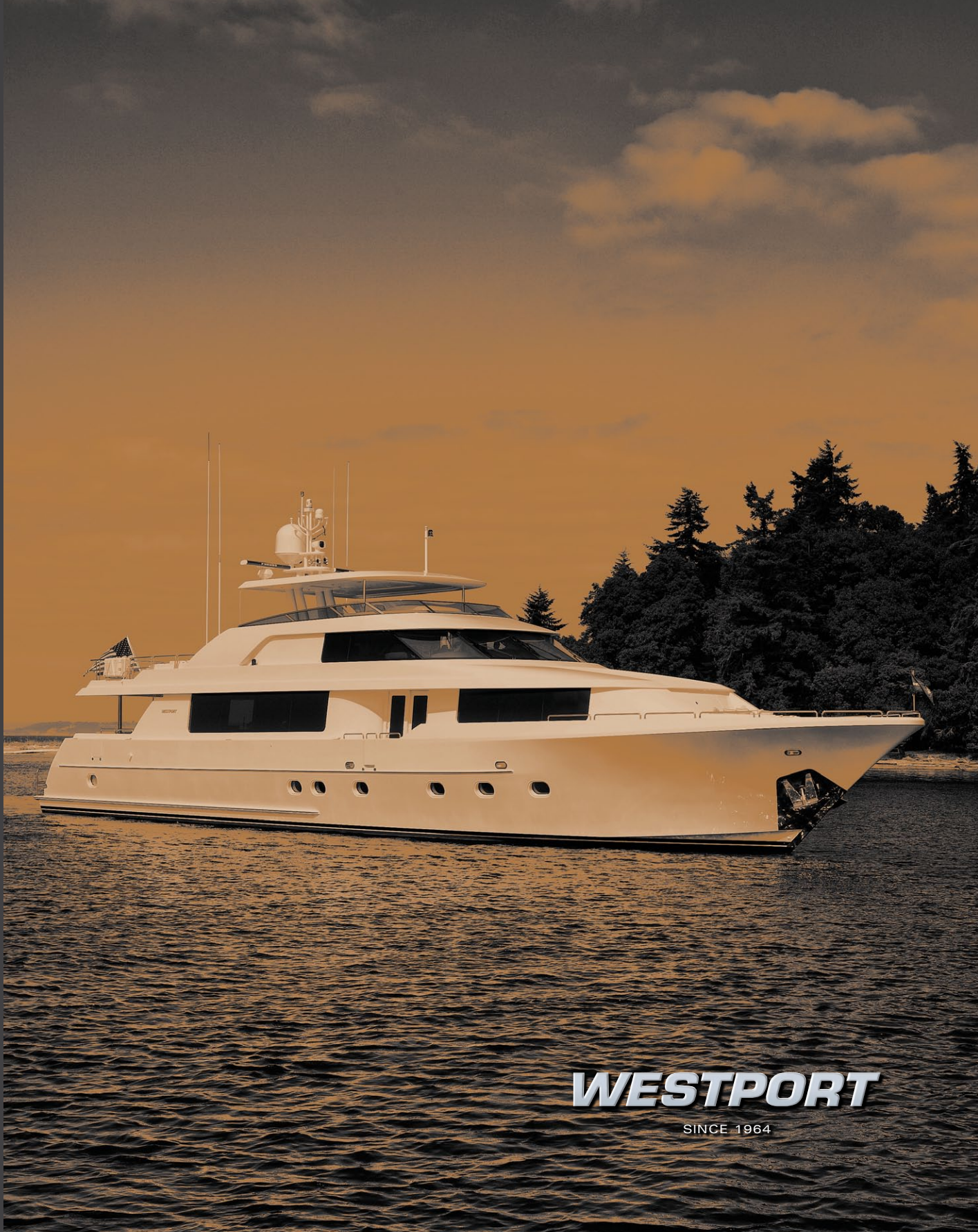
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