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VOL. 13 NO. 5



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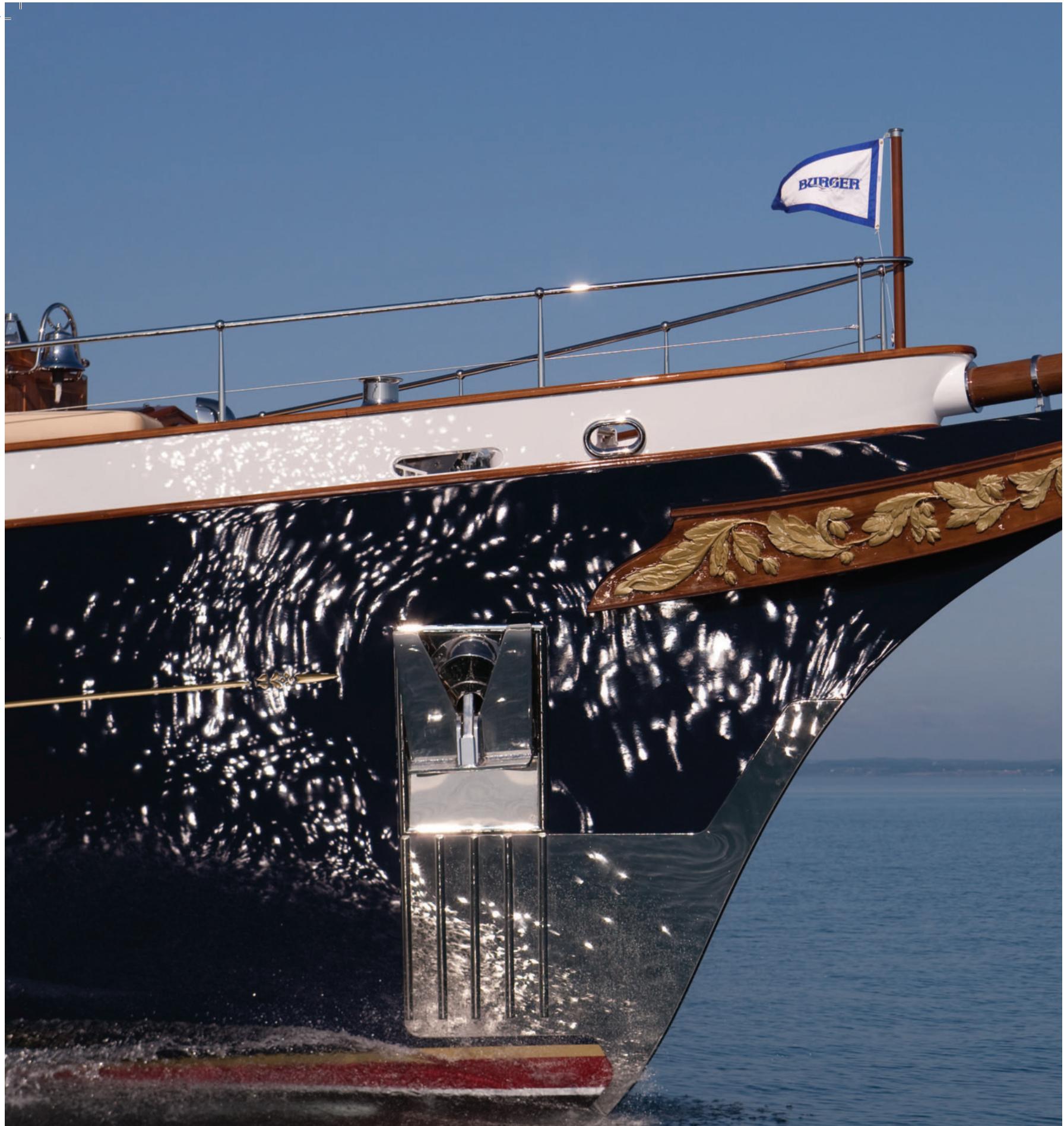




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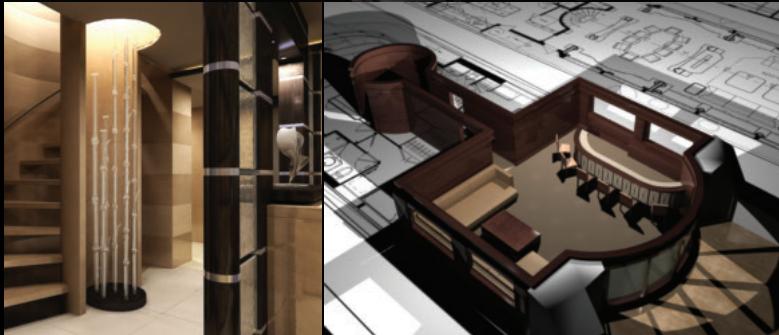
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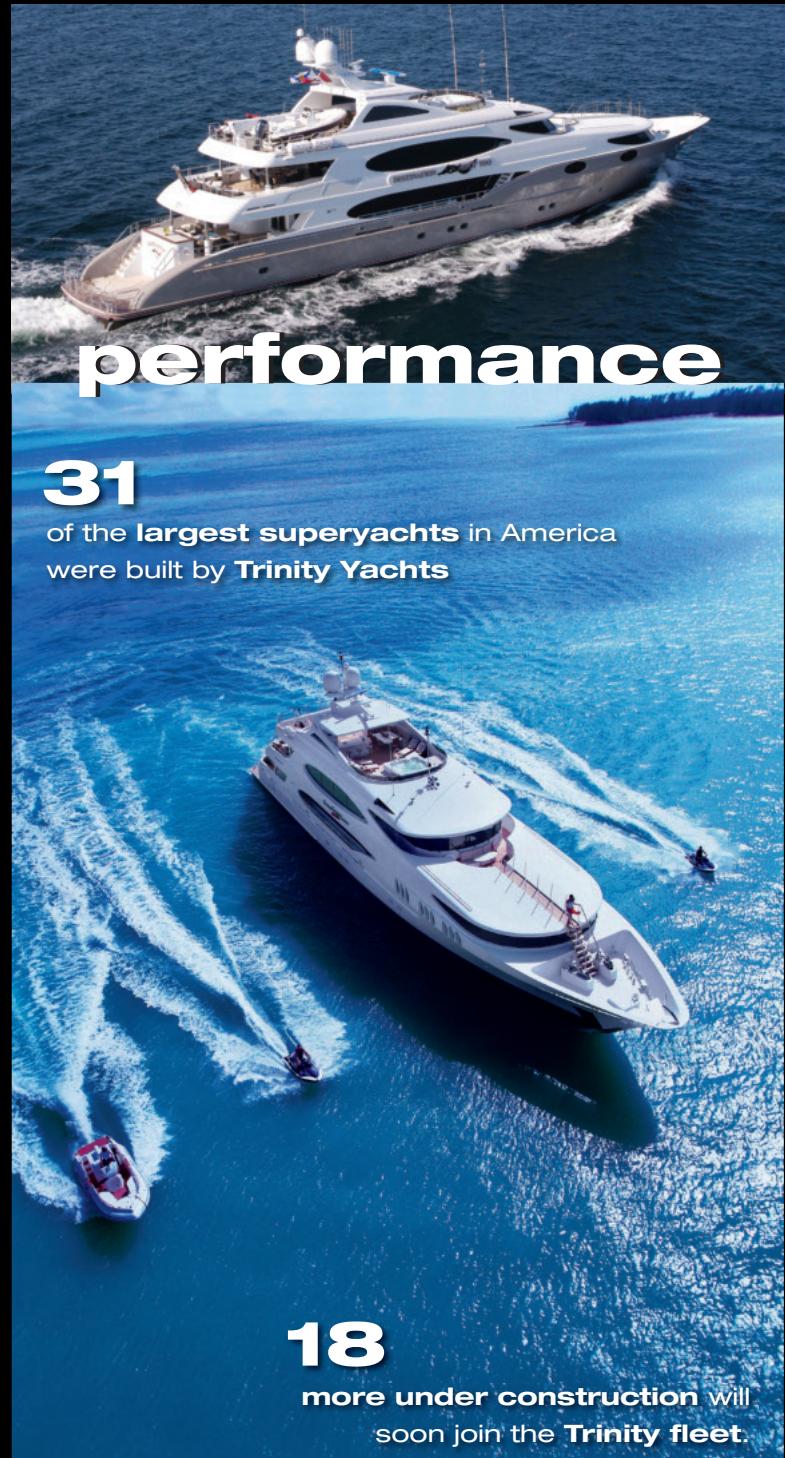
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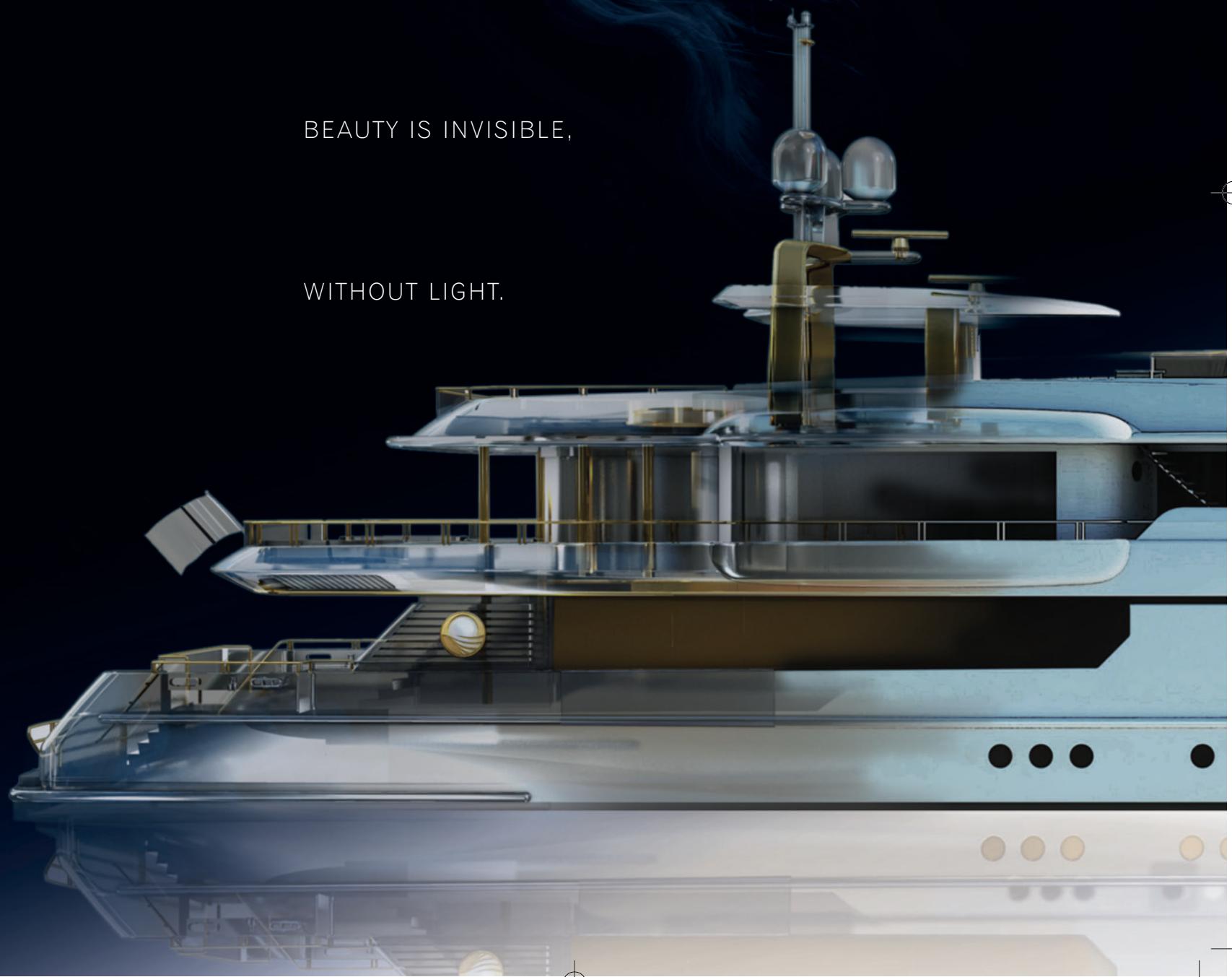
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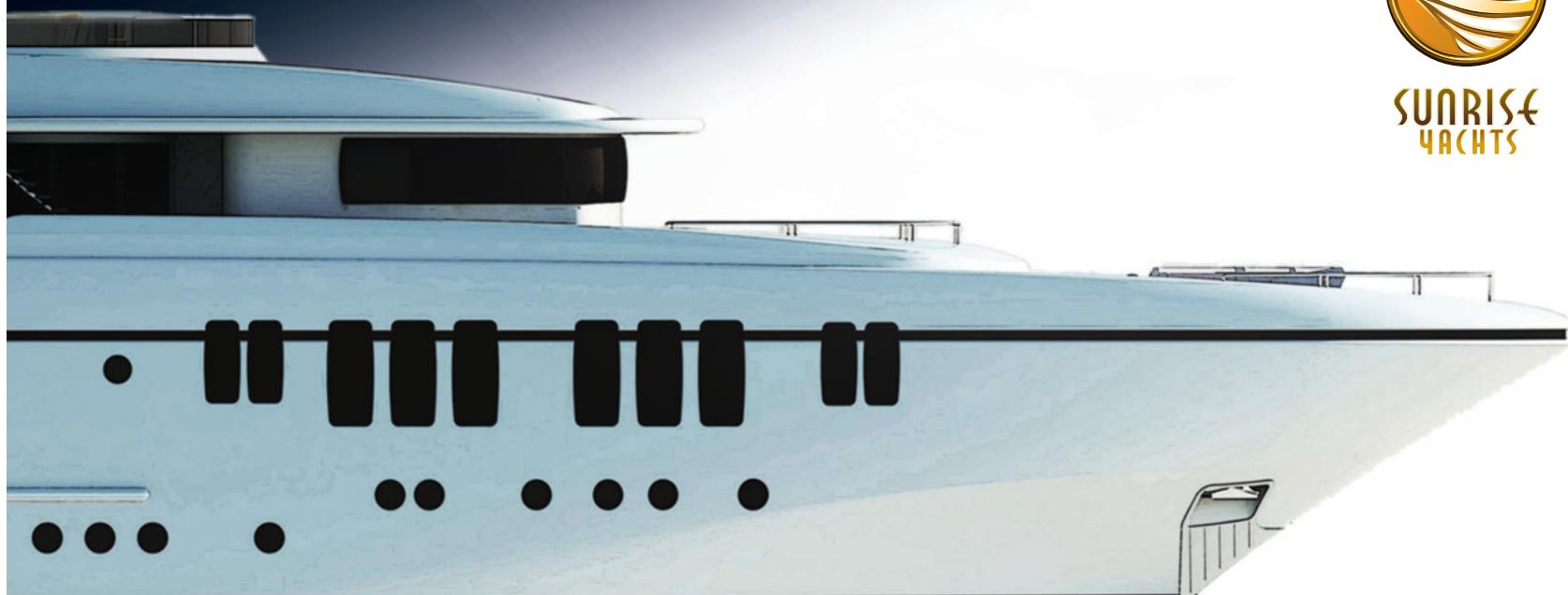


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November 2009

## Contents

# CONTENTS



41



100



139

## Making waves

41 Industry news from our correspondents around the world

## Debut

79 **Queenship 74 Meriweather** This new 74-footer, suitable for operation by owners or crew, offers a megayacht caliber cruise  
 84 **Nordhavn 75 Yacht Fish** Nordhavn created this vessel for fishermen ready to go the distance to capture fish where they are

## Cover story

90 We took a sea trial on the 147' *Africa* before her big debut at the Monaco Yacht Show

## FLIBS - 50 years

100 What started as a small gathering of enterprising boat dealers bloomed into the world's largest in-water show; see what FLIBS' 50th edition has in store

## Designer Ken Freivokh

117 The designer and architect behind yachts as diverse as the *Maltese Falcon* and the new *Sycara IV* spoke with Yachts International

## Work in Progress

126 We take a peak inside ISA, Palmer Johnson, Newcastle and Dunya Yachts' building bays

## World Yachts Trophies

139 All the results of the much-anticipated annual awards from Yachts Magazine

**YACHTS**

25





## Contents

November 2009

# CONTENTS

### Onboard

- 150 **Sycara IV** This exquisitely crafted 1930s-inspired yacht, a World Yacht Trophy winner, is the embodiment of an owner's decades-long dream
- 160 **Riva Domino 86** A trip onboard this World Trophy winner showed us why our jury gave it the thumbs up
- 168 **Jade 96** A typhoon could not stop Jade Yachts from showcasing their new vessel to a select group of journalists; Yachts International was there
- 176 **Codecasa Emelina** The versatile Italian shipyard built *Emelina*, a classically elegant yacht with a twist
- 186 **Tricon's Argos 92** We got onboard this complete and interesting vessel in China before it embarked for a trip to Fort Lauderdale



### New European models from Cannes

- 196 The Cannes International Boat Show kicked off the boat show season with a bit fewer exhibitors but many great new models

### Shipyard profile

- 211 Lürssen invited us to take a peak at current projects, which should keep the shipyard busy at least through 2013

### Refit or not to refit

- 217 Refit captains and surveyors provide guidelines that may help you decide if a refit is the way to go

### Destination Maldives

- 224 This shimmering garland of islands draws an increasing number of superyachts to its shores



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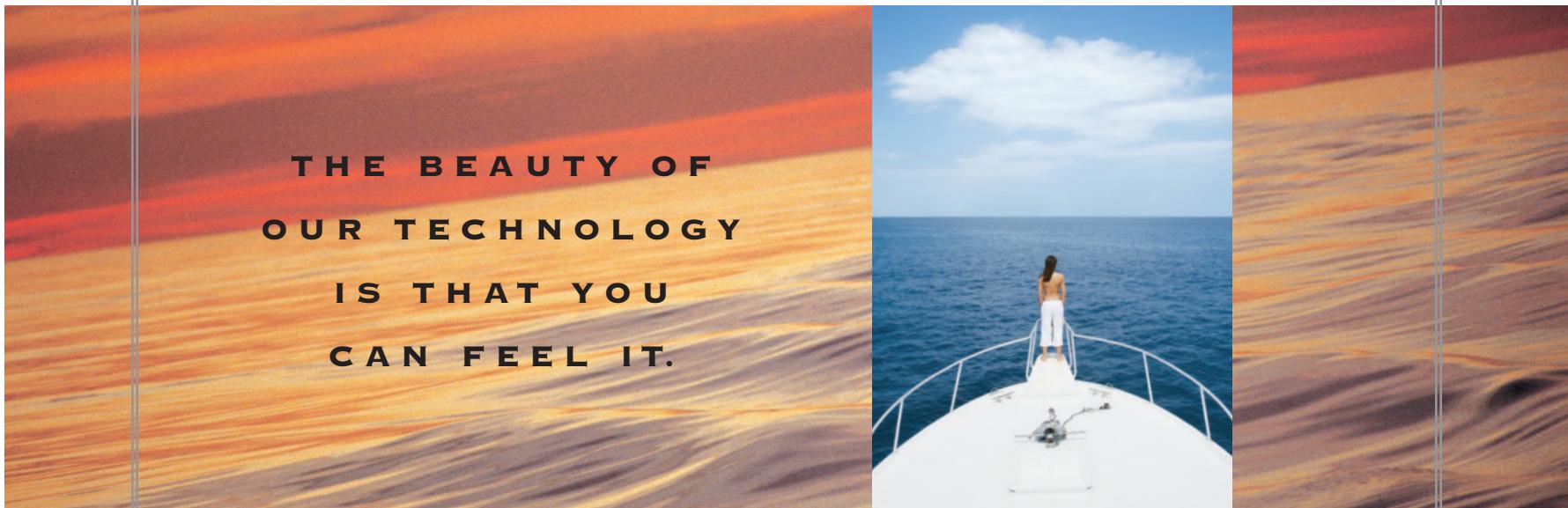
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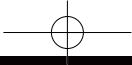
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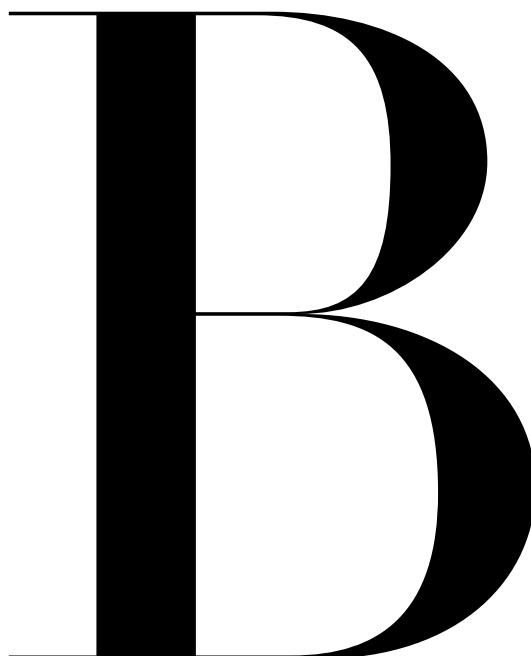
  
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November 2009

## Editorial



year's show with trepidation. It's helpful, however, to remember that the show and the boating industry have faced enormous challenges before and not only survived, they've thrived. As proof, we invite you to get a first look at some of the extraordinary yachts splashing across the following pages. A couple of them will be in Fort Lauderdale, including Tricon Marine's Argos 92 Gulfstream, a long-range cruiser with a unique "Skysuite". Other yachts featured were recognized for their design and innovation at the World Yacht Trophy event held during the Cannes Boat Show in September. They include the exquisite *Sycara IV*, built at Burger Boat Company, and the Riva Domino 86, which we bring you as an exclusive. Designer Ken Freivokh, who helped create the 1930s-inspired and award-winning interior of *Sycara*, answered our questions. We also offer a peek at some of the new models seen in Cannes and Monaco. Sunrise Yachts chose Monaco for the debut of the 147' *Africa*, on our cover, which bodes well for the future of a shipyard that broke ground on its new facility in Antalya only four years ago. Finally, we invite you on a trip to the Maldives, a garland of low-lying islands that may one day disappear into the turquoise sea that surrounds them but for now offer an ideal stopover for circumnavigating superyachts.

Happy reading and see you at FLIBS!

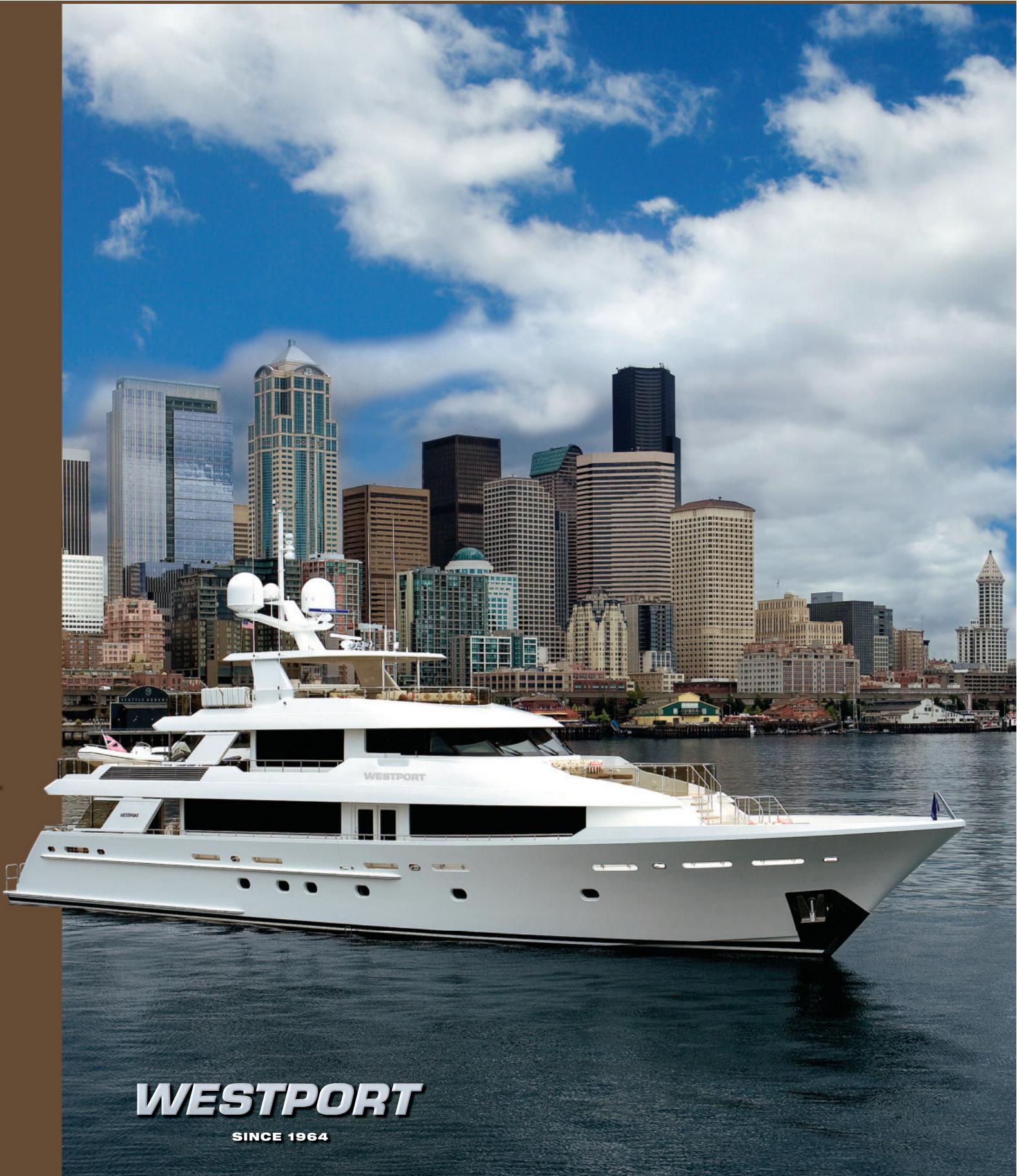


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# MAKING WAVES



## Blohm & Voss From custom to series

Blohm & Voss of Germany has built its reputation on the construction of large custom yachts and complicated refits of superyachts. Recently, however, the company has released a sporty design for a 110m (361') series of custom yachts pre-designed, to reduce both cost and time of construction. First of these is the B+V 110m, a direct descendant of the celebrated 242 Eco (now *Enigma*), which at the time of its delivery in 1991 was the fastest yacht of its size, at 37 knots wide open. The B+V 110 is expected to exceed even that speed, and go fast enough to travel from Monaco to Athens in 25 hours. Two extremely powerful MTU engines and two gas turbines coupled to four Wärtsilä 9000 waterjets together produce nearly 110,000 hp to drive the 110 at a top speed of more than 40 knots. The yacht is expected to have a range of 3,000 nm at a remarkable 21 knots. All guest and owner accommodations are located above the water line for maximum comfort and view; in fact, the owners enjoy a sprawling 3,030 square feet of private space on the top deck. Another deck is dedicated to the comfort of 12 guests.

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## YACHTS





## Making Waves

November 2009



## AMY shipyard Second 177-footer due in summer 2010

The sistership of the stunning *Admiral 54 Sea Force One* is under construction at the AMY Genoa shipyard, which has completed the steel hull and alloy superstructure. The yacht's two Caterpillar 3516B engines are in place, and work is ongoing in the engine room. Luca Dini designed the vessel, giving it a sleek and imposing silhouette, slightly different from its predecessor. Hull two will feature the great balconies already featured on *Sea Force One*. The traditional interior layout, also by Luca Dini, includes six staterooms for 12 guests and cabins for 12 crewmembers. Delivery is scheduled for Summer 2010. FOR MORE INFORMATION, VISIT [ADMIRALYACHT.EU](http://ADMIRALYACHT.EU)



## A race for firsts Hydrogen power

Austrian companies Fronius, Bitter and Frauscher last spring introduced the world's first electric boat powered by hydrogen fuel cells. According to the manufacturers, the craft requires only five minutes to recharge its batteries, far less time than that of conventional electric boats. A full "hydrogen tank" provides a range of 49.7 miles. The hydrogen is oxidized in the fuel cell and the only emission is clean water. The hydrogen is extracted from water using photovoltaics and electrolysis, essentially stored solar energy, to complete a perfect cycle. Meanwhile, under construction at RM Shipyard in La Rochelle, France, is the 39' sailboat *Zero CO2*. A hydrogen fuel cell powers the sailboat's electric drive motor. The sailboat, described as the "first hydrogen powered zero emission yacht," is expected to debut at the 2009 Paris boat show and in the spring of 2010 to embark on a mission of education and research sailing around the Mediterranean. For more information, see [zeroCO2sailing.com](http://zeroCO2sailing.com). Also in the works is at least one motoryacht project called *Hydrogen Sea*. Two young designers are behind Emocean Yacht Design, a Belgium based firm that is working on the design of a 104' hydrogen powered yacht for Flanders Yachting. A public private joint venture designed to promote innovation in yachting in the region, the organization is an exhibitor at the Monaco Yacht Show. The *Hydrogen Sea* project aims to use compressed hydrogen for the yacht's main engines (instead of a hydrogen fuel cell as a component of a hybrid power pack). For a tender project, a first hydrogen internal combustion engine with the equivalent of 75 hp has been under development in conjunction with Vanderborre Hydrogen Integrator.

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## Making Waves

November 2009



## Out of Africa Sylvia Bolton Design

**Sylvia Bolton Design** recently completed an African inspired interior on *Anaya*, an 84' yacht with enclosed bridge, two king and twin guest suites as well as crew's quarters. The yacht's owners, Mike and Kay Lester, motivated by fond memories of trips to the continent, chose the lush shades of the savannah's flora and fauna, such as the main stone Verde Butterfly's rich dark green hue, all complemented with accents of ebony and ivory. In the salon, silk leopard's paw prints on specially designed carpets trace a path to a favorite seat as well as to the bedside of the master suite, reflecting the owner's passion for large cats while complementing the animal murals by California artist Jana Marino. African cherry makore wood is employed throughout with natural camphor burl cabinet accents, both finished in high gloss to maximize light bounce and reflection. For balance, the floors are satin finished mahogany and holly. Out of respect for the beauty of African life and vegetation not a single animal skin or trophy was utilized in the interiors. Rather animal print or image fabrics, carvings and masks as well as mementos from the owners' trips to Africa were deemed the most fitting finish. The yacht owners commissioned Sylvia Bolton Design to ensure continuity in detail from transom to embroidered towels including design of all furniture (with the exception of dining chairs) and the logo of the vessel, built by Horizon Yachts. The company continues to work on many exciting projects at their new location in the Salmon Bay Marine Center, the new super yacht facility in Seattle. Additional work by Sylvia Bolton, who recently completed the interior of hull two of the Affinity 90, will be on display at the Cheoy Lee booth at the Fort Lauderdale International Boat Show.

FOR MORE INFORMATION VISIT [SYLVIA BOLTON.COM](http://SYLVIA BOLTON.COM)

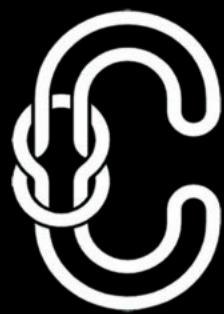
## More power to you 2 x 2,600 for Viking's next 82' sportfish

Viking Yacht Company was the first North American boat builder to take delivery of MTU's new 16V 2000 M94 engines, a powerful model introduced last February at the Miami Yacht and Brokerage Show, where Viking also introduced the 82 Convertible. The first two of the 16V configurations, with a standard 2,600 bhp at 2,450 rpm, have been delivered to Viking's New Gretna, N. J., facility for installation in a new 82' sportfish currently under construction there. The new Series, which feature asymmetric turbocharger compressor wheels to create higher boost pressure at lower engine speeds, offers increased horsepower as compared to its predecessors, according to German manufacturer MTU, yet it also achieves lower fuel consumption at cruising speed and reduced noise and vibration. The M94 features double-wall fuel lines, triple-wall exhaust manifolds, and water-cooled turbocharger and exhaust routings for cooler engine surface temperatures. The new 82' Viking sportfish is slated for sea trials near the end of 2009 and final delivery in early 2010.

FOR MORE INFORMATION, VISIT [VIKINGYACHTS.COM](http://VIKINGYACHTS.COM) AND [MTU-ONLINE.COM](http://MTU-ONLINE.COM)



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## Fast cars and boats Festival of Speed

The docks at the newly opened downtown Miami Epic Hotel, a cosmopolitan Kimpton boutique hotel in full view of the spectacular Miami skyline, will host a Yacht Hop on Sunday, November 14, from 12 p.m. to 3 p.m. The event will kick off the first Festival of Speed weekend to be held in Miami. A large luxury display at Bay Front Park culminates with an award ceremony on Sunday. Among the rare cars expected there are the Ferrari FXX Evolution and Aston Marin DBR 9. The festival benefits the Injured Officers Assistance Fund, established in 2008 by businessman and car collector Michael Fux to help police officers gravely injured in the line of duty. Festival of Speed's founder Joe Sabatini, has organized and held such events, including the Festival of Speed St. Petersburg, since 2004. On October 25, Festival of Speed is meeting at the Ritz Carlton Grande Lakes in Orlando, attracting an array of the rarest and most exotic cars, motorcycles and luxury items. The luxury showcase features such items as a bottle of the Last Drop, a \$2,500 a bottle Scotch, with only 350 bottles available in the U.S. Along with a special tasting, events include fashion shows and private receptions, including a roof top reception at host Hotel Viceroy Miami. The Festival of Speed is all about participants, and the proud owners of rare cars, motorcycles and other luxury items are invited to join in the Concours d'Elegance.

FOR MORE INFORMATION ABOUT TICKETS, ENTRIES AND AN UPDATED LIST OF THE CARS, MOTORCYCLES AND YACHTS ON DISPLAY, VISIT [FESTIVALOFSPEED.COM](http://FESTIVALOFSPEED.COM)



## A 230-footer with teeth Barracuda 70m

The Spanish firm Barracuda Yacht Design has released details of a 230' all-aluminum motoryacht concept with minimalist styling. Drawing from its lengthy experience in the design of sailboats, racing boats and trawler-style motoryachts, the firm has designed the Barracuda 70m with high-performance and efficiency potential. A doorway located on the starboard side of the main deck leads into a hall area, then past main dining room and through a large salon to a substantial aft-patio area. Two central staircases give access to all other parts of the boat. The owner's private space incorporates a large office, salon with separate breakfast area, twin bathrooms and twin walk-in wardrobes. Side windows and skylights overhead ensure plenty of natural lighting. In addition to the owner's space, four guest staterooms on the lower deck, designed like hotel suites, accommodate eight people. No guest suite is more than 16 feet away from a spectacular waterside beach area and gymnasium, whose opening hull doors on either side allow for either direct sunlight or protected shade and a safe bathing platform. The design allows 16 crewmembers separate access between their quarters and service and utility areas, thanks in part to a tank-deck tunnel, which runs the entire length of the boat, via a two-tier engine and control room, right through to the transom garage. Main features of the upper deck layout include a more casual lounge area, a second external aft-deck patio area and a touch-and-go helipad, and forward, the bridge station and a second galley. The sundeck features comfortable seating, a plunge pool and plenty of sun-bathing space, topped off with a very subtle bimini structure. Speed capability is expected to be in the plus 23-knot range with standard twin 6,000 hp engines. The firm also has project management experience and worked on the 70-knot *Barracuda III*, built at the E.N. Bazan Shipyard in Spain.

FOR FURTHER INFORMATION ABOUT BARRACUDA YACHT DESIGN, VISIT [BARRACUDA-YD.COM](http://BARRACUDA-YD.COM)





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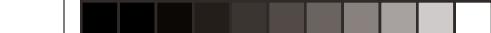
# Creative thinking

## Ocean Alexander and Christensen Yachts join forces

U.S.-based Christensen Yachts will build the new Ocean Alexander 115' Tri-Level Motoryacht at its Vancouver, Wash. shipyard as part of an alliance recently formed between the two yacht builders. Ocean Alexander, based in Kaohsiung, Taiwan with shipyards in Taiwan and China, recently introduced the Evan K. Marshall-designed yacht as part of an expanded product line that also includes new 125' and 145' designs. The two companies both seek to attract an international clientele but build for different market segments. Christensen Yachts' focus is yachts from 160' to 225', including a successful custom series in composite. The shipyard's most recent delivery is the 160' *Odessa*, slated to debut at the Fort Lauderdale International Boat Show, where Ocean Alexander will introduce its new 83-footer. "The 115 project is only the beginning of cooperation between us, and this alliance can give both companies a competitive edge and lead us to fascinating opportunities we may not have discovered independently of one another. We also see enormous potential benefits to our yacht owners — ultimately our prime focus," said John Chueh, president of Ocean Alexander. "We feel this alliance will present mutual opportunities in our combined range of sizes, where one client may want to move into the 160' plus range; or down-size from a larger yacht into something requiring less crew," said Joe Foggia, president and managing director of Christensen Yachts. "In this new economy, we feel that this alliance, coupled with our diverse strengths, will allow us to compete more effectively by ensuring better materials buying power, and applying our joint vision of top-quality standards and production techniques carried through the whole product range." The new 115' Tri-Level Motoryacht will feature an ondeck master stateroom and four guest staterooms with twin berths convertible to queen size. The design also features ample storage for luggage, provisions and service items, a tender garage and crew quarters for up to seven. These features, in addition to the yacht's MCA and ABS certifications, will make this 115-footer a good candidate for the charter market, which seems to be among the shipyard's goals with this design. FOR MORE INFORMATION, VISIT CHRISTENSENYACHTS.COM AND OCEANALEXANDER.COM.

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## Making Waves

November 2009



International clientele on the rise

## Tug to riches Pastrovich Studio contemplates *Khozam*

Pastrovich Studio has completed preliminary work on the possible conversion from tug to yacht of the 237'10" *Khozam*. "The present state of *Khozam* is very basic, without any well defined interiors and exteriors. We have decided to 'clean' the sheer line and to keep the main parts of the superstructure that we thought were part of the history of the vessel: the funnel, the two amazing masts and the forward superstructure," said naval architect Stefano Pastrovich. "Knowing the boat is the most important thing to think about when preparing for a refit. We focused on the new structure to be added aft of the funnel in a manner consistent with the sheer line. We revised the general arrangement so as to allow a flexible use of space, where living rooms, sitting room and dining areas communicate fluently...In our office we believe in the very freedom of the owner in the choice of his own spaces... In a few words: We got the best of *Khozam*." Ultimately the project was not carried out, but still remains a great example of refitting. *Khozam* has a very well known smaller sistership, most recently known as *Lone Ranger* (ex *Simpson S*). Both vessels were built in Germany, and for years *Khozam* served as a support vessel to a Middle Eastern yacht. Stefano Pastrovich worked with Martin Francis and Claus Kusch before serving as Wally Yachts' chief designer and in 2005 setting out on his own. FOR MORE INFORMATION, VISIT PASTROVICH.COM

## Fun in Newport: Marsh Private Client Services and International Yacht Collection

host a sunset cocktail party  
on board M/Y *Chevy Toy*

Newport at sunset was the setting for a delightful time on board the 157' *Chevy Toy* built by Trinity. Guests enjoyed the lovely summer evening reminiscing with old friends as well as making new acquaintances. The event was hosted by Marsh Private Client Services and International Yacht Collection who have a close working relationship together assisting yacht owners with their risk management needs. Marsh is headquartered in Fort Lauderdale for yachting services but also has offices in Newport and Southwest Harbor, Maine to accommodate yacht owners. IYC, who also has an office in Newport, has *Chevy Toy* available for charter as well as many other luxury yachts available for both sale and charter.



1. Nicolas Koslowski, Captain, M/Y Chevy Toy; Theresa Patti
2. Left to right: Greg Glover, Marsh; Graham, IYC; Nicolas Koslowski, Captain, M/Y Chevy Toy; Christopher Macke
3. Left to right: Mark Elliot, IYC; Kristjana Cury; Michael Mahan, IYC; Heather Hatcher, IYC; Julia Siegle, Marsh; Barbara Latham, Marsh

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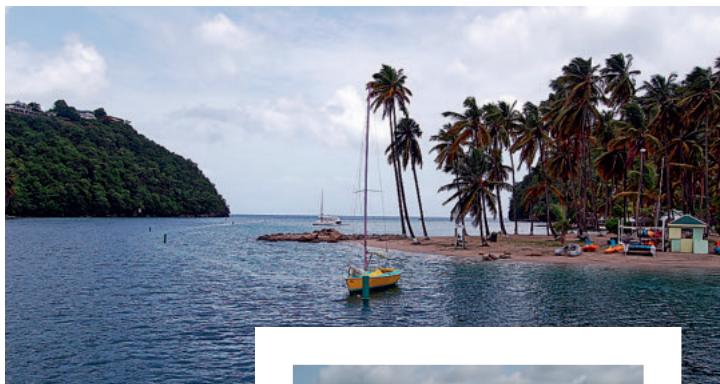
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## St. Lucia slips Megayacht opens in Rodney Bay

Megayacht marina developer Island Global Yachting (IGY) has opened its newly renovated and expanded Caribbean property, a 248 slip marina at Rodney Bay on the island of St. Lucia. Since acquiring the marina in early 2007, IGY has completed extensive renovation of the existing docks in addition to constructing a new fixed pier system of 32 dedicated berths for yachts up to 250'. The marina is capable of accepting vessels with a draft up to 14'. Utilities and amenities available to visitors and tenants at the new Rodney Bay Marina include 50 and 60 hz 3 phase power up to 400 amps, plus telephone, internet, cable and wi fi service. The property encompasses a full service boatyard, high speed fueling, ship's chandlery and a swimming pool on site. Rodney Bay is situated on the island's leeward side at its northern end, its waters flanked by adjacent headlands providing an agreeably sheltered stopover for in transit vessels, or an intriguing destination in its own right. Indeed, the town of Rodney Bay and the nearby capital, Castries, both offer an unexpected selection of restaurants and nightlife hotspots, and routinely spectacular Caribbean sunsets. St. Lucia itself boasts compelling natural and cultural attractions, including an active volcanic site near Soufrière, an extensive botanical garden, diving venues, golfing, sportfishing and the iconic Pitons, a pair of volcanic peaks towering over the island's southwest quadrant. For yachting families contemplating the merits of a local *pied à terre*, developers obligingly offer a variety of options. Nearest of these to the Rodney Bay Marina is The Landings, a private residence community offering one, two and three bedroom luxury condos, tennis courts, pool, shops, restaurants and its own private marina for boats up to about 50', all less than five minutes away. Inveterate shoppers soon will be able to indulge their whims at a high end shopping mall currently under construction in the town of Rodney Bay.

FOR MORE INFORMATION, VISIT [IGY.RODNEYBAY.COM](http://IGY.RODNEYBAY.COM); [WWW.THELANDINGSSTLUCIA.COM](http://WWW.THELANDINGSSTLUCIA.COM)

## Benetti shipyard New launches, contracts and models

The Benetti shipyard has had a busy schedule of launches and deliveries this summer, and recently reported the signing of five new contracts for future deliveries. Recent launches include the 213' *Silver Angel* (hull FB247) and the 193' *Lady Lara* (hull FB 243), both custom-built in steel at Benetti's Livorno shipyard. The yard also has delivered four Benetti 85s (BL 03, BL 05, BL 06 and BL 07), two 100' Benetti Traditions (BT 20 and BT 22), including one destined to cruise in Russian waters, five 120' Benetti Classics (BC 112, BC 116, BC 118, BC 120 and BC 121) and hull 12 in Benetti's 145' Vision line. Ensuring that the shipyard will have plenty of work in the months to come, the Benetti sales division reportedly has brought in five new contracts, including the first of Benetti's new 140' Crystal line, which is due to be launched in 2010. Benetti also sold hull 20 of its Tradition line, two Benetti Classics (BC 122 and BC 124) and hull 16 of the Benetti Vision line.

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



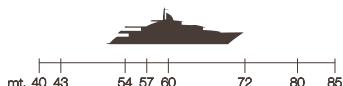
Silver Angel





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## 2010 delivery Crescent 144' Tri-Deck

Crescent Yachts' first 100'+ project since the acquisition of the Canadian shipyard by WorldSpan in 2005 is progressing toward a mid-2010 launch. The 23-year-old yard's newest project, an all-composite 144' tri-deck, is based on an original hull design by Jack Sarin with modifications by George Rodden, and styling by Jonathan Quinn Barnett. The 144 will feature three or four lower-deck double guest suites plus a full-beam master forward on the main deck. Following a design brief that mandates generous common areas for entertaining and socializing, Barnett has shaped for the first 144 large on-deck areas, and has designated the pilot house and skylounge as focal points for formal and informal gatherings. The main-deck bar, positioned well aft in the salon, includes opening partitions for serving guests both in the adjoining salon and outside on the covered aft deck. The salon area features lounge seating and an entertainment center. Just forward is a private dining room, then a commercial-grade galley. On the lower deck are two double guest staterooms, each with en suite bath, and a full-beam VIP suite featuring a king-berth bedroom with bath to starboard, opposite a private sitting room that, with its own bathroom, may be converted to a second VIP suite for larger owners' parties or charter service. Crew accommodations include three double staterooms plus crew mess and utility space forward on the lower deck, an engineer's stateroom aft of the mechanical and electrical spaces and a double captain's suite adjoining the pilot house. The on-deck full-beam master suite features an office positioned outboard to offer a panoramic view, a large walk-in wardrobe and his-and-hers bath with separate shower and jetted tub. View windows surrounding the skylounge encircle a casual seating area, game table and full-service bar. A large aft deck may be furnished with dining table or lounge chairs complementing a full-beam settee built into the aft coaming. A fixed hardtop shades the midship section of the sun deck, which features a spa tub, bar, grill, day head and space for more lounge furniture. Aft on this level is a hydraulic crane and space for the tender. Crescent Yachts builds all-composite semi-custom and custom motoryachts 100 feet in length and larger. Its headquarters and shipyard are located in Maple Ridge, British Columbia. MORE INFORMATION IS AVAILABLE AT [WORLDSPANMARINE.COM](http://WORLDSPANMARINE.COM)



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### High on the Exumas

#### Ocean Estates in Staniel Cay

On the quiet island of Staniel Cay in the gorgeous Bahamian islands of the Exumas, known for their exceptional pink beaches and shimmering turquoise waters, construction continues on luxury homes on a few parcels located along an exceptional 40-foot-elevation called "Ocean Ridge" by the island's residents. Of the original eight lots, construction is underway or completed on three, and five remain available with a price range of \$1.75 million to \$2 million. Included in the purchase price of each is a dock slip at the private marina on the west side of the lots. Slips can accommodate a boat up to 50' with a maximum draft of five feet. The president of Fort Lauderdale-based Ellis Diversified, Inc. owns several lots and says part of the attraction of this development is its simplicity, accessibility and remarkable location 74 miles from Nassau and 250 miles from Miami. Staniel Cay has a 3,000-foot airstrip and offers private air charters and daily air service from South Florida. The island also has an established marina with fuel, electricity, fresh water and a yacht club, which accommodates boats with an 8.5' draft. The islands surrounding Staniel Cay offer scuba diving, snorkeling, fishing, kayaking and boating.

FOR MORE INFORMATION VISIT STANIELCAY.COM.

## New Icon Yachts look Setzer and Adriel design the VL 70

Icon Yachts, introducing its first yacht this fall, has worked with international designers to create a variety of looks and arrangements for its pre-engineered build platforms. U.S.-based Setzer Design Group contributed the VL-70, a sleek design with a prominent plumb bow and stylized superstructure enveloping six decks. Ward Setzer and his studio worked closely with Icon to develop a new bow section for the standard Icon hull form. To create the interior of this voluminous yacht, Setzer turned to Adriel Design of Seattle, and the two studios collaborated for months on developing further the concept of the "Vision Line". The VL 70, powered by a conventional drive system, will achieve a cruising speed of 15 knots and world travel capabilities, which presumes ample storage for tenders and toys and a helipad, all available in this design. A large swimming pool on the aft deck, a Jacuzzi overflowing into a waterfall, a glass-enclosed elevator, recessed balconies and a cinema room, all very much in demand nowadays on superyachts, are integral parts of the design. Six lower-deck staterooms are available for guests, while the owners have a private ondeck stateroom with office. The VL-70 can accommodate 16 crewmembers. Setzer said that the Icon Yachts "Build-Platform" of both hull and engineering plant proved to be very capable of handling all the curves that Adriel and Setzer could throw at it.

FOR MORE INFORMATION VISIT SETZERDESIGN.COM, ADRIELDESIGN.NET AND ICONYACHTS.EU





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## Viking Sport Cruisers and Princess Yachts 15 years of partnership

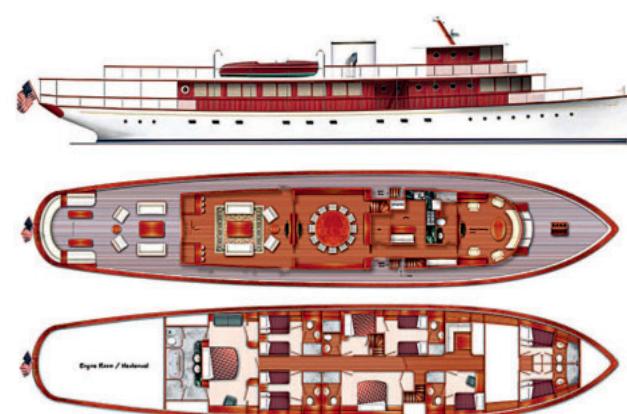
In 2010, Viking Sport Cruisers will celebrate 15 years of partnership with Princess Yachts International of the U.K., an alliance formed with the goal of building a new class of luxury cruising yachts for the American market. Recently, Princess Yachts International has announced the acquisition of a new facility to allow expanding its model range to include yachts larger than 100' in length. The facility, part of the renowned Devonport Naval Base in Plymouth, England, comprises more than 15 acres and is ideally located on the waterfront a short distance from Princess Yachts' Newport Street facility. With the addition of this new site, which represents an investment of nearly \$25 million over the next few years, Princess Yachts now has over 38 acres of manufacturing facilities in Plymouth. Plans are currently being finalized for the first of a new line of long range cruising yachts to be built at the Devonport site. The first model, a 105' yacht is scheduled for completion by the end of 2010. The 105 Motor Yacht has been designed as a capable raised pilothouse yacht with accommodation for ten guests and up to six crewmembers. The yacht's master stateroom is conveniently located on the main deck, providing for four larger guest staterooms on the lower deck, including two full beam VIP guest suites, a third VIP guest stateroom, and an additional twin berth guest stateroom. Crew quarters remain separated from the main accommodation to ensure cruising comfort for all onboard. Power options range up to twin MTU 16V2000 M93 engines at 2,400 hp each. In addition to the 105, further plans for an even larger tri deck yacht are well underway, with the first hull targeted to launch in late 2011.

FOR MORE INFORMATION, CONTACT: [VIKINGSPORTCRUISERS.COM](http://VIKINGSPORTCRUISERS.COM)

## New Trumpy Yachts For Fractional program

Only months after releasing details of their first project, Trumpy Yachts has signed an agreement with Classic Yacht Partners, a newly created yacht fractional ownership, to build two new vessels inspired by John Trumpy's classic pre-war designs. The company's goal is to make these two yachts, a 125' motoryacht and a 138' sailing yacht, available to yacht owners through a novel fractional ownership scheme. Trumpy's 1928 *Truant*, built for the Newbury family, inspired the new 125' (38m) motoryacht. Classic Yacht Partners Managing Partner Alex Suarez's long-standing interest in large sailing yachts also inspired a 138' (42m) sailing yacht design. Some of John Trumpy's original sketches of his personal sailboats (four yachts, all named *Sea Call*) and more recent input from grandson Johan Trumpy, Jim Ewing and Bill Langan of Langan Design contributed to the final design of the new Trumpy sailing yacht. Both yachts feature salons and below deck areas that cater to owners' privacy and entertaining needs, and include beam-to-beam master suites, tender wells that convert to lap pools, a convertible landing pad for helicopters, expansive decks with numerous bars for large group events, raised panel-adorned libraries with fireplaces, wine cellars, and VIP guest quarters that can all convert to queen or king configurations. The company's fractional ownership program will provide each partner 25 days per year at about \$1 million annual cost. Vicem Yachts of Turkey will build the vessels using their cold-molded technique.

FOR ADDITIONAL INFORMATION, VISIT [TRUMPYYACHTS.NET](http://TRUMPYYACHTS.NET)



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## Making Waves

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 FUEL CAPACITY: 951 GAL. - WATER CAPACITY: 264 GAL.

## The SL62 flybridge yacht Sanlorenzo only smaller

The Italian shipyard describes this newly introduced model as the “pass key to the tailor made world” of Sanlorenzo. At 62', this is the smallest in Sanlorenzo's line of fiberglass flybridge yachts (Sanlorenzo also builds yachts in aluminum, including the unmistakable 40 Alloy, and recently announced its first steel yacht, at 144'). Unlike many yachts this size, this 62 footer will allow a great deal of customization, according to Sanlorenzo. Hull 530, currently under construction, will feature a modern décor with light oak furniture and a dark sole in wenge, and a minimalist galley with furnishings by Schiffini. Lower deck accommodations include a master, a VIP and a guest cabin with twin beds. The standard engine option is twin MTUs, although hull one features two Caterpillar Acert engines. The SL62's design shares with the rest of the Sanlorenzo fleet an affinity for classic lines and emphasis on a bright interior. Sanlorenzo's American headquarters are located in Fort Lauderdale, Fla.

FOR ADDITIONAL INFORMATION, CONTACT: SANLORENZO OF THE AMERICAS/YACHT BLUE AT 888-244-7617, OR VISIT SANLORENZOYACHT.COM

### Belize private island resort Mayan Islands

Mayan Islands, a private resort community in Belize will hold a Pre-Grand Opening of their Beach Club and Spa on November 21. Details of the luxurious Beach Club and Spa amenities to be completed by summer 2010 will be unveiled at the event but a sneak preview reveals 20,000 square feet of ocean front with private cabanas, infinity pool, world-class dining and a two-level fitness area with gym and spa. The project is the brainchild of Scott Mallick, who arrived in Belize nine years ago to scout a location for a perfect beachfront home and instead decided to develop a private island paradise. The development also has a marine component in the making. Designed by Applied Technology and Management, when completed the planned marina will have 314 slips and dockage up to 150', making the 174 miles of protected coastline of Belize along the Caribbean Sea a unique treasure. Located just a short 10 minute boat ride from Ambergris Cay, the largest island in Belize and home to a multitude of shopping and dining, the Mayan Islands is relatively easy to access with direct flights available from Atlanta, Charlotte, Dallas, Houston, Miami, and Los Angeles. FOR MORE INFORMATION, VISITMAYANISLANDS.COM

### Contemporary Look for Eliana

#### From Ardeo Design

Ardeo Design has been commissioned to design a contemporary interior for the new 76' Nordhavn yacht Eliana. African cherry and wenge woods combined with woven textures, tile, and stainless steel create a casual elegance that meets the owner's design brief. The yacht's full-beam master stateroom is on the main deck forward, with two guest staterooms with ensuite heads located on the lower deck.

CONTACT: SCOTT@ARDEODESIGN.COM



### Italian-style lobstermen now have New York base Morgan Yachts and Sparkman & Stephens

Italian Morgan Yacht, which specializes in the design, construction and marketing of Lobster-style boats and fast commuters, has formed an alliance with Sparkman & Stephens for the distribution of its boats in the U.S. Morgan Yachts, which is part of the Aicon Group, says this is the first of a series of “Ambassador” agreements designed to expand the builder's network internationally. “The Ambassador, chosen by Morgan for its authority and tradition in the nautical field, is an exclusive partner which represents access to the Morgan's world. For this reason Morgan wanted to start the network of Ambassadors with Sparkman & Stephens, a firm that reflects all the Morgan key values of technology, style and design,” the company said in a statement. Founded in 1929, by Drake Sparkman and Olin Stephens, Sparkman & Stephens has created more than 2700 designs and is a full-service company with divisions specializing in yacht design, brokerage, charter and insurance. The firm has offices located in New York, Fort Lauderdale, Fla. and Newport, R.I.

FOR MORE INFORMATION, VISIT MORGANYACHTS.IT AND SPARKMANSTEPHENS.COM

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## Custom Mulder 77' *Eleonore*

Although the Amsterdam-based Mulder shipyard is best known for its modern retro-styled yachts in a 59' to 92' range built in all aluminum or steel and aluminum and designed by Guido de Groot, occasionally the shipyard builds fully custom yachts under the "Built by Mulder" label. Most recent of these is the 78' *Eleonore*, an all-steel full-displacement yacht with a gleaming white hull and full teak planking introduced at the HISWA show in September. The product of Mulder's first collaboration with Theo Werner, *Eleonore* features a large owners' stateroom forward and two guest cabins aft, each sleeping two persons. All cabins have their own bathroom with marble floors and the yacht also features a separate day head. The interior is in premium cherrywood with panels and curved doors. A garage, which opens hydraulically, preserves the yacht's stylish exterior lines. The Dutch client selected Mulder Shipyard for its competitive price and extensive experience in the 60' to 90' motoryacht segment. Mulder Shipyard's own designs have achieved international fame and with the construction of this Werner 78 Classic the yard reinforces its ability to build top quality yachts by independent designers.

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

LOA: 78' - BEAM: 18'3" - DRAFT: 4'6" - ENGINES: 2 x 320 HP CATERPILLAR C7

WEIGHT: 72 TONS - MAX SPEED: 13 KNOTS - CRUISING SPEED: 11 KNOTS

DESIGN: THEO WERNER - LAUNCH: 2009

YACHTS

62



Steven Warren



Steve White

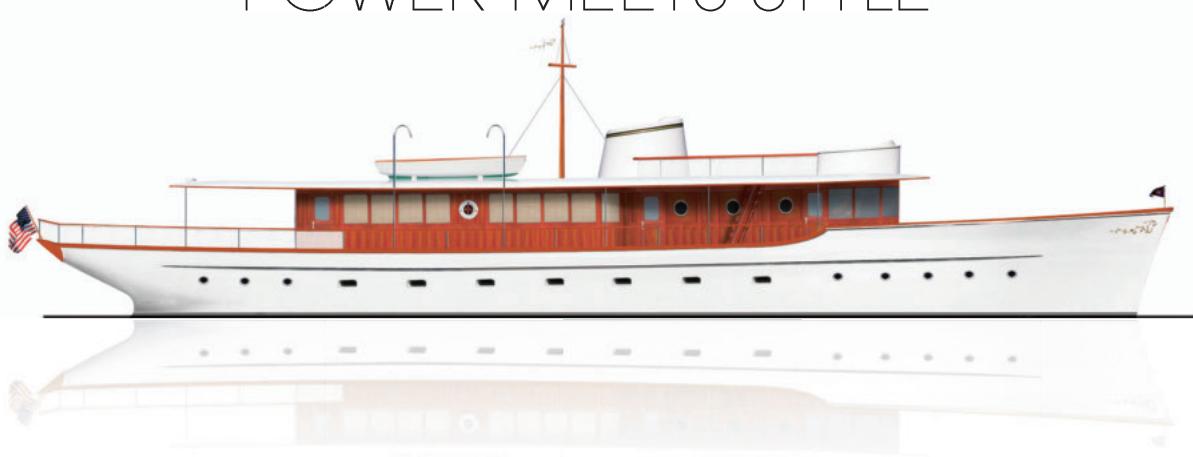
Making Waves

## International Yacht Register

### A new take on the business of yachting

A few months ago, as the boating market began to slow in all segments, large yacht Captains Steven White and Steve Warren seized an opportunity to start a business they had thought about for some time and created International Yacht Register, or IYR. For the past decade, the experienced captains had watched the “tidal wave of financial extravagance,” caused by the exploding growth of what once had been a cottage industry, engulf the yachting world. Despite the industry’s dramatic growth, the captains saw that aspects such as the handling of buying, selling and chartering yachts had not changed much. For one thing, although prices of yachts (as well as their size and sophistication) had increased at a high rate, brokerage commissions remained virtually unchanged. Another evolution the captains identified was a significant increase in the cost of shore support, due mainly to the growth of all-encompassing management companies. This in Warren’s opinion drove a bit of a wedge between owner and captain, who in the past have handled many of the services now managed by a shore support company. One immediate consequence to the yacht owner was an increase in cost. As a captain, White had a 15-year tenure with the same vessel, which taught him to value the relationship between owner and captain. He does not diminish the role of outside management companies, which he knows is what a few owners prefer, but he and Warren wanted to offer an alternative, especially during a time when saving on the cost of running a yacht may be particularly appealing to owners. “Modern management tends to be more controlling,” White said. Some owners want to have their boats completely managed; that’s their prerogative. The brokerage market is there; it functions. We are not trying to reinvent the wheel, but we do believe that one key aspect for yachting to continue to thrive is to keep costs down,” White said. “We asked the question: How can the industry can go forward from here, and asked how we could in our small way give an alternative to owners?” One of the answers was a much lower brokerage commission, a big aspect of IYR’s business plan. Another was to create a data bank of “qualified” yachts, so the captains set out to create a 50-point inspection list. To be included on the register, a yacht needs to achieve and maintain a 75-percent passing grade. IYR does not seek to exceed a fleet of more than 30 yachts, and the inspection, which could be seen as a mini survey, allows them to be selective. Aside from systems and issues of safety, the inspection takes into account the knowledge of the crew and the condition of the boat. IYR also offers brokerage, charter and build management services. Between the two of them, founding partners Steve White and Steve Warren, whose combined experience exceeds 44 years, have been responsible for yachts built at the world’s top shipyards, including Lürssen, Feadship, Abeking & Rasmussen and Heesen. FOR MORE INFORMATION, VISIT [IYR.NET](http://IYR.NET)

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November 2009

**Making Waves**

## Expeditions in the wild Sorting out Antarctica

With the range of vessels expanding and the number of expedition vessels on the rise, has come an increased interest in some of the least explored and wildest corners of the Earth. Accordingly, the number of companies specializing in remote settings is on the rise. Among these is Last Border Marine Consulting & Logistic Services, created by a group of Argentine tourism professionals and a marine consultant to specifically cater to the increasing number of private yachts visiting Antarctica and the southern extremes of South America. Co-founder Sebastian Arrebola, an experienced expedition guide and sailor, is trained in sea survival and well versed in the bureaucratic peculiarities of the region, which is governed by the Antarctic Treaty, signed in 1959 by 12 countries including the U.S. and Argentina. With several nations having jurisdiction over the region, sorting out the various permits and environmental regulations can be complicated; restrictions designed to protect the fragile environment of the region also can limit access, so the company offers assistance in logistics, including air or shore transportation to key areas, as well as in permitting. Based in Ushuaia on Tierra del Fuego, a favored Antarctic gateway, Arrebola and company also can assist with provisioning and arranging unforgettable shore expeditions. FOR MORE INFORMATION, VISIT PRIVATEYACHTEXPEDITIONS.COM

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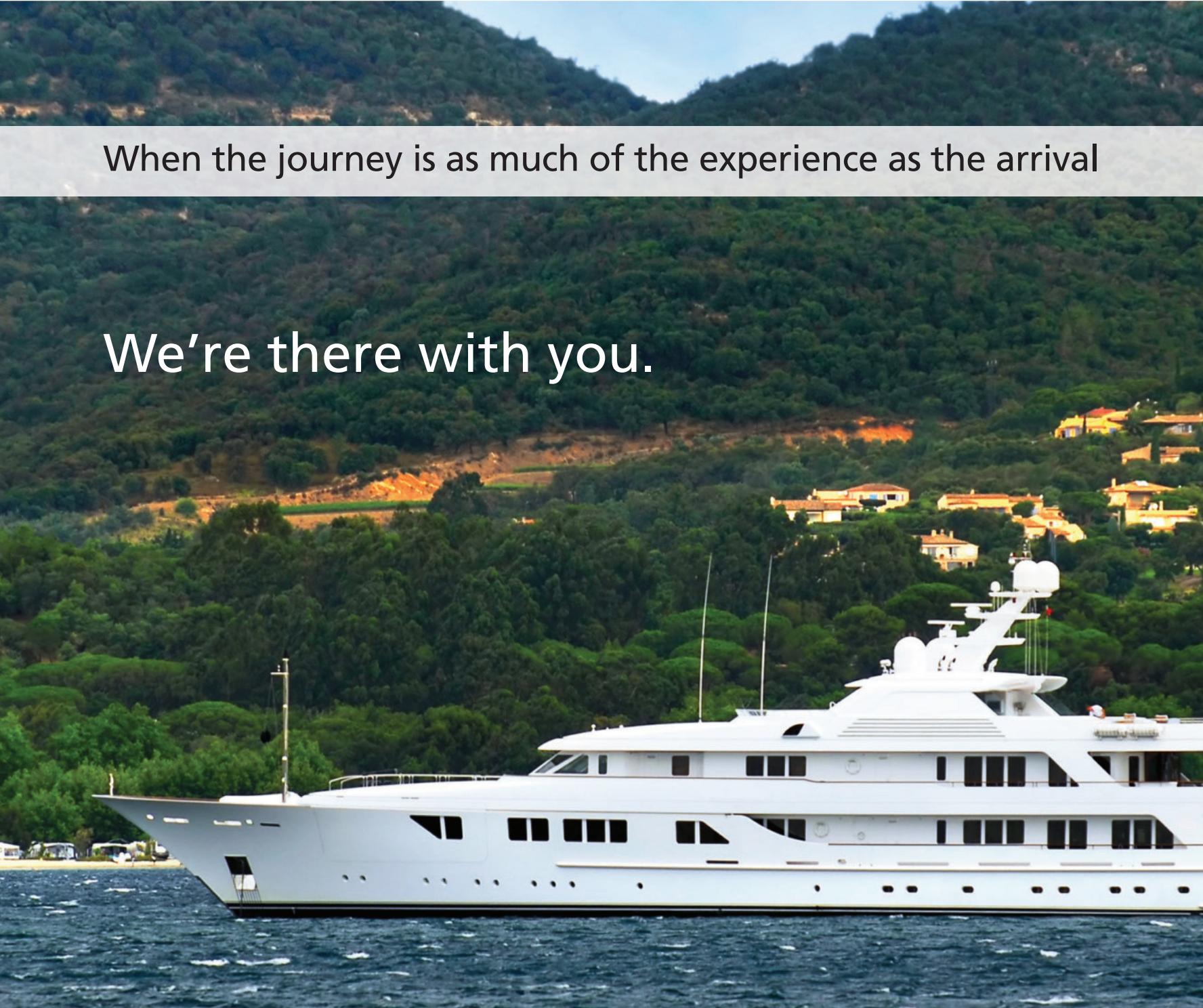


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## Grand Banks Yachts

### 53 Aleutian RP set to launch in 2010

Grand Banks Yachts has introduced the 53 Aleutian RP, the newest addition to its raised-pilothouse and fast-growing motoryacht series. Set to launch in early 2010, the 53RP features a completely new hull and deckhouse, as well as new interior layouts and styling that mark another evolution in the fast-growing Aleutian Series. "When you step on board it's astonishing to see all these features on a vessel of this size," said David Hensel, Grand Banks' director of marketing. These amenities include a full three-stateroom layout, plus a utility room with six feet of headroom that can serve as a walk-in closet, laundry room or pantry space for serious long-range cruisers. In the optional layout it can also be configured as crew quarters, accessible from the engine room. "The unique configuration of this boat allows for much more living and storage space than you would typically find," Hensel said. "Couples and families looking to cruise self-sufficiently over long distances will be excited by what's now available in a very manageable size of just 53 feet." The 53 Aleutian RP, which has a beam of 17'9", is available with standard twin 593-hp diesel engines and options up to 705 hp, which will generate top speeds estimated at more than 22 knots. Alternately, owners can cruise at displacement speeds for fuel economy. The salon features expansive windows that bring in ample light and views to the generous seating area. In addition to the centerline helm station, the raised pilothouse also holds a well-equipped kitchen to starboard and a large dinette to port. Down below, the master cabin, accessed via a private stairway, is also open to natural light and views through two outsize portlights in the hull sides. A separate stairwell provides access from the pilothouse to access the large VIP cabin forward, as well a third guest cabin that can be configured as an on-board office at the owners' option. Like other Aleutian models, the 53RP features a classic Portuguese bridge and large aft deck, as well as an expansive flybridge with a second helm station and plenty of seating around the handmade teak table. Grand Banks' in-house team designed the hull and superstructure and tank testing by the University of Michigan's Marine Hydrodynamics Laboratory validated the design and performance specifications.

FOR MORE INFORMATION ABOUT THE MODEL, VISIT GRANDBANKS.COM/PREVIEW53  
OR FOR GENERAL INFORMATION ABOUT GRAND BANKS, SEE GRANDBANKS.COM



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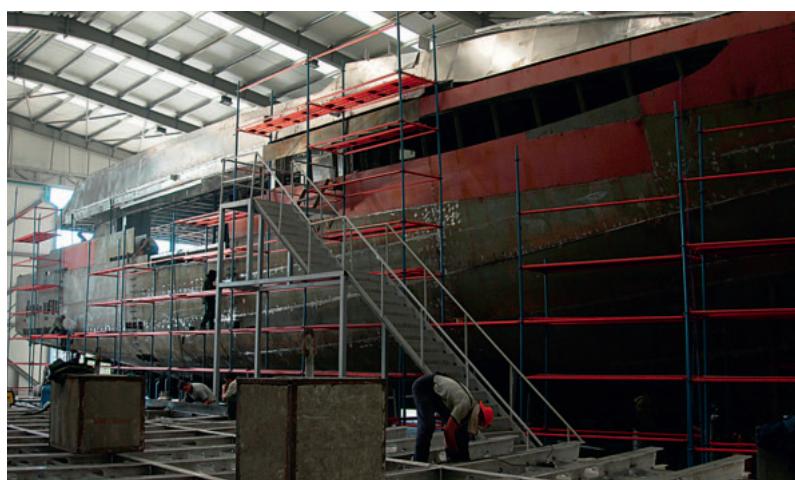


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November 2009

Making Waves



## Soraya 46

### All about interface

Guests onboard today's yachts have a huge array of choices in controlling entertainment and environmental systems, each one aiming to allow convenient adjustment of temperature, lighting and curtains and select favorite music and videos. Occasionally, however, and despite their best intentions, manufacturers seem to forget that the end user may not be technically savvy. Especially on charter vessels, guests have a very limited time to master the use of complex remotes communicating with even more complicated systems. Yacht builder Soraya

Yachts has looked at the issue closely and has worked with Cisco and Schneider to create an interface system that aims to make everyday use simple and seamless, particularly when it comes to simple tasks such as adjusting lights, air conditioning and television. "Transparency is the key word to the design of the Comfort Management System," said Soraya Yachts Sales Manager Sasa Vinkovic at the Monaco Yacht Show. The system Soraya Yachts selected and perfected for its Soraya 46, currently under construction at the Gentech Shipyard in Turkey, uses an IP based network option with four independent networks (for speed), supported by servers. The system, apart from basic functions, includes sensors able to detect whether humans are present in a room, which allows controlling the use of light and air conditioning with an automated shutdown feature to avoid unnecessary electrical consumption. These "human sensors" also can detect intruders. The complexity of the system is hidden behind a "friendly" guest interface. "If this Comfort Management System is not an exclusivity on Soraya, it has been pushed as far as possible to enable any basic user to take the most out of the computerized assistance without spending time reading heavy and boring user manuals," Vinkovic said.

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

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### Grand Banks Yachts

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## Asia Pacific

November 2009



## Kingship Columbus 90 Continues China Range

Kingship of China, which works closely with Holland's Vripak, has delivered its third ISO 9001-Lloyds-MCA steel-hulled vessel, and has 110', 131' and 138' projects in progress. CEO Roger Liang told us the latest Columbus 90 *Belle Isle*, shown here, will probably cruise to Europe after further sea trials in Hong Kong, downriver from the yard's advanced seven-slot Zhongshan facility, which has its own modern ex-Shanghai synchrolift and where one lunches on a swimming pool terrace sipping French chateau-bottled wines from Liang's private collection. The first Kingship Expedition 110, appropriately called China, was built for a European familiar with business on the China Coast, and reviewed in YI some issues ago. She is these days seen mostly in Monaco and other Med ports. The next Kingship Motor Yacht 110, Jeremy, sailed for Australia. But now that the yard is establishing a further-flung reputation, the third 110 is for a Swedish owner who plans sailing her via Japan across the North Pacific to Alaska, followed by a 131-footer for a Dutch owner who is taking her south to Australia first, then on a circumnavigation. Another new project is the Green Voyager, a 148' motor yacht developed with the Axis Group of yacht designers and naval architects of Viareggio, and Italy's classification society RINA, in association with its Green Star plan to lower the environmental impact of various vessels. This project is being officially unveiled at the Ft Lauderdale Boat Show, but a preview was also available at the Monaco Yacht Show in late September. Liang, apart from having been a leading light of Hong Kong's Gourmet Society, has much experience in commercial shipping, has represented Italian boat yards in the East, and one of his earlier superyachts, partly built in Hong Kong and Singapore, Pearl of the Orient, was shown at Ft Lauderdale some years ago. She became a successful charter vessel.

MORE INFORMATION IS AVAILABLE AT [KINGSHIP.COM](http://KINGSHIP.COM)

## Island Global Yachting Possible management role in Sydney

Sydney Superyacht Marina, opened a decade ago prior to the Sydney 2000 Olympics, is expanding to 24 stern to berths, each with a finger pier, for vessels up to 230'. Nathan Rees, the state premier, and Joe Tripodi, the state government's minister for Finance, Infrastructure, Ports and Waterways, announced during the Sydney Boat Show that a new entity, Sydney Superyacht Marina Pty Ltd, "has secured an agreement with Florida based Island Global Yachting (IGY) to manage the marina." The reconfiguration was expected to be completed in 2010. However a month later Chuck Smith, Boca Raton based spokesman for IGY, told *Yachts International*: "The agreement is still being finalized. We do not have any official statement on this project yet." IGY, founded four years ago by Andrew Farkas, has 20+ marinas under management, and their possible participation in the Sydney revamp is seen as encouraging continued growth of superyacht passages in the South Pacific. Tripodi said investments in the marina, and in new berthing facilities at Sydney Fish Markets across the bay by All Occasions Cruises, were valued at more than \$40 million. The latter contract raised eyebrows but apparently adequate funding has been secured. Both locations require access past the pylons of an old bridge, and are about 15 minutes by tender or taxi from the CBD. Other berthing options are available in extensive Sydney Harbor. Largest Australian owned vessels are 220' to nearly 300', including the Amels built *Ilona* and *Boadicea*.

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





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Asia Pacific

November 2009

# Semi-custom Oceanfast

## Most recent launch is a 157-footer

The legendary West Australian superyacht yard Oceanfast has launched the second vessel in its new semi-custom 36-48-60m (or 118-157-197' series). Built in aluminum to Lloyds Classification and MCA Large Yacht Code, the vessel is powered by twin MTU 10V 2000 M72s marine diesels, producing 900 kW per engine through ZF gears to stainless steel shafts turning custom 5-blade propellers. Range is 4,000 nm at 12 knots, with 14 knots as the cruise speed. The publicly-listed Austal, the world's largest aluminum fast ferry company, owns the Oceanfast marque, but the yard rose to prominence independently through the startling designs of the late great London-based Dutch-Australian Jon Bannenberg, who was once a shareholder, and his former partner Tim Heywood. The latter, when overseeing an earlier *Sycara* at Oceanfast told us he and Bannenberg split up in the mid-1990s over this very issue. "I told him we're designers, not boat builders," Heywood said then. A spate of custom Oceanfast orders in the early 2000s included *Aussie Rules*, later *Floridian*, for former world #1 golfer Greg Norman, but cost overruns required a more conservative approach, and there was little building in the mid-late 2000s until retiring Oceanfast CEO John Rothwell, a passionate superyacht builder and himself a Dutchman, adopted something akin to the Feadship semi-custom model. The first vessel was *Eendracht*, a 118-footer named after a much earlier Dutch exploration sailing ship – Australia was initially known as Nieuw Holland, and the Dutch ruled the Spice Islands in next-door Indonesia for many years. This boat continues in part-charter on the Australian coast. The second 157' vessel, from a definitely pedigree yard, is offered at a little under \$25 million (US), depending on fluctuating foreign exchange rates. FOR MORE INFORMATION, VISIT OCEANFAST.COM



## Sydney Boat Show

### Lights on as markets pick up

"It was like somebody turned on the lights," said Australian industry doyen Bill Barry-Cotter of the Sydney Boat Show, where

sales improved noticeably after a dour first-half 2009. The

Maritimo CEO, showing a flagship 73' convertible and other models, is famously ultra-cautious, but on this occasion reported brisker inquiries and some sales, as did other yards. Dealers said

this was a "bottoming out" of the bear market.

Many Asia-Pacific and Middle East countries did not slip into even technical recession anyway, bolstered by ongoing trade with China, India, oil revenues and other factors, so they were expected

to recover faster than Europe and the Americas. Nevertheless, it was a relief to see tangible signs of this actually happening.

Attendance at the five-day event was fractionally up on the previous year's six-day show, at 72,000, and Sydney kept forging ahead of rival Sanctuary Cove in Queensland as the southern hemisphere's leading import-export showcase.

MORE INFORMATION, AT SYDNEYBOATSHOW.COM



## MCC-Marcopolo 197'

### Unveiled at Monaco YS

MCC Marco Polo, the innovative European staffed company building 145' Transocean Explorers at the renowned Cheoy Lee near Hong Kong, unveiled the lines of a new 197' vessel at the Monaco Yacht Show in late September. The accompanying press release remained under wraps at our deadline for this issue, but the yard has so far built one uniquely single screw vessel, designed by Ron Holland, and a second will be launched next year. Both have a quite remarkable range of 6,000 nm at 10 knots, and a powerful Schottel bowthruster can double as an auxiliary engine, capable of steering the vessel at reserve speeds up to six knots. [WWW.MCC-MARCOPOLO.COM](http://WWW.MCC-MARCOPOLO.COM)

**YACHTS**



## INTRODUCING NEW MONTE FINO S 62

Monte Fino S is a completely new line of Monte Fino ranges for those seeking a sports yacht with sleek exterior, modern interior and affordable price. A 66S model is also available with spacious interiors for entertaining families and friends. This completely new line are designed by Setzer Design Group and will soon complete another 112' design.

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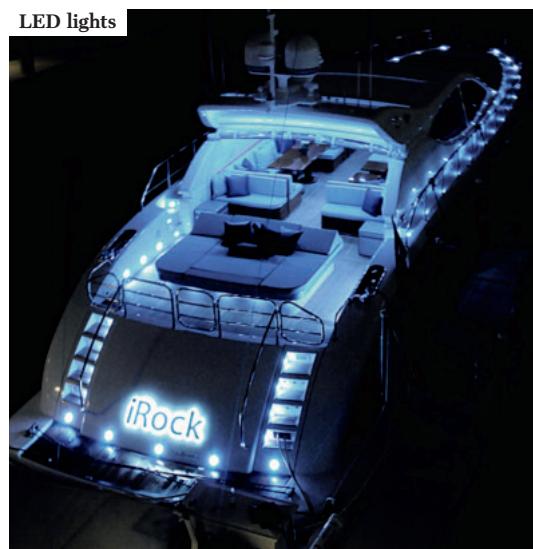
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## Briefings

November 2009



# Industry

**Bradford Marine, Inc.** ([bradford-marine.com](http://bradford-marine.com)) has expanded its facilities with two new service bays at Lauderdale Marine Center, a 50-acre marine service facility on Fort Lauderdale's New River designed to service yachts up to 180', and equipped with 300-, 100- and 75-ton Travellifts; for further information, contact Tom Krieger ([tom@bradfordmarine.com](mailto:tom@bradfordmarine.com) or Jimmy Floyd ([jimmy@bradfordmarine.com](mailto:jimmy@bradfordmarine.com))... **Denison Yacht Sales** ([denisonyachtsales.com](http://denisonyachtsales.com)), the exclusive dealer of Selene trawler yachts in the southeastern U.S. and Caribbean through Selene of Florida, has moved into new corporate headquarters located at 401 SW 1st Avenue in Fort Lauderdale, a two-acre site on the New River, with 300' of river frontage that was formerly home to Allied Marine's service center and now houses Apex Marine LLC, a full-service repair yard for all brands and models... **Intellian Technologies** ([intelliantech.com](http://intelliantech.com)), maker of marine satellite antennas, has begun construction on a 71,000 -sq foot facility; the Intellian Center for Innovative Technologies near Seoul, Korea will include research and testing facilities and should be ready in early 2010... Florida-based **Universal Light Designs and YachtSign** ([yachtsign.com](http://yachtsign.com)) have introduced a new line of waterproof and maintenance-free luminaries which can be customized to fit any new or refit vessel; all essential parts including LEDs are integrated into the light fixtures and fully sealed to IP67 standards and protrude less, making it ideal for stairs and breezeways... **International Yacht Training** ([yachtmaster.com](http://yachtmaster.com)) and ProDive International have designed two courses for megayacht crewmembers; the Dive Safety Coordinator and Dive Safety Supervisor courses are available in Fort Lauderdale to crew with STCW '95 and a variety of PADI certifications... A slip for a 165' yacht on T-Dock at the Florida Keys-based private club of **Ocean Reef** ([oceandreef.com](http://oceandreef.com)) has sold for a... **Westport Shipyards** ([westportyachts.com](http://westportyachts.com)) has relocated its Seattle sales and interior design departments to new premises fronting the Lake Washington Ship Canal at The Salmon Bay Marine Center. Located at 2280 West Commodore Way in Seattle, Wash. 98199, the facility offers 300-plus feet of dockage and accommodates yachts up to 164'. The move is part of a company-wide initiative to continually upgrade its infrastructure in order to drive design development and provide improved customer service to clients worldwide, the company said in a statement. Westport operates shipyards in La Conner, Hoquiam, Westport and Port Angeles, Washington building models at 85', 98', 112', 130' and 164'.

## Brokerage

Superyacht broker **Burgess** ([burgessyachts.com](http://burgessyachts.com)) has sold the 289' *Maltese Falcon*, the world's largest sailing yacht and one of the most photographed. The yacht features an automated square-rig DynaRig sail plan and three free-standing, rotating, carbon-fiber masts capable of holding 25,800 sq. feet of sail. The brainchild of commissioning owner Tom Perkins and the result of a collaboration between Perini Navi, naval architects Dijkstra & Partners and designer Ken Freivokh, the *Falcon* was launched in 2006. According to Burgess CEO Jonathan Beckett, the yacht sold close to the asking price of 70 million euros. The new owner liked the yacht's "green" credentials. *Maltese Falcon* will remain in charter under her new ownership, with both charter management and full operational management handled by Burgess... **Merlewood** ([Merlewood.com](http://Merlewood.com)) has sold the 100' *Mangusta Useless* and has added the 295' *Corsair Nero*, 223' *Nobiskrug Sy cara* to its central listings... **Fraser Yachts** ([fraseryachts.com](http://fraseryachts.com)) has reported the recent sale by Stuart Larsen, of Fraser's Fort Lauderdale office, of the 160' Alloy sailing yacht *Georgia*, which was at the time of its delivery in 2000 the world's largest sloop and the 197' *Headship Paraffin*... **IYC** ([iyc.com](http://iyc.com)) reports the sales of three motoryachts at its Fort Lauderdale office and one at its Monaco office, and has added five new motoryachts to its U.S. and Monaco central brokerage listings **CNI** ([camperandnicholsons.com](http://camperandnicholsons.com)) has released the second edition of its Yachting Index available online at [camperandnicholsons.com/superyachting-index-2009/](http://camperandnicholsons.com/superyachting-index-2009/). **Sacks Group Yachting Professionals** ([sacksyachts.com](http://sacksyachts.com)) (**TSGYP**) and **IMA Yachts** ([imayachts.com](http://imayachts.com)) have formed a strategic marketing alliance that allows them to cross-market their non-competing services and specialties to each other's existing clients; the new relationship also will allow both firms to grow by offering an expanded menu of services to new customers covering all aspects of large yacht ownership and enjoyment.

## YACHTS



+++ Hamburg, 12 June 2009 +++ 09.46 +++

## Horizons have changed

In recent times, various iconic yachts have left the  
Blohm + Voss building and refit facilities.

Confidentiality codes forbid any further disclosure,  
however these yachts change horizons wherever  
they appear.

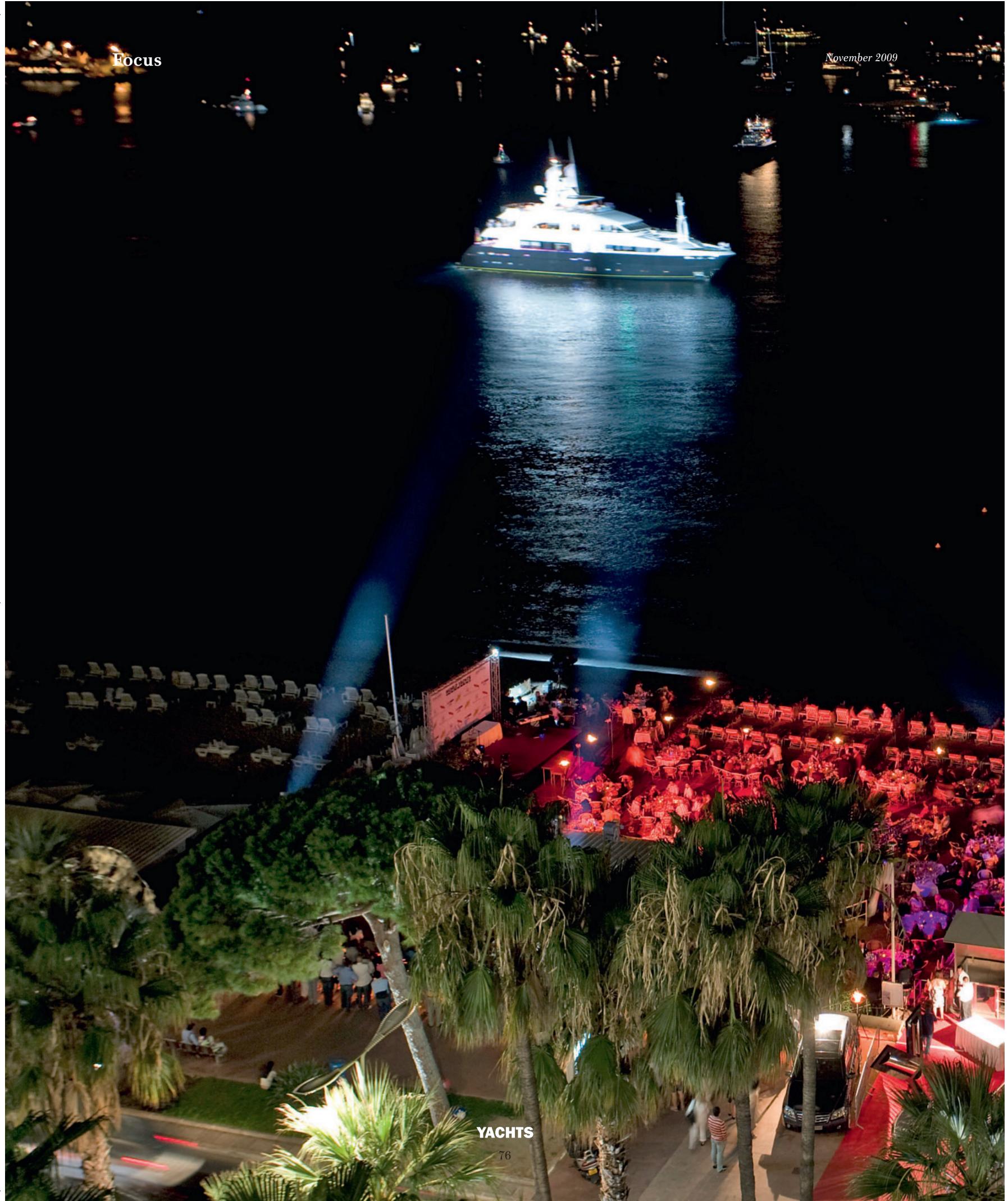
To discuss either a large new build, or a refit  
Made in Germany, call +49 40 1800 1200 or  
drop an email to [yachts@thyssenkrupp.com](mailto:yachts@thyssenkrupp.com).

**Blohm+Voss**



Focus

November 2009



**YACHTS**

76





November 2009

Focus

## ***Yachts magazine's 2009 Yachts Parade Horizon Premier 135' Bikini Queen 2 takes center stage***

Horizon Yacht's Premier 135 *Bikini Queen 2*, presented at the Cannes International Boat Show by Drettman, took part in the Yachts parade organized by *Yachts Magazine* in front of the famed Inter-Continental Carlton Beach Hotel on La Croisette during the World Yacht Trophies event. The yacht features naval architecture by Gregory C. Marshall and design by J.C. Espinosa.





GRAND BANKS

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THE ACCLAIMED RAISED-PILOTHOUSE ALEUTIAN SERIES BY GRAND BANKS

Photo: 65 Aleutian RP



Blending a timeless nautical spirit with time-tested cruising performance, the Aleutian Series from Grand Banks Yachts stands today as the ultimate choice for the uncompromising buyer. Swift, stylish, spacious and sophisticated, Aleutian models are available from 59 to 72 feet in length – including the new 72 Aleutian SC launching in early 2010. Contact an Authorized GB Dealer to plan your Aleutian sea trial, or visit [www.grandbanks.com](http://www.grandbanks.com) for photos, videos and complete details.



Heritage



Eastbay



Aleutian

See Grand Banks and the Aleutian Series at the **2009 Ft. Lauderdale International Boat Show**, Oct 29-Nov 2, "B" Dock

November 2009

Debut



**Queenship 74' *Meriweather* CLEAR FORECAST**

Since Florida-based WorldSpan Marine acquired Queenship Yachts in late 2005, the British Columbia builder has been busy laying the groundwork for current and future expansion. The first priorities were the completion of two existing projects and development of a series of new designs ranging in length from 74' to 100'. The first of these, a 74' Pilothouse Motoryacht, christened *Meriweather*, was completed and launched in early June for delivery to its American owners.

Story Jerry Stansfield Photos Exterior Neil Rabinowitz Interior Stephen Cridland

**YACHTS**



## Debut

November 2009

# B

Salon windows and  
stainless steel-framed glass  
door admit both daylight  
and panoramic views

**Based on an original hull design** by Gregory Marshall, with modifications by George Rodden and exterior styling by Jonathan Quinn Barnett in collaboration with the Queenship Engineering Group and the owners, the all-composite 74 was designed to offer a megayacht-caliber cruise experience in a size range that gives the owners the option to operate the vessel themselves or with a crew, said Queenship President Lee Taubeneck. “Structure, styling, performance, finish and equipment are first-class throughout the boat,” Taubeneck said, “with strictly high-end components, carefully thought-out arrangements and all joinery custom-crafted and finished in our own shops.” He added that significant customizing options enable owners to tailor each boat to meet specific cruising and lifestyle preferences. Hull number one of the new series, for example, features a contemporary-styled interior anchored in satin-finished sapele. “This yacht’s owners,” Taubeneck said, “anticipate extensive use and long-range cruising with family and friends aboard, so they have specified a number of features more typically found on larger yachts.” Among these, he said, are sophisticated navigation electronics, two generators and a high-capacity inverter system for a reliable power supply in remote locations. Additionally, the new 74 features upper/lower helms plus two retractable docking stations on the aft deck.

Lower-deck accommodations include a full-beam master suite amidships, forward VIP suite and port-side guest stateroom with an adjacent bath that doubles as a day head. A fourth cabin and head aft of the mechanical spaces accommodates either a crew member or additional guests as needed.

Consistent with their ambitious cruise plans, the owners specified an extra-large capacity refrigerator-freezer for the galley, with electric range, microwave, dishwasher, compactor and double sink framed in an expanse of Italian marble countertops. An adjoining dining/observa-



## YACHTS



November 2009

**Debut**

tion settee allows guests to share the view ahead through a windshield system that extends well aft to offer the helmsman clear sight lines to either side, and that features an unusually large center section to open up the view ahead. Port and starboard pilothouse doors provide direct access to either side deck. Just aft, large salon windows and a stainless steel-framed glass door admit both daylight and a panoramic view even for seated passengers, and a covered aft deck features a broad settee, pedestal table and dual stairways leading to the swim platform. A composite hardtop shelters the forward two thirds of a large sun deck, where a pair of Stidd chairs faces the upper helm station and a port-side lounge with table accommodates guests for cocktails or al fresco dining. The after portion of this deck features a 1,700-lb. hydraulic crane and a 15' Nautica Widebody tender.

Two Caterpillar C18 Acert engines produce a combined 2002 hp to drive the Queenship 74 at a top speed of 25 knots and an 18 knots cruise. "We have paid close attention to the design of mechanical spaces," Taubeneck noted, "with particular emphasis on easy access all around both engines and to all components in order to facilitate maintenance, routine inspection and any future upgrades that the owner may wish to install." Accordingly, electrical, hydraulic, fuel and plumbing routings are neatly concealed behind perforated acoustical paneling in a manner similar to that of larger yachts, yet readily accessible for monitoring and service. This, along with the yacht's cored hull and extensive acoustical insulation, effectively mutes engine and hull noise to allow subdued conversation throughout the boat.

During a recent sea trial in calm-to-choppy waters near Vancouver, B.C., *Meriweather* exhibited admirably good manners, while traversing a maze of tide rips of an intensity that can play havoc with even the most rudimentary course keeping, and especially as veteran commissioning captain Jim McCrone guided his charge through a series of hard-over turns at full



The owners specified extra large capacity for the galley's appliances; lower-deck accommodations include a full-beam master, a large VIP and guest with twin beds





## On Board

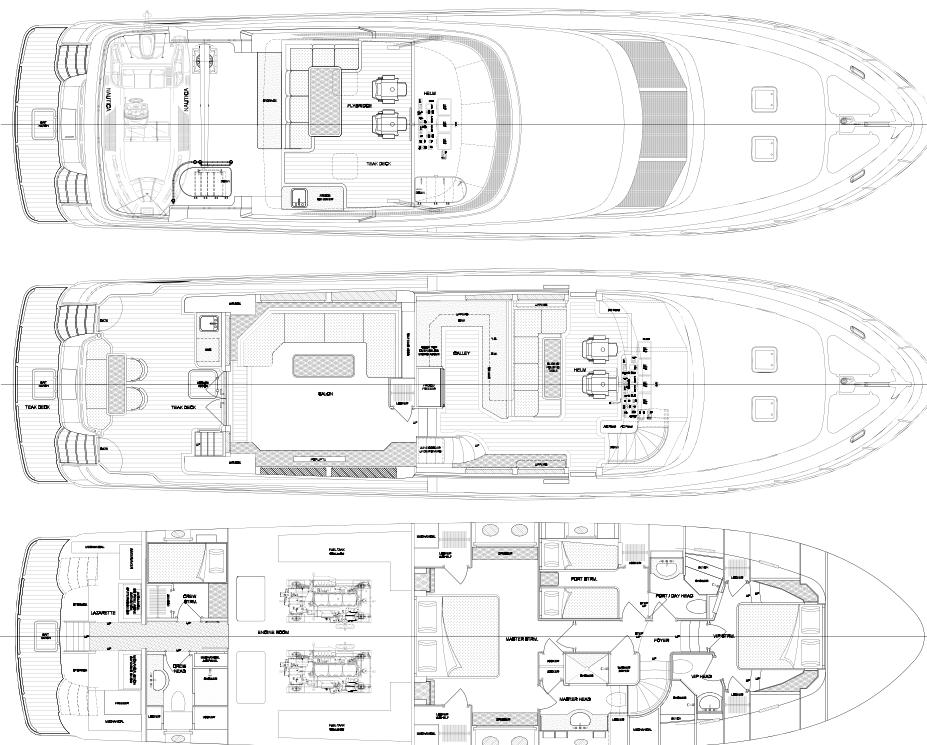
November 2009



The yacht features upper and lower helms; the upper portion of the deck features a 1,700-lb. crane and 15' Nautica tender

throttle, a maneuver that the boat completed comfortably, within a nice, tight radius and with a just-right degree of inside heel. For its genteel behavior and elegant finish, the newest Queenship sets a high standard for series yet to come.

Under the parent WorldSpan Marine umbrella, Queenship appears prepared to continue meeting that standard. Having also acquired Canadian megayacht builder Crescent Yachts at about the same time it purchased Queenship, and having located both operations at a purpose-built yard in Maple Ridge, a riverfront community an hour's drive east of Vancouver, WorldSpan has assembled a combined workforce (including a cadre of virtuoso mold makers, finish carpenters and technicians from the earlier Crescent and Queenship regimes) whose experience and collective portfolio offer an appropriate match to the demands imposed by the production of large custom and semi-custom motoryachts. Inside its 90,000 square-foot construction hall with high-bay paint booth and requisite craft shops, the modern facility can handle multiple projects simultaneously, and an on-site launchway and commissioning dock facilitate both new-boat delivery and the servicing of earlier builds. As construction proceeds on a 144' Crescent tri-deck by Jonathan Quinn Barnett, and crews prepare to begin work on an 80' Queenship on the heels of the 74's completion, it appears that WorldSpan Marine's investment in time, infrastructure and talent in support of reinvigorating its two complementary brands already has begun to pay off. ●



CONTACT: QUEENSHIP YACHTS, 27222 LOUGHEED HIGHWAY, STATION WHONNOCK, MAPLE RIDGE BC V2W 1V9; 604 462 1388; [WORLDSPLANMARINE.COM](http://WORLDSPLANMARINE.COM)

## Queenship 74 Meriweather

LOA: 73' 10"  
BEAM: 18' 10"  
DRAFT: 5' 7"  
DISPLACEMENT (HALF LOAD):  
114,000 LBS (50.89 L.T.)  
CONSTRUCTION: COMPOSITE  
FUEL CAPACITY: 1850 U.S. GAL.  
WATER CAPACITY:  
380 U.S. GAL.

GRAY WATER CAPACITY:  
60 U.S. GAL.  
BLACK WATER CAPACITY:  
235 U.S. GAL.  
ENGINES: 2 X CATERPILLAR  
C-18 ACERT @1001 HP EACH  
GENERATORS:  
1 X NORTHERN LIGHTS 20 kW  
1 X NORTHERN LIGHTS 12 kW

THRUSTERS: BOW AND STERN,  
12" DUAL PROP  
HYDRAULIC BY ABT  
STABILIZERS: TRAC 250,  
6 SQ. FT. FINS BY ABT  
TENDER: 15' NAUTICA WIDEBODY  
MAX/CRUISING SPEED:  
25 /18 KNOTS  
RANGE: 1300 NM @ 12 KNOTS

## YACHTS





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40<sup>TH</sup> ANNIVERSARY

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INFINITELY AHEAD.



— 74 — 38 — 58 — 78 — 88 — 40S — 72S — 100 —

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Debut

November 2009



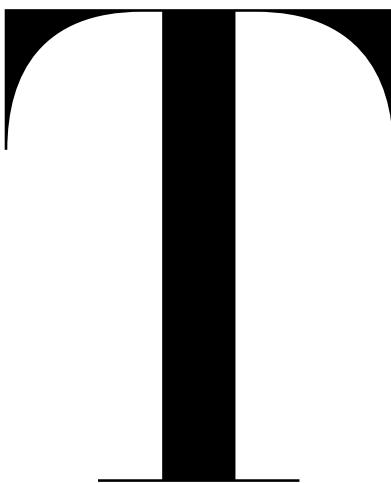
# LONG GONE FISHING

**Nordhavn 75 EYF**

Although there were a few large yachts on display at the boat show last March in Palm Beach, it was a 75-footer that towered over most of the surrounding craft, a unique yacht that the company calls an Expedition Yacht Fisher (EYF). Story **Cecile Gauert** Photos **Nordhavn**

**YACHTS**

November 2009

**Debut**

**Hull one of the Nordhavn 75 EYF, pictured, looks for fish on the West Coast of the U.S.**

**The imposing yacht is a long-distance** cruiser very much in the vein of earlier Nordhavns, with the added bonus of a large cockpit, fully equipped for fishing. A sport fisherman it isn't. This 240,000- pound full-displacement yacht achieves a cruising speed of 12 to 13 knots and a range of 4,000 nm, consistent with California-based Pacific Asia Enterprises' (PAE's) mission to provide sturdy and sea kindly long-range vessels for one of the Earth's final frontiers, the ocean.

Company founders Jim Leishman and Dan Streech had extensive experience with offshore sailing and so logically PAE started with the construction of sailboats. Very quickly, Leishman and Streech found a shipyard in Taiwan where composite construction was on the upswing, and in 1977 decided to build its first sailboat there. In the 1980s, as the sailboat market started to lose momentum, California-based PAE turned to power boats that could go where their sailboats went but were easier to handle.

Jim's younger brother, Jeff Leishman, who showed an early talent for boat design and joined the company part-time in 1978, became a full-fledge naval architect in 1987 and is now PAE's chief designer. Jeff and Jim Leishman give credit to a former Navy man, Capt. Robert Beebe, for inspiring their early trawler designs. Beebe's 1974 autobiographic "Voyaging Under Power" provided design clues and ideas for the first of PAE's Nordhavn (or North Harbor) trawlers. With the 1989 launch of its first 46' trawler, built in China, PAE evidently struck a chord; during the past two decades the Nordhavn line has grown to include models from 46' up to a new 120' flagship currently under construction. All share a rugged ocean-going heritage. The Nordhavn 76, which features an aft pilothouse and a roomy foredeck able to carry a large auxiliary boat and crane, is no exception. In some ways it served as a basis for the newly introduced 75 EYB, although the latter is every bit a one-of-a-kind vessel. "It basically provides the same level of comfort that our 76' does, except it is designed for fishing; with a range of 4,000 nm, it can cross the Atlantic, go to the Azores, South America and out into the Pacific. It provides a platform for people who love fishing and want to get to where the



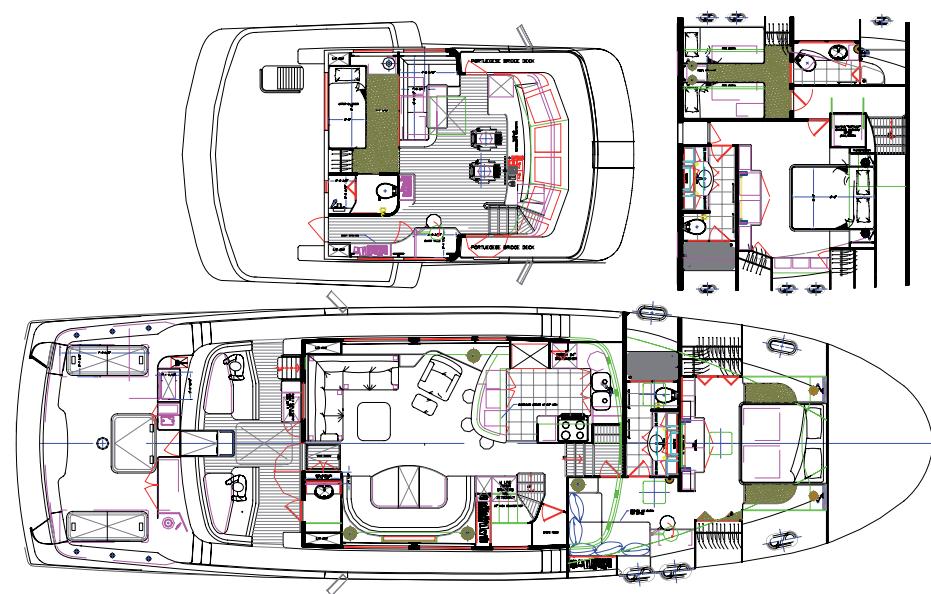
## **YACHTS**

**Debut**

November 2009



world-class fishing really is," said Jim Leishman during an interview at the Palm Beach Boat Show, where PAE showed a baby blue-hulled 75 EYF, hull two of the series. The first, with its gleaming yellow hull, is being used on the West Coast, where the idea for this vessel was born. "Having fished all my life in South California, I know how hard it is to catch fish there," Jim Leishman said. During a circumnavigation onboard a 44' Nordhavn (which set a record time for a production power boat), Leishman had a reckoning of sorts. On his way to Hawaii, he saw and caught 50-lb Dorados as fast as he could haul them aboard. "The fish are far away from the coast," he said. And thus the idea to build a comfortable, long-range cruising yacht with a sizeable cockpit fully equipped for serious fishing was born. Although the boat's height should make it easy to spot marlin, this is by no means designed to be a tournament boat, but to be a yacht that anyone, fisherman or not, can enjoy. The voluminous vessel, which weighs about twice as much as a sportfisher with comparable LOA would, has stabilizers and extensive acoustic insulation.. That additional volume translates into lots of interior room. The standard configuration of the 75 EYF includes a large owner's cabin with seating room and a spacious head, and three guest staterooms below the roomy main-deck salon. Large windows on the main deck, including forward-facing windows in the unique galley,



The interior can be customized, with a choice of finishes and various arrangements, including one with a large owner's cabin and three guest cabins

**YACHTS**

# Nordhavn 75 EYF

LOA: 75'8" LOD: 72' LWL: 66'8" BEAM: 22'4" DRAFT AT HALF-LOAD: 6'6" DISPLACEMENT (LIGHT): 185,447 LBS. / 82.79 LONG TONS FUEL CAPACITY: 4,300 GAL. WATER CAPACITY: 600 GAL.

ENGINES: 2 X DETROIT SERIES 60 DIESELS POWER OUTPUT: 740 HP PER ENGINE @ 2,300 RPM CRUISING SPEED: APPROX. 10 KNOTS MAXIMUM RANGE: ABOUT 3,000 NM CONSTRUCTION: FIBERGLASS

CONTACT: NORDHavn.COM

let in plenty of natural light. In good weather, an observation deck above the cockpit becomes an integral part of the salon. The large wheelhouse with raked windshield offers plenty of room and visibility and, just aft is a cabin with upper and lower berths and an ensuite head and shower, ideal for a couple of crewmembers. This yacht can easily accommodate two crewmembers, or three for long passages. The boat keeps on going from here with yet another deck, topped by a flybridge. Getting from the immaculate engine room below deck all the way up to the very top requires a bit of effort, but the view from the uppermost deck is reward enough for ascending a few stairs. Jim Leishman said that, in order to get a sense of the space required to move all around the yacht, he ran around the deck with a wooden pole in hand, in lieu of a tuna rod.. His findings: The decks are suitably spacious, especially the foredeck designed to accommodate a tender up to 17'. Consistent with the rugged feel of this yacht, the builder included substantial hardware, including two 300-lb. anchors, 400' of studded chain on each side, and two Maxwell windlasses. The cockpit is huge and can be customized to suit the specific needs of East Coast or West Coast anglers.

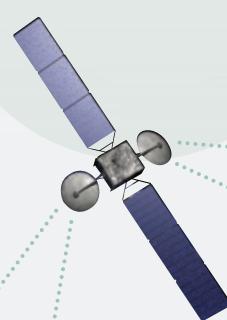
"We do a lot of customizing on the boat; the hull, the deck and general machinery we don't like to change, but the interior, the style and general arrangements are all subject to change. These are definitely semi-custom boats," said Jim Leishman, adding that all design and engineering is done in-house at PAE's Dana Point, Calif., headquarters. "This model has different styling than anything we've done before. My brother and I argued about how it should be. We are really pleased with how pretty the boat is."

**An observation deck above the large cockpit serves as an extension of the salon**



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## Debut

November 2009

# Nordhavn 75 EYF

LOA: 75'8"  
LOD: 72'  
LWL: 66'8"  
BEAM: 22'4"  
DRAFT AT HALF-LOAD: 6'6"  
DISPLACEMENT (LIGHT):  
185,447 LBS. / 82.79 LONG TONS  
FUEL CAPACITY: 4,300 GAL.  
WATER CAPACITY: 600 GAL.

ENGINES: 2 X DETROIT SERIES 60 DIESELS  
POWER OUTPUT: 375 HP PER ENGINE,  
740 HP TOTAL, @ 2,300 RPM  
ESTIMATED CRUISING SPEED: 13.5 KNOTS  
ESTIMATED RANGE AT CRUISING SPEED: 3,000 NM  
CONSTRUCTION: FIBERGLASS

CONTACT: NORDHAVN.COM

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“P

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 Whatever the speed, it's a dignified affair...”*

— Motor Boat & Yachting



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#### SPECIFICATIONS

LOA	19.8 m
LWL	18.0 m
DISPL	48,980 kg
BEAM	5.68 m
DRAFT	1.52 m
FUEL	6435 L
WATER	1515 L



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## Cover Story

November 2009



## YACHTS

90





November 2009

**Cover Story**

# IMPRESSIVE FIRST

## Sunrise 45 Africa

Newcomer Sunrise Yachts is introducing the 147' *Africa*, designed by Scanu Design with an interior by Franck Darnet Design, at the Monaco Yacht Show this fall. Yachts France Editor Frank van Espen visited Sunrise Yachts' new, state-of-the-art shipyard in Antalya, Turkey, during the last few weeks of crunch time before the big debut, and got a first look at *Africa*.

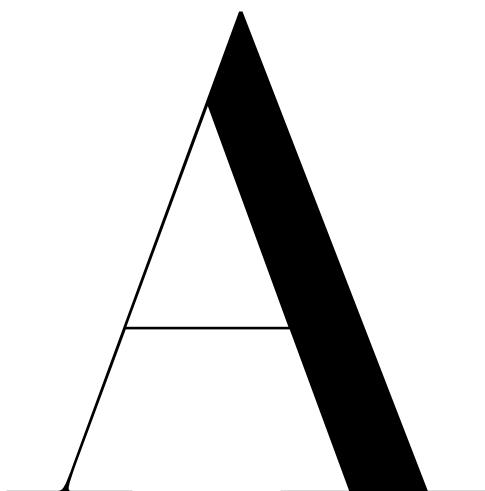
Story Franck Van Espen and Cecile Gauert Photos Matthieu Carlin

**YACHTS**



## Cover Story

November 2009



The yacht's elegant décor by designer Franck Darnet lent itself well to the theme of *Africa*, with the addition of a few themed elements

**After the Fort Lauderdale International Boat Show** last fall, Herbert P. Baum and Guillaume Roché, co-founders of Turkey-based shipyard Sunrise Yachts, hopped onto their Harley Davidson motorcycles and headed south for the Florida Keys stage of the Power Boat Races. Both Roché and Baum are Harley enthusiasts, and the latter, a yacht owner, has an impressive collection of Harley Davidson motorcycles. No wonder, then, that they included on their first yacht, the newly launched *Africa*, a highly customized Harley, worth around \$120,000 and complete with a custom steel cradle and shore transfer mechanism.

Baum's track record as a businessman shows he likes to do things well. He owned one of Europe's largest logistic and transportation companies, which he sold to DHL; his construction company built the Lufthansa headquarters in Cologne, and he founded a luxury custom-home company in Fort Myers, Fla. Guillaume Roché is a bit of perfectionist himself. Raised in Paris until the age of 12, Roché received a worldly education while circumnavigating the world onboard his family's sailboat. He studied naval architecture and started a shipyard in Turkey in 1998. After selling his shares in that enterprise, he served as a yacht-building consultant to other builders, in the U.S., Turkey and Denmark. After they were introduced, the two had what Roché calls "a meeting of the minds." Baum, an experienced yachtsman who had been looking to build for himself a yacht larger than his *Moonen*, asked Roché how to reduce the cost. Roché's answer: build several, to help spread the cost of design, engineering and tooling. From here the idea for Sunrise Yachts was born. Eventually Baum decided he was too busy to use a larger yacht himself, but liked the concept the partners had outlined: to build quality yachts at a fraction of the cost of vessels from top European shipyards, offering a very competitive price as compared to builders in Northern Europe and even Italy.



## YACHTS



## Sunrise 45 *Africa*

LOA: 147'	WATER CAPACITY: 3,567 GAL.	AIR CONDITIONING:
BEAM: 29'	MAXIMUM/ECONOMICAL CRUISING	WEBASTO 360,000 BTU
DRAFT (MAX): 9'	SPEED: 15 KNOTS/12 KNOTS	CLASSIFICATION: LLOYD'S,
CONSTRUCTION:	RANGE: 5000 NM @ 12 KNOTS	100A1 SSC YACHT
HIGH-TENSILE STEEL HULL	ENGINES: 2 X 1,070 MHP MTU	MONO G6, LMC, MC
ALUMINUM SUPERSTRUCTURE	12V2000M70 1B-RATING	NAVAL ARCHITECT:
DISPLACEMENT: 380 TONS	GEARBOXES: ZF 2350 4:1	STUDIO SCANU, ITALY
(FULL LOAD) - 300 (LIGHT)	GENERATORS:	INTERIOR DESIGN:
FUEL CAPACITY: 15,855 GAL.	2 x KILOPAK TYPE K-80	FRANCK DARNET DESIGN, FRANCE

As the partners agreed they would not compromise on the quality of the materials and equipment used in their products, they turned to the labor component as an effective way to reduce cost. The first major question to resolve was where to find a cost-effective source of skilled craftsmen. After looking at various possibilities, including Poland, Brazil, Argentina, Slovenia and China, they concluded that Turkey offered the best price/quality ratio. A €20-million investment in that country led to the creation of the 175,000 sq.-foot Sunrise Yachts shipyard in Antalya's free-trade zone, in September 2005. The tax advantage was another important factor in their selection of the area, which is home to other shipyards including the neighboring Vicem Yachts and Peri Yachts. The hourly rate in shipyards in Turkey is roughly one third that of a few European yards. "We might have achieved a lower price in China, but it is a riskier venture," said Roché, who already had a comfort level with Turkey, having worked in Tuzla, one of Turkey's other yacht-building poles where top yards such as the well-regarded Proteksan Turquoise Yachts are located. The launch of a high-profile sailing yacht *Maltese Falcon*, built in Turkey in 2006, helped boost the country's profile internationally.

From earlier experience, Baum knew the late Italian designer and naval architect Paolo Scanu; as both he and Roché liked his designs, Scanu became their logical choice. It took 10 months to complete the engineering on the first Sunrise 45, and the shipyard set out to build its first two vessels, the second (yard number 182) is expected to launch in the fall of 2010. A few months ago, Sunrise Yachts approached superyacht designer Espen Øino to develop designs for three new extendable platforms (from 147' to 213'), and sold hull one, already in an advanced stage of construction, of their 147' full-displacement yacht series. The new owner called the yacht *Africa*.

One of the important mandates the partners had established for their first yacht was that it remain under the 500 GT-threshold yet be as spacious as possible. We first spotted *Africa* and her freshly painted gleaming white hull in Antalya Bay. The yacht, which has a high-tensile steel hull, aluminum superstructure and four spacious decks, is relatively classic in style, and definitely elegant. Its bulbous bow, visible below the water surface, is an imposing feature. Stepping aboard, one immediately gets a sense of space and solid construction. The side decks seem as spacious as those found on yachts 40' larger, and the sundeck is one of the largest we've seen in this category. From a height of about 23 feet, the environment from *Africa*'s top deck is serene; the only noticeable sound is the electronic whir of rotating Furuno radar antennas overhead. The entire forward part of the deck is dedicated to a 240 sq.-foot sunbathing area with a large Jacuzzi. Set in the middle of the sundeck is a pleasant dining area, across from a bar and barbecue, sheltered from the sun by a hardtop that is perfectly integrated into the profile. Equally wide are the stairways, facilitating movement between decks. The crew will appreciate having at their disposal a dumbwaiter that links the sundeck to the

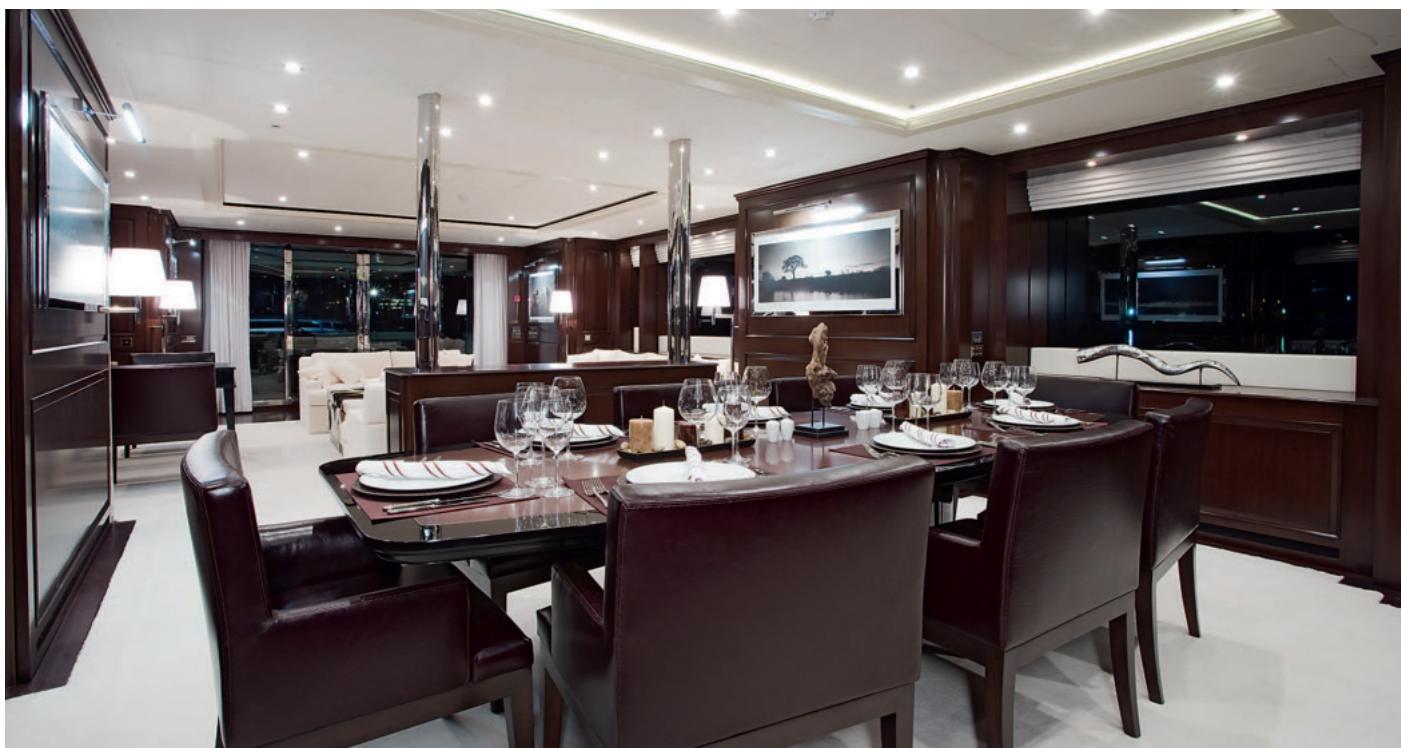
Guest accommodations are equally well furnished and low decibel levels under way makes them comfortable



ONE OF THE IMPORTANT MANDATES THE PARTNERS HAD ESTABLISHED FOR THEIR FIRST YACHT WAS THAT IT REMAIN UNDER THE 500-GT-THRESHOLD YET BE AS SPACIOUS AS POSSIBLE



November 2009

**Cover Story**

The yard's craftsmen did a great job on the veneer and a few special pieces

STEPPING ONBOARD, ONE IMMEDIATELY GETS A SENSE OF SPACE AND SOLID CONSTRUCTION

**YACHTS**



## Cover Story

November 2009





November 2009

## Cover Story

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## YACHTS





## Cover Story

November 2009



professional main-deck galley, fully equipped with Gaggenau appliances and a sturdy Tepanyaki grill. The galley, which has just about everything a professional chef would want, is located next to the formal dining room and offers direct access to large cold rooms capable of storing ample reserves for long-range cruising. (*Africa* can do plenty of that, as the yacht has a range of up to 5,000 nm.) But thanks to its ample storage facilities, the crew of nine has room for provisioning. Walking around the decks before stepping into the engine room, we notice that all deck equipment is of excellent quality. The capstans and windlasses are top-notch, not surprising as New Zealand-based manufacturer Muir also supplies leading superyacht builders such as Lürssen.

Sunrise Yachts is justifiably proud of its two-tiered engine room, not so commonplace on a 147-footer. A staircase allows descending into the bilge for access through a sort of tunnel to water makers, stabilizers, thrusters and tanks. A close-up inspection of joints, pipes and cables gives us a good impression of careful work. A dedicated room houses the generators and there also is an air-conditioned control room. The garage is large enough to accommodate a tender, the yacht's custom Harley Davidson "Rocker C" motorcycles and two Vespas. A second tender, an MCA-compliant rescue boat, is located forward.

Captain Mike Conquest came onboard less than one year ago in the important final few months of the build. "I think one of the main features of *Africa* is her volume and the way this volume has been used. The lower deck, tunnel and fridges and cold stores are magnificent for a vessel of this size and the general storage space around the ship is also fantastic. Also the high deck heads and wide side deck give her the feeling of a much larger vessel. She also looks great and has very good lines and features." Although he would have liked being involved du-

**The sundeck is one of the largest we've seen on a yacht this size**

## YACHTS





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## Cover Story

November 2009

ring the specification stage, he says working with the shipyard was a pleasant experience and the Sunrise Yachts team proved to be very cooperative, even if they did not always agree. "I have really enjoyed working here with them to produce a yacht that I believe will be a real pleasure for any owner, and practical and comfortable for the crew onboard," he said.

The interior general arrangements are based on proven layouts, with a very large full-beam owner's suite located forward on the main deck. Four spacious lower-deck guest cabins are located amidships and accessible through a large lobby. Nantes-based designer Franck Darnet is relatively new to the world of megayachts but has already made himself known in the world of large sailing vessels, creating a minimalist yet warm interior for the soon-to-launch 120' *Nahema*. For the first Sunrise Yacht he has designed a modern and comfortable interior with earth tones that lend themselves very well to the African theme the new owner wanted to create. A few touches here and there make the theme come alive, and include photographs by wildlife photographer Richard Du Toit on display against bulkheads in makore, a reddish-brown African hard wood. Four leather-covered trunks have replaced the original coffee table in the salon. As evidence that Sunrise Yachts' workers are capable of outstanding craftsmanship, they have created a jewel of a Backgammon table, and at the request of the owner undertook the painstaking task of inserting stainless steel rods between slats of the yacht's sole, to a most attractive effect. Underway, *Africa* is comfortable and quiet.

"The bridge, is possibly on the smaller side of perfect but the equipment is very good and plentiful," said Captain Conquest. "The layout has, in the main, been left to me and I am very happy to have been able to make the bridge equipment practical and workable. Too often the designers want everything to look right or symmetrical or similar but that does not often translate to practicality. The wing stations are also very good and give you good visibility along the side of the vessel." As the finished product will attest, the shipyard seems to have achieved its goals, and this first vessel bodes well for a bright future. The shipyard's next objective is to sell its second hull and keep building in a niche between 147' and 220'. "Right now, I think we've built the world's best 45m, considering the price/quality ratio," Roché said. "In the midst of our excitement, we only regret that our friend Paolo Scanu will not be with us to witness and celebrate the completion of this project, which is so important in the history of our company," Baum and Roché said. ●



CONTACT: [SUNRISEYACHTS.COM](http://SUNRISEYACHTS.COM)



Assuredly fun, *Africa* features a Jacuzzi and carries great toys, including a custom Harley



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## YACHTS





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FLIBS Preview

November 2009

# 2009 FORT LAUDERDALE INTERNATIONAL BOAT SHOW

## 50 NEVER LOOKED SO GOOD

1970



1974

This year the Fort Lauderdale International Boat Show (FLIBS) is officially 50 years old. When *Yachts International* Magazine asked long-time exhibitors for their impressions of shows past, their responses revealed that memory is tenuous. The one boat show that stands out in everyone's mind seems to be the one of a mere four years ago when Hurricane Wilma disrupted the event by the shore.

YACHTS



November 2009

## FLIBS Preview



Perhaps because FLIBS is now so ingrained in the yearly routine, all of the shows tend to blend together and most exhibitors don't recall any particular event in detail. Fortunately the hometown newspaper, then the *Fort-Lauderdale News* and now the *Sun-Sentinel*, and other area newspapers have documented the show's and the city's history over the past half century. In addition, Show Management, the company that has produced FLIBS since 1976, has been printing show programs. Newspaper archives, show programs of the past 30 years and people involved in the show from day one have helped piece a short history.

Back in 1959 only a handful of shipyards had explored fiberglass as a viable construction material, and a 95-footer was considered a big yacht, even if the 1930s had seen much larger private yachts built for barons of industry and heirs of financial empires. This walk down memory lane serves as a helpful reminder that, through thick and thin, including an unparalleled energy crisis in the 1970s and a two-year luxury tax that took a big bite out of boat orders in the early 1990s, the boating industry as a whole has thrived—even if many of the players have changed. FLIBS has paced the growth of boating in general, and in particular the growth of a small-town beach resort as it has bloomed into its present-day status as a thriving center of yachting. In neither case has the process happened on its own.

One of the people instrumental in getting Fort Lauderdale on the boating map and the boat show off the ground is former Fort Lauderdale Mayor Robert O. Cox. He arrived in Fort Lauderdale in the 1940s and opened Lauderdale Marina in 1948 as a fuel station, now a centerpiece of what has become the "Yachting Capital of the World". Cox, an engineer by training, was Fort Lauderdale's first licensed broker; he likes to remind everyone that this title did not always apply. Back when he identified the site, formerly a top-secret Navy torpedo research station, where he built a fuel dock along the Intracoastal Waterway just north of Port Everglades, there were no obvious signs of a city anywhere near, just mangroves and trees as far as the eye could see.

When the first few European builders, among them Feadship (whose 214' *Trident* is billed as the biggest yacht at FLIBS this year), recognized early on the potential of the American market in the thin years following WWII, they showed their yachts at the New York National Boat Show, which, established in 1905, was undeniably the big show.

Promoting the boat show in the 1960s, and the first boat show at Bahia Mar; over time, sophisticated tents replaced the original circus-style tent

Fort Lauderdale was not even on the radar, and it's conceivable that the European builders would have had a hard time even locating the town on a map.

Although there had been earlier attempts from the same group of determined boat dealers who eventually succeeded in creating an annual event out of nothing, 1959 is considered to be the year of the first official boat show in Fort Lauderdale. 1959 was also the year that long-time FLIBS exhibitor Hatteras Yachts was born. Founder Willis Slane, intrigued by the possibilities of fiberglass set out that year to build in North Carolina the Hatteras 41 Convertible Yacht Fisherman. The Jack Hargrave-designed boat, with tooling by fiberglass pioneer Don Mucklow, was a sensation at the 1962 New York National Boat Show, according to an article by veteran magazine writer Roy Attaway titled "The Making of an Empire". Slane met Mucklow in Miami and tested a 27' fiberglass runabout that he had built, powered by a pair of Corvette engines. The sea trial at 40 mph in the rough waters outside Government Cut convinced him that fiberglass was not the brittle material its name indicated it to be.

Miami, Fort Lauderdale's big sister to the south, had had a boat show since 1941 (with about 50 exhibitors then) but the city of Fort Lauderdale had only started to emerge from the mangroves after a real estate bust in 1926 stalled real estate development and relegated boating to the back burner. During the 1920s the city had had a Marine Advisory Board, Cox said, but it had died. When developers came and dredged for fill to build up neighborhoods on the city's East side, cars were the priority. Narrow canals were built with fixed bridges at both ends. Historic pictures on the walls of Lauderdale Marina attest to this strange state of affairs for the "Venice of the Americas." The width and depth of the canals had everything to do with the dredging equipment used, very little to do with boating.

Cox, who was instrumental in reviving the Marine Advisory Board and was the first president of what became the Marine Industries Association of South Florida (MIASF), which has owned the boat

## YACHTS



## FLIBS Preview

November 2009



1979

Bahia Mar celebrates 30 years and FLIBS 20 years; the 41' *Knit Wits* launched long-time FLIBS exhibitor Hatteras in 1962



1962

show since the early 1960s, says the local government was slow to recognize the potential that boating held for Fort Lauderdale. Most of the city's very small marketing budget was spent on advertising in the pages of bridal magazines. Still, Cox says, about 350 boats came through Fort Lauderdale every year at the time. Among the early supporters of a small group of enthusiasts and businessmen were advertising executive Joe Schabo, who later became a president of MIASF, and Broward Marine (formerly Dooley's Dry Dock), which Frank Denison founded in 1948 and had become the biggest employer in Broward County, thanks to a Navy contract to build minesweepers. The early boat show committee members met in Denison's cafeteria. At the time Broward Marine had also built a 95' private yacht, named *Alisa V*, a vessel whose presence worried some of the small-boat dealers who feared that the show was straying from its mission. "This was all about small boats," Cox said. "It was mostly a homegrown affair." The first-ever official boat show, which was held on land at Fort Lauderdale's Armory, was a straightforward attempt by a small group of hungry boat dealers to make some money. It wasn't easy. Carlo Riva, who took over the family business in the 1950s, says his company was involved with the Fort Lauderdale boat show from the very beginning. In 1952 Riva introduced the popular "Florida," named after the state most associated with water skiing. Cox does recall that a wealthy Fort Lauderdale resident who owned a few of the Italian builder's luxurious wooden runabouts told Cox he would be the Riva dealer. Cox, who recalls selling a Boston Whaler in the 1950s for \$12,030—with engines—said the local clientele was not quite ready at the time for a racy European sport boat, and the early attempt

floundered. Still, as early as 1960, newspaper articles mention Riva models on display at the show, which was held at the time over a holiday weekend in July at nearby Pier 66. In 1960, Fort Lauderdale only had about 84,000 permanent residents, and when the weather turned too hot and humid and hurricane season started, many left the city for milder weather up north. America's oldest motorboat builder, Chris Craft, had moved its headquarters to Broward County by 1960. Dick Bertram won the Miami to Nassau race onboard a wooden prototype with a Deep V hull named *Moppie* and after the 1960 race turned the plug into a mold and started production of the Bertram 31 in fiberglass. "There were so damn many yachtsmen waving checkbooks at me that I had to go into business," Bertram told an editor for the *Miami Herald* at the time. Signs were there that the area had potential but it would take time.

"These were lean days," recalls W.D. Bert Ammons, whose company was a pioneer in air conditioning systems for boats. He remembers when organizers went to the local bank in the mid-1960s to borrow \$5,000 for promotional signage and lighting to keep the show opened during evening hours. The show initially had no source of revenue, as there were no admission or exhibit fees. The food fare included hot dogs, snow cones and barbecue on Sunday. Ammons also recalls that the so-called snowbirds who left their cars parked at Pier 66 during their summer absences, had quite a surprise when they returned to Fort Lauderdale in the fall. To make room for the growing show, boat show organizers had moved the cars but failed to record their exact parking spaces. Ammons says employees at Pier 66, including Dockmaster and Boat Show Committee Chairman Ronnie Stroud, were left to deal with the temporarily stranded car owners. In order to survive, the show had to attract the smaller summertime local population. Few people came from much further away than Palm Beach or Miami at the time, so organizers added events that could help generate more interest. Contestants in Miss Florida pageants became part of the scene, and fashion shows and fishing clinics were added

## YACHTS



November 2009

## FLIBS Preview

to give the entire family something to do. From rather humble beginnings and despite considerable obstacles, the show thrived. By 1965, the show, then called The Marine Association Boat Show, had grown from 13 original exhibitors to 72 on-land and 56 in-water exhibits; the "Queen of the Show" that year was the largest production boat built in fiberglass to date, a 50' Hatteras. About 40,000 people visited the show in 1964, at a time when Fort Lauderdale's economy, and South Florida as a whole, were slowly becoming more rooted in boating. In 1966 Don Aronow, who had created Formula Marine after he moved to Miami from New Jersey in 1961, built the first Aronow hull for the offshore circuit in Magnum Marine, just south of Fort Lauderdale. That same year the first wing of Bahia Mar, a hotel and marina complex now at the heart of FLIBS, was completed. The 115-room resort was built on the spot where a Bahamian adventurer named Charles Lewis landed in 1870. The Bahia Mar Yachting Center had been there since 1949.

In 1967 partners founded Bradford Marine and acquired a 300-ton Synchrolift that hauled the 130' *Fontainebleau II*, and Robert E. Delecktor acquired land in Dania near Broward Marine and founded the Derecktor shipyard. Boating was growing worldwide. In 1968, the Sydney Boat Show started, and the largest boat on display in Fort Lauderdale was a 53' Matthews. During the next decade, the show continued to grow exponentially. In 1970, organizers started charging admission, generating income to offset expenses. After 10 years at Pier 66, the show temporarily moved to Port Everglades, where more parking and exhibit space was available, but the change of location proved to be less than desirable due to choppy waters. At that time it seems organizers foresaw the potential of their regional event and in a press release said: "There is no doubt about it...this show is going to be the biggest thing ever to happen in the South Florida boating business." That year, the "Queen of the Show" was a 63' Bertram cruiser with a 31-mph top speed, named *Envoy*.

While production fiberglass motorboats began to emerge in greater numbers from shipyards around the world, sailboats and trawlers, popular in those days, were the majority of the boat types on display in the U.S., and in 1976 long-time exhibitor Cheoy Lee made its debut in Fort Lauderdale, through its dealer at the time, Rex Yachts.

©Harry "Chip" Robelen



1976 was a pivotal year in another respect; while it had grown and showed potential to continue expanding, the Fort Lauderdale Summer Boat Show, as it became known then, had been looking for a permanent home after leaving Pier 66. Once Port Everglades was ruled out as a viable site, the show was moved to a neighboring town where an enclosed Jai Lai Fronton served as a venue. While the site offered a nice facility and generous parking, it lacked vital water access. Eventually the show returned to the New River where it had been in the earliest years.

In 1971, the late Kaye Pearson, founder of Show Management, became involved in the Marine Industries Association. Inspired by the Annapolis in-water show, he suggested the Bahia Mar Resort and Marina as a suitable permanent home for the Fort Lauderdale show. The Marine Industries Association agreed, and signed over the management of the event to Pearson's newly created promotion company, Show Management. Event dates were moved to late fall to coincide with builders' new launches. "Certainly Kaye gets all the credit for taking that original idea and making it work," said Kit Denison, whose family had one of few local manufacturing facilities, adding that the emergence of Fort Lauderdale as a major service center of the yachting industry helped sustain the growth. In 1976, its first year at Bahia Mar, the show presented 103 exhibitors, and the largest boat was a 66' *Pacemaker*. In 1977 *Leadship*, doing very well with its American clientele, established American headquarters and located its office at Bahia Mar, though it would be many more years before *Leadship* actually became an exhibitor in Fort Lauderdale. Except for one year when a contract dispute forced FLIBS to find another home and the show returned temporarily to Port Everglades, Bahia Mar has been at the heart of the annual event since 1976.

In 1983, Kit Denison started Denison Marine, which became known for the largest number of high speed (30 knot+) yachts 100' and larger, using innovative drive systems, such as jet and surface drives, which changed the face of the yachting industry. Denison was a major exhibitors at FLIBS in the 1980s.

## YACHTS



## FLIBS Preview

November 2009

Pearson also opened the show to brokers. In the early 1980s these included Ardell, Richard Bertram, Bradford, David Fraser, Gilman, HMY and others. By the mid-1980s, the show expanded to the North side of Bahia Mar, and the number of international visitors grew by 30 percent. In 1985 there were 900 exhibitors, with inventory worth about \$160 million (up from \$10 million a decade earlier). A new exhibit section featured big-boat accessories, and international builders included Guy Couach, Azimut and Baia. The largest yacht on display that year was the 112' Broward *Lady Columbo*. But the mid-80s also was the heyday of drug trafficking in South Florida, so local newspapers did not fail to highlight that one of the boats on display that year was a 36' Scarab, which had figured prominently in the hit TV show "Miami Vice", a drama series featuring two sharply dressed Miami cops fighting the cocaine barons at the wheels of fast cars and fast boats.

The late 1980s saw the emergence of those and other fast boats. In 1988, the 132' 53-knot *Diaship Octopussy* came to FLIBS, and Denison Marine showed the 110' 42-knot *Thunderball*, built for Jon Rosatti who with John Staluppi, owner of *Octopussy*, would go on to create Millennium Yachts. That year also marked the arrival of yet larger vessels, which tied up stern-to on the storied Face Dock. A year later the International Superyacht Society was founded, and the show introduced the "100 Club," signaling the increased importance of yachts 100' and larger. With the growth of larger yachts came a growth in the presence of the yacht charter business.

The Sacks Group, founded in 1985, was among the early charter companies to exhibit at FLIBS. "I think we were one of the first major players who brought charters to the equation. Sacks was in the designer's tent, and I believe we were the only full management, yachts charter vacation, charter management and crew placement company, to be there at the time," said President Jennifer Saia, who this year celebrates 15 years at the helm of the Fort Lauderdale-based company. It would be a few more years before FLIBS included a full-fledged charter section, a change that happened in 1998 with the addition of the Las Olas Marina location. "The opening of the Las Olas section was a big opportunity for us, and we jumped on it," Saia noted.

The 1990s was a momentous decade in many ways, with a drastic change in the size and number of yachts on display. FLIBS earned the title of the world's biggest yacht show during that decade, thanks in part to the virtual stampede of international exhibitors. In 1990, which coincidentally was the first year of the Monaco Yacht Show, FLIBS created the international builder's tent, attracting ever more international yacht builders. By 1991, the year the luxury tax was enacted, superyacht builders Feadship and Lürssen became exhibitors. In 1996, organizers of the Düsseldorf boat show reportedly arrived in Fort Lauderdale to check the claim that FLIBS had become the world's largest show. With 1.2 million square feet of exhibit spaces and 1,300 exhibitors, it indeed had become the largest in terms of size, but not in terms of attendance. Still a staggering number of visitors came, 118,000 over five days. In 1998, with the official opening of the new Las Olas Municipal Marina, the show sprawled over six locations totaling 1.8 million square feet. That same year Ferretti acquired long-time FLIBS exhibitor and Miami-based builder Bertram Yachts. It was estimated that between 1995 and 2000, the total number of megayachts 80' and larger had doubled.

In 2002, following the terrorist attacks of September 11, 2001, the *Miami Herald* talked about fears of recession. In response, Pearson, quoted in a newspaper article, noted that FLIBS had weathered six recessions and several storms. But perhaps the most trying time for his company was yet to come. In 2005 Hurricane Wilma tore through Fort Lauderdale mere days before the show's scheduled opening. It literally blew much of Fort Lauderdale Beach to the west side of A1A, toppled trees and blew out windows, traffic lights and transformers all over town, and destroyed all that already had been set up at Bahia Mar. Pearson, however, insisted the show had to go on, and the company pulled it together. The decision was quite controversial at the time but Pearson told the *Miami Herald* that, in the end, only 110 exhibitors, fewer than 10 percent of the total, had dropped out. A year later, in 2006, Pearson who looked to start new adventures after a 30-year tenure as the organizer of the world's biggest show, sold Show Management to AIM Media, whose founder, Skip Zimbalist, became the new CEO. In 2007 the company introduced an online ticket purchase option. This year's show includes yet more innovations, including a reorganization of the builder's tent and a VIP section.

Only time will tell how the recent global economic downturn will affect this year's edition of the Fort Lauderdale International Boat Show. But as the boating industry faces perhaps one of its biggest challenges yet, it might be helpful to remember that there have been many trying times before, and each time the industry in general, and FLIBS in particular, has rebounded in stellar fashion.

# 2009

**WHEN:** October 29-November 2, 2009

**PRIME TIME PREVIEW:** Thursday October 29, 10am - 7pm

#### GENERAL ADMISSION:

Friday Oct. 30: 10am - 7pm

Saturday Oct. 31: 10am - 7pm

Sunday Nov. 1: 10am - 7pm

Monday Nov. 2: 10am - 5pm

#### ADMISSION

Prime Time Preview (Thurs. 10/29) - \$32.00

General Admission (Adults) - \$16 Online

(\$18.00 at show site)

Children, ages 6-15 - \$3 Online (\$5.00 at show site)

Children under 6 - Free

2-Day Ticket at the show - \$32 Online (\$34.00 at show site)

**WHERE:** Bahia Mar Yachting Center, Las Olas Marina and Broward County Convention Center, Hall of Fame Marina, Pier 66 Marina and Fort Lauderdale Grande Marina.

## YACHTS



November 2009

## 214' Feadship *Trident*



Serious good looks in keeping with Feadship's and De Voogt Naval Architects' design tradition characterize this 214' vessel with steel hull, launched at the Royal Van Lent shipyard this summer. This brand-new yacht is expected to be the largest yacht in show this year. Designer Donald Starkey, through the use of original materials, has created an interior that is innovative without being jarring. The marble used in the master bathroom, for example, was chosen for its uncanny similarity to wood. A light touch of the orient infuses the décor. Shoji screens filter the light flowing through large windows and provide a soothing ambiance in the master bedroom and adjoining office. In all, seven suites, including the huge ondeck full-beam owners' suite, accommodate passengers in style. Expansive deck space culminates with a huge and unencumbered sun deck able to accommodate any type of function. Two 22' tenders, PWCs, kayaks, Laser sailboat, dive gear and more are available for shore excursions and recreation. The yacht accommodates 16 crewmembers.

LOA: 214' - BEAM: 37'9" - DRAFT: 11'2" - FUEL CAPACITY: 39,100 GAL. - FRESH WATER CAPACITY: 7,650 GAL. - MAIN ENGINES: 2 x MTU 16V4000M60R, 1880 HP @ 1,600 RPM  
MAXIMUM SPEED: 16 KNOTS - RANGE: 6,700 NM - PROPELLERS: 2 x WÄRTSILÄ FIXED PITCH 5-BLADED PROPELLERS - STABILIZERS: NAIAD MARINE/ ZERO SPEED STABILIZATION



## 197' Abeking & Rasmussen *Elandess*

It is a rare occasion to see a brand new A&R yacht at FLIBS. *Elandess* (hull 6481) was delivered to its owner in August. The yacht features an exterior by Donald Starkey, interior by British design firm Bannenberg & Rowell (who also did the interior of *Bacarella* and the attractive interior of a 154' Heesen Yacht also named *Elandess*, currently in the Burgess charter fleet). Naval architecture is by A&R, a shipyard that is involved in the development of innovative special purpose vessels, including those featuring SWATH technology, which A&R has applied to a private yacht. But *Elandess* is a very elegant steel monohull yacht with aluminum superstructure, twin screw propulsion, a top speed of 16 knots and transatlantic range.

LOA: 197' - BEAM: 35'1" - DRAFT: 11'5" - FUEL CAPACITY: 39,100 GAL.  
FRESH WATER CAPACITY: 7,650 GAL. - MAIN ENGINES: 2 x CATERPILLAR 3516B  
DI-TA S.C.A. SERIE II - MAXIMUM/CRUISING SPEED: 16/14 KNOTS  
RANGE: 4,000 NM - STABILIZERS: QUANTUM ZERO-SPEED

1959

Local dealers start selling at the Armory, creating a show to stir interest. The Show next moves to War Memorial Auditorium, then to the New River and Pier 66. The show is held in July. One early member recalls only 13 exhibitors. One of the dealers is former mayor Robert Cox, who has a Boston Whaler dealership. That year Hatteras is founded.

## 196' Trinity *Bacarella*

The biggest yacht to be shown by Trinity Yachts this year is the newly launched 196' *Bacarella* (T040). Bannenberg & Rowell designed the interior and worked with Trinity Yachts on the exterior styling. *Bacarella* was launched at Trinity Yachts' Gulfport, Miss., facility in June and since then has completed sea trials. Among the intriguing features of the low-key Malibu-inspired interior is a slate map inscribed by a calligrapher and stone carver who has left his mark on many church walls through Great Britain. German company Metrica built the furnishings, designed in great part by the U.K.-based design firm of Bannenberg & Rowell, whose recent work also includes the innovative interior of the Feadship *Predator*.

LOA: 196' - ENGINES: 2 x 2,012 HP CATERPILLAR 3512Bs  
CONSTRUCTION: STEEL HULL AND ALUMINUM SUPERSTRUCTURE  
CLASSIFICATION: ABS MALTESE CROSS A1 YACHTING SERVICE, AMS, MCA COMPLIANT - NAVAL ARCHITECT: TRINITY YACHTS, LLC  
INTERIOR DESIGNER: DICKIE BANNENBERG



## YACHTS



## FLIBS Preview

November 2009



LOA: 164' - BEAM: 31'6"   
 DRAFT: 9' - ENGINES: 2 x MTU 8V4000 SERIES M70   
 MAXIMUM/CRUISING SPEED: 15.5 KNOTS/13 KNOTS   
 RANGE@12 KNOTS: 4,000 NM - STABILIZERS: NAIAD ZERO SPEED

## 164' Heesen Man of Steel

Our May cover makes her boat show debut in Fort Lauderdale. Racy profile notwithstanding, *Man of Steel* is a full-displacement steel hull with aluminum superstructure built in the Netherlands by Heesen Yachts for a North American owner who wanted a "more mature" yacht after a series of fast sporty yachts, among these a smaller Heesen Yacht, also designed by Frank Laupmann. Attractive features on the newest *Man of Steel* include a seldom-seen bridge deck master stateroom—with a revolving bed at the center of a circular glass-enclosed room that might otherwise accommodate a skylounge—and a main-deck VIP stateroom with a private terrace. The Art Deco-inspired modern interior features a unique wall of shimmering blown glass columns and an LED-illuminated river of rocks flowing underneath the corridor sole. The yacht has transatlantic range and a helicopter pad for emergency landings.



## 164' Trinity Wheels

Delivered in 2008, the newest *Wheels* makes its debut in Fort Lauderdale. With naval architecture by Trinity Yachts, this sporty and fast looking all aluminum vessel features an interior by Scott Carpenter, who also created the interior of *Lohengrin*. With no fewer than four indoor and outdoor dining options, *Wheels* features an ondeck master suite, four lower guest guest cabins and a VIP on the bridge deck and will be available for charter. A large garage accommodates all the toys.

LOA: 163'8" - ENGINES: 2x CATERPILLAR 3512B: 2,250HP EACH   
 CONSTRUCTION: ALUMINUM HULL AND SUPERSTRUCTURE   
 CLASSIFICATION: ABS MALTESE CROSS A1 YACHTING SERVICE, AMS, MCA   
 COMPLIANT - MAXIMUM SPEED: 19 KNOTS

## 1960-1964

The Marine Industries Association of Broward County takes over the show and receives \$800 in exhibitors' fees. In 1965, for the show's fifth anniversary, \$5,000 is spent to illuminate Pier 66 and keep the show open during evening hours.

## 161' Anjilis

This yacht was delivered to an American family in the spring. *Anjilis* has already completed a charter season in the Mediterranean. Pacific Northwest-based designer Glade Johnson designed *Anjilis*' comfortably classic interior to include a formal dining room and a pleasant skylounge bar. The ondeck master suite is private and spacious with a separate office and lounge. Four guest suites, located on the lower deck, all with private bath, offer comparable comfort. Large decks offer several options for outdoor dining and entertaining, but the sun deck will prove an irresistible attraction with its shaded bar, expansive dining area and large Jacuzzi.

LOA: 160' 9" - ENGINES: 2 x 2,250 HP CATERPILLAR 3512Bs   
 CONSTRUCTION: ALUMINUM   
 MAXIMUM/CRUISING SPEED: 20/18 KNOTS   
 NAVAL ARCHITECT: TRINITY YACHTS, LLC   
 INTERIOR DESIGNER: GLADE JOHNSON DESIGN, INC.



## YACHTS



November 2009

## FLIBS Preview



©Kristina Strobel

**151' Delta Marine Katya**

The newest in the Delta family, the 151' *Katya* is a full displacement motoryacht that carries more than 20,000 Gal. of fuel, which gives it a range of 5,000 nm at 12 knots. The yacht and is both MCA and Lloyds classed. The Delta Design Group styled the yacht and gave it elegant elongated lines, pleasing curves, raised teak caprail and an eye catching red boot stripe. The interior, by Delta Design Group and Jean Claude Canestrelli, features mahogany woods, brushed nickel and amazing stone work featuring several shades of onyx. Delivered ahead of schedule to her owners, who we're told enjoyed a Panama Canal cruise, *Katya* makes her official debut at FLIBS.

LOA: 151' - BEAM: 30'8" (MOLDED) - DRAFT: 9'2" (HALF LOAD)  
DISPLACEMENT: 427 LONG TONS (HALF LOAD) - ENGINES: 2 x CAT 3508B 1,000 BHP @ 1,600 RPM - MAXIMUM/CRUISING SPEED: 15.5 KNOTS/12.5 KNOTS

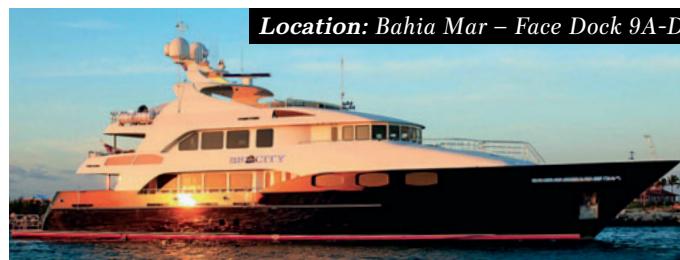
**1965-1968**

The Queen of the 1965 Boat Show is a 50' Hatteras, the largest production fiberglass boat then. In 66, the first wing of Bahia Mar is completed. A year later Derecktor opens its refit yard in Dania and the newly founded Bradford Marine installs a 300-ton synchrolift.

**142' Trinity Big City**

*Big City* is an aluminum semi-displacement yacht launched earlier this year and also expected in the large Trinity Yachts display. The yacht's interior layout and large decks, including a great sundeck, are ideally suited for private use and charter guests, with an ondeck master suite, four lower-deck staterooms amidships and a sundeck that includes a great Jacuzzi with cooling misters.

LOA: 141' - BEAM: 28' - MAXIMUM/CRUISING SPEED: 16/14 KNOTS  
ENGINES: CATERPILLAR C32 DIESELS - INTERIOR: PATRICK KNOWLES  
NAVAL ARCHITECTURE: TRINITY YACHTS



©Stephen Cridland

**160' Christensen Odessa**

Christensen Yachts' custom series range began with the 157' *Barchetta* and *Marathon*, followed by *Lady Joy* and *Primadonna* (our March cover). *Casino Royale*, the first of the Christensen Millennium edition that debuted at FLIBS last year, is slightly larger (with a 163' LOA) and features a full-beam skylounge. The most recent launch in the Northwest Pacific yard's custom series is the 160' *Odessa*, previously known as project *Monkey Business*. Like her counterparts, *Odessa* is built in composite using the proven Christensen platform but differs in styling with an exterior paint scheme juxtaposing a black hull and a metallic superstructure. The yacht's interior promises to be more minimalist than her counterparts, since furnishings were selected from Armani/Casa, a division of the Armani Group, whose catalogue favors the deceptively simple modern Italian style. The hull features a bulbous bow and the expansive top deck has space for an emergency helicopter landing pad.

LOA: 160' - BEAM: 29'6" - DRAFT: 7'9" - RANGE: 4,300 NM  
ENGINES: 2 x 1,800 HP MTU 12V 4000 SERIES  
MAXIMUM/CRUISING SPEED: APPROX. 18 KNOTS/14 KNOTS  
FUEL CAPACITY: 14,000 GAL. - STABILIZERS: QUANTUM

©Stephen Cridland

**Location: Bahia Mar, Face Dock 14 A****151' Burger Sycara**

Burger Boat Company of Manitowoc, Wisconsin, is expected to show an elegant 1930s inspired classic yacht built for a true yacht enthusiast. See the feature article in this issue.

**Location: Bahia Mar - Face Dock, TBD****YACHTS**



## FLIBS Preview

November 2009

©Scott Pearson

**Location: Hall of Fame Marina – FD 10-18**

### Hargrave 100 *Miss Sassy*

The latest born of the Hargrave 100 custom series, *Miss Sassy* has a very classic Hargrave look and an interesting layout. Instead of the country kitchen, seen on Hargrave's recent 100 footer *King Baby*, shown in Miami last year, the yacht features a huge ondeck master's suite, a first for Hargrave. The lower deck VIP is equally qualified to serve as a master stateroom, and the yacht features very nice crew accommodations. The décor is a creation of Yacht Interiors by Shelley. The integrated hardtop above the flydeck includes a built in bimini that opens for full sun.

LOA: 100'6" - BEAM: 21' - DRAFT: 5'6" - FUEL CAPACITY: 3,200 GAL.  
FRESH WATER CAPACITY: 600 GAL. - ENGINES: 2 x 1,675 HP CATERPILLAR C32  
NAVAL ARCHITECT: HARGRAVE CUSTOM YACHTS/JB HARGRAVE YACHT

## Westport 130

This new design, which borrows a few design features from the flagship Westport 164, has transformed Westport's 40m model. Westport has used the often overlooked forward area of the main deck to create a full outdoor salon with fantastic views, and the top deck is comparable to that of a yacht 20' larger. Hull three is expected to debut at FLIBS, only a few months after Westport delivered hull one, featured in our September issue.

LOA: 130' - BEAM: 26' - DRAFT: 6'5" - FUEL CAPACITY: 9,965 GAL.  
WATER CAPACITY: 1,726 GAL. - ENGINES: 2 x 2,735 HP MTU 12V4000

**Location: G Dock 711****Location: LOM B Dock 12 to 22A**

## Citadel 92

This is the latest from the Tacoma, Wash., shipyard founded by Greg Ward, that specializes in steel and aluminum expedition vessels designed and built to go virtually anywhere in the world. The series, previously known as Aleutian Yachts, includes designs from 82' to 122'.

This yacht, with a shippy look, aggressively flared bow and range of about 5,000 nm, states that it means business. Another emphasis of the design is to create as much interior volume as possible, great for foul weather, with big windows to take in the views.

LOA: 92' - BEAM: 24'8" - DRAFT: 7'  
MAXIMUM/CRUISING SPEED: 12.5/10 KNOTS  
ENGINES: 2 x CATERPILLAR C18, 600 BPH@1,800 RPM

## 1970-1974

In search of bigger locations, the Show relocates to Port Everglades after 10 years at Pier 66, and for the first time charges an admission fee, raising \$25,000 to offset show expenses. Among the exhibitors are Dania-based marine distributor Dusky Marine, still an exhibitor at FLIBS. The show also moves to a Dania Jalai fronton before returning to the New River.

## YACHTS



**Location:** Bahia Mar, Bartram & Brakenhoff, B Dock 14-20



LOA: 82' - BEAM: 23'7" - DRAFT(MAX): 8'6"

DISPLACEMENT: 170 TONS- RANGE: APPROX. 6,000 NM

CLASSIFICATIONS: LLOYD'S, R.I.N.A - ENGINES: SEVERAL OPTIONS AVAILABLE

## Naumachos 82 Cormar

A few years ago Ocean lover Sergio Carletti imagined a sturdy vessel, not too large, capable of navigating in any kind of weather. With naval architect Sergio Cutolo and designer Stefano Faggioni, the idea developed into an 80' steel vessel with great volume. The owner selected Cantieri Navale di Pesaro, an Italian shipyard specialized in commercial steel ship construction to build his dream vessel, and the Naumachos 82 series was born. CNP launched hull five in June, and the 82' *Cormar* makes its U.S. boat show debut at the display of Bartram & Brakenhoff, whose broker Alex Clarke was appointed exclusive global representative. The small ship has a range of at least 6,000nm with Italian interior design style. This full-displacement vessel has zero-speed stabilizers and a “go-anywhere” mentality. Optional hybrid propulsion is available.

## Mochi Craft 23 Long Range

This is Ferretti's first hybrid yacht. Awarded a Green Star from RINA, the Mochi Craft offers five modes of propulsion, including a zero-emission mode, thanks to two banks of lithium-ion batteries, which allow running all of the yacht's systems, including the yacht's ARG stabilizers, with the recourse of the genset. The diesel mode allows the twin 800 hp MAN engines to recharge the batteries, which can also be topped off using shore power. The real advantage of this system is absolute quiet at anchor. Also innovative is the “trans-planing” hull, dubbed the Ferretti Wave Efficient Yacht or FER.WEY, which helps mitigate wave turbulence and offers a more stable ride.

LOA: 75'6" - DRAFT: 4'10" - BEAM: 20'6" - MAXIMUM/CRUISING SPEED: 15/13 KNOTS  
RANGE @ CRUISE: 1,250 NM - ENGINES: 800 HP MAN R6 CR DIESEL ENGINES  
FUEL: 2,061 GAL. - WATER: 528 GAL. - INTERIOR/EXTERIOR DESIGN: VICTORY DESIGN



**Location:** Bahia Mar – Face Dock 2 A-I



## Predator 60

Consistent with its long-standing relationship with the James Bond franchise, Sunseeker has built a new model that looks like it would be the perfect transportation for the iconic spy. With a top speed of 42 knots (depending on engine options), this model debuted in Southampton a few weeks ago and will be available in open or hardtop versions. Below deck are three cabins and a fully equipped open galley. An aft garage is able to house a tender.

## 1995-1998

The boat expands, adding the Convention Center, the Pier 66 and the Hall of Fame. Superyacht builders include Abeking & Rasmussen, Feadship and Lürssen. Norship launches the speedy 116' *Moonraker*, the largest yacht at the 1992 show. Organizers of the Düsseldorf Boat Show come check the claim that FLIBS now is the world's largest show. FLIBS surpasses Düsseldorf in size but not attendance. In 97 Trinity shows the 150' *Victory Lane* and Westport its newly launched 112-footer. Viking Yachts debuts the 55' *Viking Convertible*. Leslie Wexner takes delivery of *The Limited*.

November 2009

FLIBS Preview



LOA: 90'6" BEAM: 23'5" DRAFT: 5'3" ENGINES: 2 x MAN V12 FUEL CAPACITY: 4,228 GAL. WATER: 660 GAL. MAXIMUM SPEED: 17 KNOTS CONSTRUCTION: COMPOSITE RANGE@11 KNOTS: 2,000 NM

## Sanlorenzo SD92

This charming yacht, part of Italian shipyard Sanlorenzo's "navetta" line, makes its American debut this fall, two years after hull one was shown in Cannes, where the yacht won a World Yachts Trophy for design. Imbued with a classic charm that is evident in its lines, canvas awnings on the bridge deck and the hull's cream color, the Sanlorenzo SD92 is meant to be timeless. Designer Francesco Paszkowski collaborated with the Italian shipyard on the styling of this attractive semi-displacement yacht, built in composite at Sanlorenzo's Ameglia shipyard. With a large flydeck and other topside venues, the open-air space is abundant on this yacht. A garage holds the tenders, which helps maximize the outdoor areas. Sanlorenzo is also showing off its most recent 108 at the show.

## Boundless 90

With the introduction and FLIBS debut of its 90' triple jet drive flybridge model, Boundless Yachts has launched the first of its 78' to 120' range of aluminum hull coastal cruisers. A creation of Canadian naval architect Robert C. Johnson and built by Custom Steel Boats of Merritt, N.C., the Boundless 90 is designed for offshore operation, yet with its 2' 6" draft also is capable of exploring inland waterways. Hull number one of the series is powered by a trio of 725 hp Yanmar diesels coupled to Hamilton jet drives; early sea trials with this installation have recorded a top speed of 26 knots and a cruise speed of about 20. The 90 also is available with single and twin jet drives. The yacht's interior features cherry joinery, and includes four en suite staterooms.

LOA: 90' - BEAM: 22' - DRAFT: 2' 6" - DISPLACEMENT: 110,000 LBS  
ESTIMATED SPEED MAX/CRUISE: 26.5/20 KNOTS - ENGINES: 3 X YANMAR 65Y-STP 720 HP - FUEL: 1,500 GALLONS - WATER: 550 GALLONS



## Argos 92

The first yacht to launch at the newly created Tricon Shipyard in China makes its debut at FLIBS. See the article by correspondent Bruce Maxwell featured in this issue.

Location: F/G Dock 29

This is the first year of Show Management and first year at Bahia Mar. Kaye Pearson moves event dates from July to the fall. Cheoy Lee exhibits for the first time at FLIBS through brokerage house REX. There are 103 exhibitors, and the biggest boat on display is a 66' Pacemaker.

1976

## YACHTS

**Location:** C Dock 315

LOA: 90' - BEAM: 23' - DRAFT: 4'11" - ENGINES: 2 x 2,400 HP MTU 16V2000  
 FUEL: 5,000 GAL. - WATER: 400 GAL. - NAVAL ARCHITECT: HOWARD APPOLONIO

## Affinity 90

This is hull two of the 90 series by Affinity Yachts. The design for the Affinity 90 was inspired in part by the 101' sportfisher *El Lobo*, whose owner acquired hull one. The concept is simple, at least in theory: combine the speed and muscle of a sportfisher with the comfort and luxury of a yacht, with full-size salon and dining area, open galley with professional appliances and four staterooms, including a full-beam owner's suite. Affinity Yachts selected the Cheoy Lee shipyard to produce this solid yet fairly light-weight composite vessel, which appears to have met its design goals with aplomb. A warm and masculine interior décor is by Sylvia Bolton.

## Sunseeker 80 Yacht

Launched at the Southampton Boat Show a few weeks ago, this is one of the newest additions to the British boat builder's expanding yacht range. The beamy yacht has several possible layouts available, from the configuration of dining areas to the option of three or four guest cabins on the accommodation deck. The master, located amidships, can face forward or aft, in which case it is accessible via a private staircase from the main-deck salon. The large sundeck, with dedicated helm station, has an optional hardtop with sunroof. A large submersible swim platform has room for the tender. With twin MAN 1,800 hp diesels, the yacht has a maximum speed of 28 to 30 knots. At a 24 to 25-knot cruising speed, the yacht has a range of about 350 nm.

**Location:** Hall of Fame Marina - 10-18

©Stephen Chidland

**Location:** Bahia Mar - Face Dock - 2A-I

## 1978-1985

Halter Marine launches the Halter 60 and in 79, Bahia Mar celebrates its 30<sup>th</sup> and the show its 20<sup>th</sup> anniversary. Gulfstar Inc. and Hatteras dealer's Allied Marine are among the exhibitors. In 1984, the show takes both sides of Bahia Mar. Expansion to the North side contributes an additional 250,000 square feet of exhibit space.

## Pacific Mariner 85

The Pacific Mariner's series built 85' pilothouse yacht bears a new nameplate with the inscription "by Westport," an addition that reflects the recent acquisition of the LaConner, Wash., yard by the megayacht giant, and a new styling with more rounded contours, larger portlights and an expanded boat deck compared to its predecessor series. The William Garden designed hull, however, remains virtually unchanged, a wise choice because its slippery, balanced underbody delivers an uncannily smooth, quiet ride and corners as if on rails. Hull number 17, or the second new look 85, launched in mid summer, is slated to debut at FLIBS.

LOA: 85'10" - BEAM: 21' 3" - DRAFT: 5'0"  
 DISPLACEMENT (APPROXIMATE): 135,000 LBS. - FUEL CAPACITY: 2,325 U.S. GAL.  
 WATER CAPACITY: 425 U.S. GAL. - ENGINES: 2 X 1,500 HP MTU 10V2000  
 GENERATORS: 2 X NORTHERN LIGHTS 30 kW  
 MAXIMUM /CRUISING SPEED: 25 /22 KNOTS

## YACHTS



November 2009

## FLIBS Preview

**Location:** Bahia Mar – E Dock 506A-E

## Ocean Alexander 83

This brand-new yacht made its debut at the Cannes Boat Show, and features a light wood interior that gives it a contemporary flair. Its exterior styling definitely places it in the Ocean Alexander family. The yacht has an open flybridge; dual helm station to allow navigation in the open air as desired. A large full-beam owner's suite located amidships leaves room for two guest cabins and a VIP located forward. The main deck includes a separate salon and dining area, and an open galley. Large windows bring in plenty of natural light. The yacht is equipped with Gyro stabilizers for comfort underway and at anchor.

LOA: 88'3

BEAM: 20'

DRAFT: 5' 6"

DISPLACEMENT

(APPROX.): 144,000 LBS.

FUEL CAPACITY: 2,000 GAL.

WATER CAPACITY: 350 GAL.

ENGINES: 2 x 1,500HP MTU

CONSTRUCTION: COMPOSITE

**Location:** F/G Docks 45-50

## Fairline Squadron 78 Custom

Fairline will exhibit the latest Squadron 78 Custom, the flagship of the line, a production yacht that can be customized with extensive layout options. Fairline will also be displaying models of the latest generation of Squadron motoryachts, with the Squadron 55 alongside the Squadron 65, which is scheduled for arrival in the U.S. in 2010. A new entry into the Targa portfolio will also be on display in anticipation of the world launch of the Targa 58 in 2010.

LOA : 73'4 - BEAM : 18'8 - DRAFT : 5'3

FUEL CAPACITY : 1,296 GAL - ENGINES : OPTIONS FROM 2,270 TO 3,144 MPH

## Viking 76 Convertible

The Viking 76 features an aggressively raked stern and a sheer line accentuated by a black metallic wraparound mask. The hull, which features a convex-deadrise shape, was extensively tank-tested. Mechanically, the newest Viking shares many features of the flagship Viking 82 Convertible, including a chilled water air conditioning system for independent controls in the cabins. The 76 Convertible will cruise in the mid 30-knot range and has a top speed of close to 40 knots. Accommodations include the choice of two diverse plans. The 206 sq.-foot professional cockpit features an observation mezzanine.

**Location:** D Dock 432G-432Q

## 1986-1988

In 1986 the Jon Bannenberg-designed *Never Say Never* is a show stopper. Speed is in. In 1988, the 132', 53-knot Diaship *Octopussy* debuts in the U.S.; Denison exhibits the 110' 42-knot *Thunderball*, built for John Rosatti.

## YACHTS





## Lazzara 75 LSX Flybridge

The LSX 75 broke many rules but, thankfully, Lazzara Yachts did not break the mold, and is now introducing the LSX 75 Fly. The LSX 92, launched earlier this year and pictured here alongside the new 75 Fly, featured a low-profile and very pleasant flybridge with a carbon top, and the designers at family-owned Lazzara Yachts in Tampa put a very similar flybridge atop the LSX 75. With an exterior helm and great sun pad, this feature expands the possibilities for outdoor living without detracting from the yacht's sporty lines. In addition, the forward deck now has a seating area with table instead of the sunpad featured on the LSX 75, great for privacy with stern-to dockage in European ports.

LOA: 76'9" - BEAM: 18'2" - DRAFT: 42" - ENGINES: 4 X VOLVO IPS 600  
MAXIMUM/CRUISING SPEED: 31/28 KNOTS  
FUEL CAPACITY: 830 GAL. - WATER CAPACITY: 200 GAL.

## Sunseeker Predator 74

With a top speed close to 40 knots, this flybridge yacht, nominated for a World Yacht Trophy, is sporty indeed. Aside from its speed, the yacht features a streamlined profile with elongated windows that underscore its spirit for performance. A clever layout makes the most out of the yacht's dimensions; a side door allows the crew to get to the outer deck without going through the main deck salon. The lower deck features four cabins, and the yacht has a tender garage. Sunseeker offers a variety of choices, with various options such as the ability to include a stern crew cabin, and the choice of a hard top or sport flybridge with dual helm stations. Power options are many.

LOA: 73' - BEAM: 17'9" - DRAFT: 5'5" - FUEL CAPACITY: 1,030 GAL.  
FRESH WATER: 190 GAL. - MAXIMUM SPEED: UP TO 42 KNOTS  
ENGINE OPTIONS: UP TO 3,144 HP - CONSTRUCTION: COMPOSITE



## Horizon 74 Vision CMY

Horizon Yachts has invested in a new product development initiative with a focus on "green" boating. Among their newest projects, the 74 Vision incorporates four solar panels, each able to generate about 180W of power. This fully equipped, "turn-key" yacht features a variety of configurations including a fully enclosed skylounge or an open flybridge with hard top. Equipped with a cockpit, the yacht is designed for water sports and extended cruising.

**1990**

The show becomes international with builders from Holland, Korea, Sweden, Great Britain and Australia. More than 1,200 boats are on display, including the 140' Denison *Miss Turnberry*. Trinity Yachts, a newcomer this year, shows the 97' 3,000-nm range *Leda*.





November 2009

FLIBS Preview



LOA: 70'4" - BEAM: 30'6" - ENGINES: 2 x 873 HP CATERPILLARS  
MAXIMUM SPEED: 26 KNOTS - FUEL CAPACITY: 2 x 2,114 GAL.

## Sunreef Power 70 Sea Bass

The first Sunreef Power 70, *Jumbo*, was developed by the Polish shipyard in close consultation with its owner, French sailing champion Laurent Bourgnon, who specifically ordered his motorized expedition catamaran to take his family on a circumnavigation. In order to maximize the range he deliberately has kept his yacht as light and unencumbered as possible. This new model features an elaborate interior décor with a modern feel that marries birch and wenge woods and silver alcantara seats. Two VIP cabins are located forward, and two guest cabins are located inside the twin hulls. The immense flybridge is equipped for fun in the sun, with a huge Jacuzzi and a hydraulically-operated diving board. *Seabass* can cross the Atlantic at 12 knots.

## Mochi Craft 23 Long Range

This is Ferretti's first hybrid yacht. Awarded a Green Star from RINA, the Mochi Craft offers five modes of propulsion, including a zero-emission mode, thanks to two banks of lithium-ion batteries, which allow running all of the yacht's systems, including the yacht's ARG stabilizers, with the recourse of the genset. The diesel mode allows the twin 800 hp MAN engines to recharge the batteries, which can also be topped off using shore power. The real advantage of this system is absolute quiet at anchor. Also innovative is the "trans-planing" hull, dubbed the Ferretti Wave Efficient Yacht or FER.WEY, which helps mitigate wave turbulence and offers a more stable ride.

LOA: 75'6" - DRAFT: 4'10" - BEAM: 20'6" - MAXIMUM/CRUISING SPEED: 15/13 KNOTS  
RANGE @ CRUISE: 1,250 NM - ENGINES: 800 HP MAN R6 CR DIESEL ENGINES  
FUEL: 2,061 GAL. - WATER: 528 GAL. - INTERIOR/EXTERIOR DESIGN: VICTORY DESIGN



**Location:** Bahia Mar – Face Dock 2 A-I



## Predator 60

Consistent with its long standing relationship with the James Bond franchise, Sunseeker has built a new model that looks like it would be the perfect transportation for the iconic spy. With a top speed of 42 knots (depending on engine options), this model debuted in Southampton a few weeks ago and will be available in open or hardtop versions. Below deck are three cabins and a fully equipped open galley. An aft garage is able to house a tender.

## 1995-1998

The boat expands, adding the Convention Center, the Pier 66 and the Hall of Fame. Superyacht builders include Abeking & Rasmussen, Feadship and Lürssen. Norship launches the speedy 116' *Moonraker*, the largest yacht at the 1992 show. Organizers of the Düsseldorf Boat Show come check the claim that FLIBS now is the world's largest show. FLIBS surpasses Düsseldorf in size but not attendance. In 97 Trinity shows the 150' *Victory Lane* and Westport its newly launched 112-footer. Viking Yachts debuts the 55' *Viking Convertible*. Leslie Wexner takes delivery of *The Limited*.

## YACHTS





## FLIBS Preview

November 2009



## Aicon 58 Fly

As is evident in their new 58 Fly, the Sicilian shipyard Aicon definitely shows a flair for design. Launched in Genoa last year, the 58 Fly makes its U.S. debut at FLIBS. The design objective of this new model was to create fluid movement between interior and exterior spaces and maximize uninterrupted views. A large cockpit, spacious flybridge with a exterior station and sunbathing area forward complete the decks. A salon, modern galley and dining table for six, located just behind the interior helm, share the main deck. Three staterooms, including a full-beam master bedroom with a porthole that can be opened to let in the breeze, occupy the lower deck.

LOA: 57' 7" - BEAM: 15'8" - FUEL CAPACITY: 705 GAL.  
WATER CAPACITY: 211' - ENGINES: 2 x CAT C15 800 BHP OR 2 x CAT C15 1001 BHP

## SportRiva 56

Original design is now expected from Riva, and this model , with its dynamic lines, reinforced by the marriage of three attractive colors, fills the bill. Blending the looks of an open yacht with the practicality and fun of a flybridge, the SportRiva 56 presents a sleek profile. But the interior is equally inviting, with a dining area for six and three cabins below deck. The central staircase that leads to the flybridge is an attractive design element. The standard twin engines power the yacht to about 32 knots.

LOA: 57' 8" - BEAM: 15' 3" - MAXIMUM/CRUISING SPEED: 32/28 KNOTS  
STANDARD FUEL TANK CAPACITY: 600 GAL. - WATER CAPACITY: 145 GAL.  
ENGINES: 2 x 900 HP MAN V8



**Location:** Bahia Mar – Allied Marine – E Dock 500A-M



**Location:** Bahia Mar – Allied Marine – E Dock 500A-M

## Bertram 511

A nicely open salon up top and three spacious cabins below deck, including two cabins with one bed and two bathrooms, complement the amenities of a sportfish very much in the vein of the Bertram marque. But the yacht is not just about sportfishing; a seating area, forward of the helm station up top, is nicely laid out to invite conversation.

LOA: 54'10" - BEAM (MAX): 16'2" - DRAFT: 5' - FUEL CAPACITY: 1,040 GAL.  
FRESH WATER CAPACITY: 185 GAL. - STANDARD ENGINE: TWIN 1,110 HP MAN  
STYLING & INTERNAL DESIGN: ZUCCON INTERNATIONAL PROJECT  
INTERIOR DECOR: MARTY A. LOWE, INC.

## 2001-2008

Opening six weeks after the 9/11 terrorist attacks, the show remains a resounding success. Trinity Yacht shows the 126' *Big Easy* and Christensen the 155' *Liquidity*. In 2002 with a recession looming, 26 of the yachts displayed are over 100 feet and an estimated 1,400 megayachts visit the area that year. The show inaugurates new docks at Bahia Mar and *Yachts International* opens the Pavilion. Hurricane Wilma delays the show's opening in 2005. A year later, Kaye Pearson sells to Active Interest Media, and Skip Zimbalist III becomes CEO.

## YACHTS





November 2009

FLIBS Preview



**Location:** Bahia Mar – Allied Marine – E Dock 500A-M



## Horizon SunCat 73

In every sense, this totally solar-powered yacht is an environmentally friendly boat. With a 2.8kW electric outboard motor, the solar-electric 23' catamaran can run at six knots with 12 guests onboard. The batteries can store enough solar energy for the boat to run all day without needing to recharge. Gloria Solar made the hardtop-mounted solar panels, which provide a total output of 760W. The catamaran design optimizes the boat's ability to cruise with very limited power.

## Ferretti 510

The Ferretti 510 is a compact version of yachting, Italian style. Its design is the product of a collaboration between Advanced Yacht Technology, Ferretti Group Engineering Division and Studio Zuccon International Project. A full-beam master cabin with chaise lounge and two large open view windows make it a real suite at sea level, bathed in light. The aft galley opens up the space for an enfilade of salon, cocktail bar and the dining area, which opens onto the cockpit thanks to a tilt-up window. Outside, the 510 combines a sporty appearance and elegantly formal lines.

LOA: 51'5" - BEAM: 16'2"  
 ENGINES: MAN R6 730 HP COMMON RAIL DIESEL  
 FUEL CAPACITY: 539 GAL  
 WATER CAPACITY: 188 GAL.

## Sessa Marine C43

The C43 follows the C46 in its balance between careful design and high technology. Designer Christian Grande has provided this new model with contours that are not strictly for looks, but also stability and strength. The cleverly designed lower deck features a large master and a VIP, both with their own bathroom and a salon. On deck, a retractable hardtop provides flexibility for relaxing in sun or shade. The C43 can be customized and is available with twin Volvo IPS 500s.

LOA: 43'3" - BEAM: 13'1" - DISPLACEMENT: 22,400 LBS. - FUEL CAPACITY: 264 GAL.  
 ENGINES: CHOICE OF 2 x VOLVO IPS 500 OR 2 x 370 VOLVO D6



**2009**

Boat Show tickets are now available on line.  
 In 2009, the biggest yacht on display is the 214' *Headship Trident*. A new VIP section is created.

Additional information, [showmanagement.com](http://showmanagement.com)

**YACHTS**





# YACHTS INTERNATIONAL

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The Pavilion Club is a private member-only lounge available during five of the world's most prestigious yachting events. At the 2009 Fort Lauderdale International Boat Show, the Pavilion provides a welcome oasis for conversation and networking October 29 to November 2.

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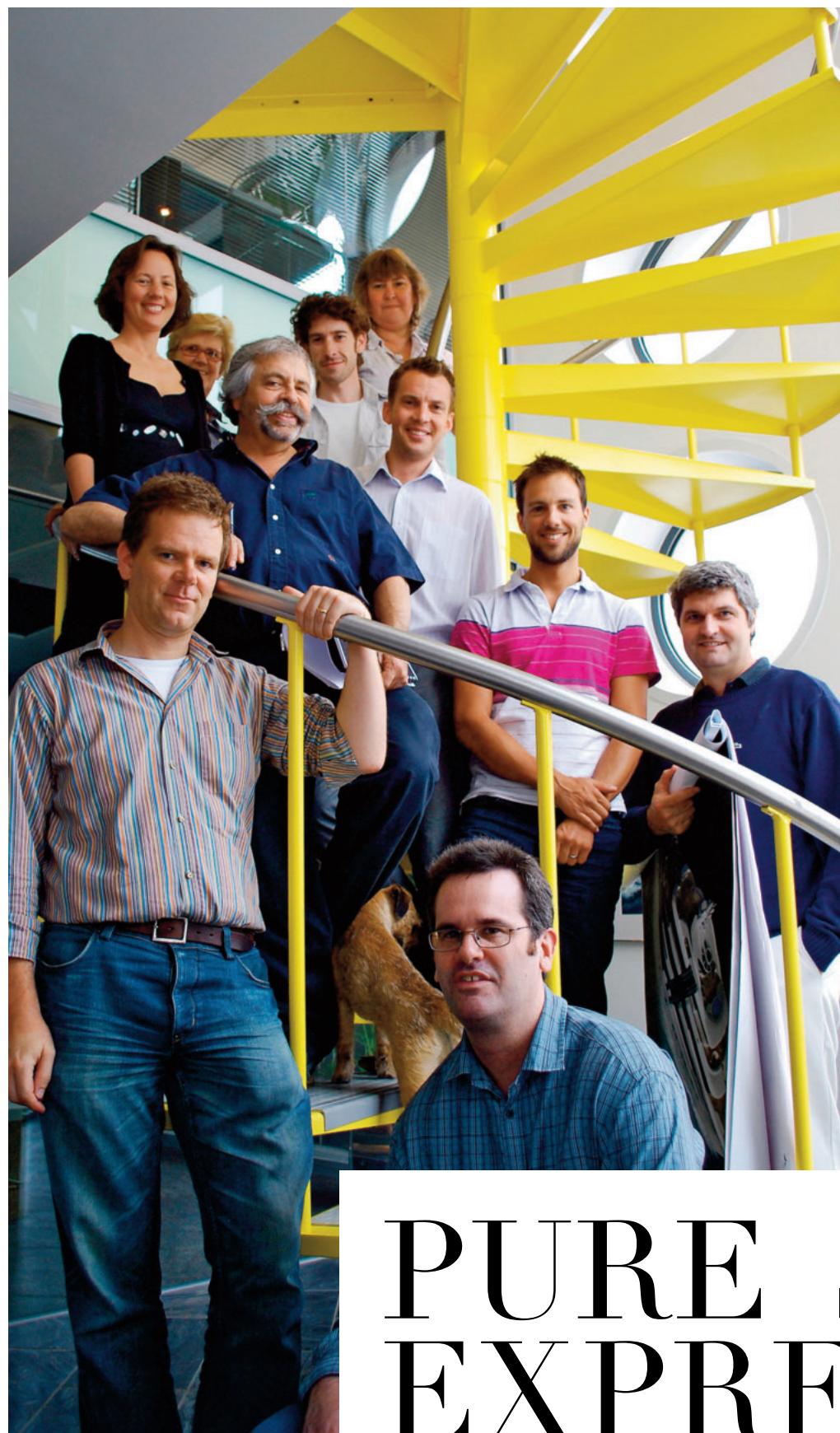
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November 2009

**Designer**

# PURE EXPRESSION

KEN FREIVOKH DESIGN

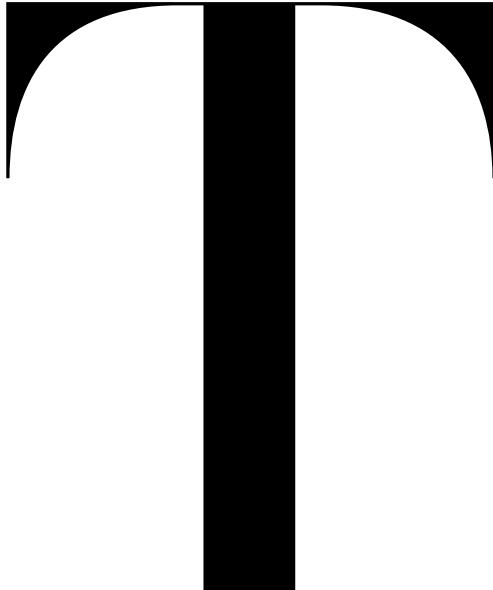
**YACHTS**

117



**Designer**

November 2009



Preceding page, the team at Ken Freivokh Design and Ken Freivokh at work in his new office in the U.K.

**Tell us a bit about your background?**

I was born in Los Angeles, CA, and I must have been seven when my family moved to Peru, South America. I ended up studying architecture in Lima, where the Faculty of Architecture is half European and half American and has an excellent engineering grounding, which led to a bachelor of science in engineering prior to receiving my master's degree in architecture. Halfway through my architecture studies, I set up an office with two partners; by the time I'd finished my studies, we were running a successful practice and life seemed to be settled, so settled in fact, that a clear challenge was missing. I applied for the Duke of Edinburgh scholarship with the Royal College of Art (RCA) in London, and, somewhat to my surprise, it was offered to me. I must have done something right, as having achieved my master's degree at the RCA in only two years, my professor in the School of Industrial Design invited me to work for him at the Design Research Unit, where I was busy with a variety of projects from the Hong Kong Mass Transit railway to some exciting residential buildings. I was eventually head-hunted by John S. Bonnington Partnership to head a team designing a new zoo in Kuwait and subsequently worked for Colin St. John Wilson on projects for the British Museum.

**How did you expand into boat design?**

After years of dinghy sailing, I decided to purchase a quarter-ton sailing yacht but insisted on making interior and exterior changes. Other customers ordering this model got to know of my changes and requested that their own had the same, which was flattering. As a result, the building yard commissioned me to design new boats in their range. (...) Shortly after this, we made the decision to move out of London, relocating down to the South Coast to concentrate on yacht design, and it was then that I was asked to design the interiors of a new range of motorboats for Fairline. The Squadron 62 (launched in 1991) became a very significant yacht for Fairline and was quickly followed by the Squadron 56. As a result of publicity following my work on the Squadron range and press coverage of a classic motor yacht for the Supermarine Motor Yacht Company, I was headhunted by Sunseeker and offered an exclusive contract to design their complete range. We spent the best part of the next 13 years working to develop their range into the basis of the superyachts they are marketing so successfully today. It was this early work that led to some interesting one-off yachts, such as the Edwardian styled tug "St. Eval", the ex-rescue vessel "Fredrikstad", the sailing yacht "Twirlybird", the steam yacht "Gonca" for the Rahmi Koc Foundation, and the classic Hakvoort-built Spada and Saga.

**What do you consider your first boat design?**

My first full projects from "scratch" were the Squadron 62 and the Sunseeker 58 Manhattan and 63 Predator. These were all quite revolutionary for their time, in terms of their use of space, materials, overall layout and details.

**YACHTS**



November 2009

Designer

Countach 123



85m displacement yacht



Azimut T72



**YACHTS**



## Designer

November 2009



because every design project is a challenge in its own right. In a sense it is as challenging to design either a teaspoon or a skyscraper; I guess a contemporary design gives more opportunities to innovate at every level because by definition a traditional project requires you to follow the discipline of a particular style.

### Aside from the custom work, you have worked for production yards. What is the main difference?

In some ways it's good to do production work because effectively the design has to prove itself in the marketplace. You are not subjected to a specific client's taste and views; you are producing something that, if the design hits the nail on the head, will sell. So the success of your design work is a measurable quantity. With Sunseeker, for instance, we changed a number of pre-conceptions and offered solutions that were very well received. A one-off design has to be tailored to a client's taste and preferences; although, we have been very lucky with our owners in the past as most have been willing to listen to our thought processes regarding their projects, and I like to think that we have achieved their dream.

### What would you say was your favorite project to date?

I would have to say *Maltese Falcon*, because each element of the project team was right; we had an owner (Tom Perkins) who was prepared to let us experiment, a naval architect (Gerard Dijkstra & Partners) who was knowledgeable and innovative, an efficient yard (Perini Navi) and we were able to introduce a number of new concepts and break ground in a number of directions, including function and aesthetics.

### It is no secret the yachting industry is facing perhaps one of its biggest challenges yet. Some say the market has changed forever. Do you share that opinion?

Personally I feel it may be early to make that assessment. Obviously a number of projects disappeared shortly after the (2008) Monaco Yacht Show. We signed two or three projects, which were subsequently cancelled just a few days later, so obviously (the financial crisis) had a major impact. A number of our Russian customers, very adventurous and keen to move forward with very large and quite

*Espada Volante* is a refit proposal for the minesweeper *Castor* and, next page, projects ranging from a sporty open-style vessel, a 279' displacement yacht and the new T72 for Azimut show some of the studio's range

extreme projects, are still there. But some have called "half time" and may not be back. I think the bar, as far as size, is going to move back down to 50m to 60m for quite some time for a number of reasons, not just financial. On the other hand, I get the feeling that some owners are just waiting for the right trigger. I know some of our customers have found that the current situation has created a tremendous opportunity to close some amazing deals.

### What are some of the things the yachting industry needs to attract new clients?

There is a greater awareness of green issues, and I think a willingness to explore alternate means of propulsion, diesel-electric, fuel cell technology, etc., will encourage interest from clients who may have been reluctant to move forward before. For some of our one-off motorboat projects, we have proposed reverse or axe bows, effectively increasing efficiency due to longer waterlines, and I think there will be progress on that front. In the last few years, owners have been more receptive of innovative suggestions, including solar power and alternative technologies. A few years ago chances are that the more successful projects would be the ones with bigger engines, but right now the emphasis is to achieve better performance with a lighter, more environmentally friendly boat.

### Do you see this tendency in your current projects?

We have been working on one project which can deploy a kite as a way to save energy. We are also working with Azimut-Benetti on a new range of motoryachts, called Magellano, with the first model in the range, the T72, soon to launch. It's a semi-displacement yacht, and to some extent has some of the qualities we were outlining, because it can be fuel-efficient and achieve good long-range performance if used in its full-displacement mode; they behave very well



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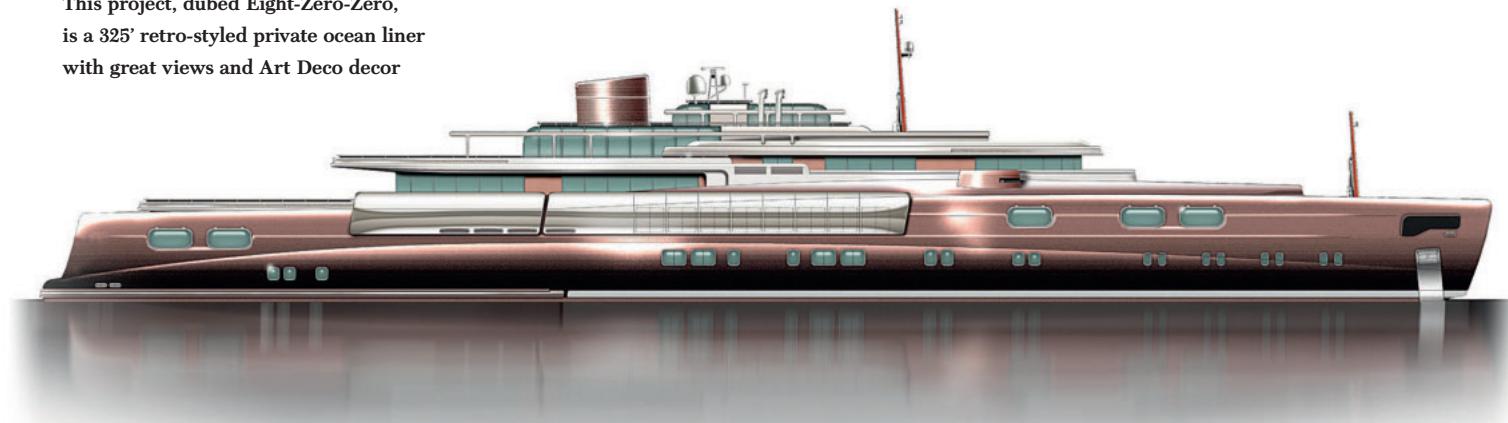
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## Designer

November 2009

This project, dubbed Eight-Zero-Zero, is a 325' retro-styled private ocean liner with great views and Art Deco decor



### When did you set up your own design firm?

We moved out of London in 1984 and set up a studio in a converted 400-year-old barn in Hampshire. When our team grew beyond single digits, we moved to a new studio overlooking the River Hamble. It's a great working environment, with plenty of light and space, a dedicated area for fixtures, fittings and fabrics, a library and conference room.

### Can you tell us a bit about the way your studio works?

I try to run a balanced team, each designer contributing different skills. For example Ignacio Oliva-Velez's forte is project management and organizing the production of the technical drawings. Christian Leyk is a talented and innovative designer who would typically concentrate on external styling. Alastair Fletcher is an imaginative and resourceful designer who runs the interior teams on a number of projects. Rob Armstrong is in charge of "IT" and responsible for a number of the all-important 3D illustrations. Liz Windsor and Toni Mannell source the most wonderful fabrics and fittings worldwide and propose the color schemes.

### How did you get involved with Sycara IV and Burger?

Ray Catena had been talking to us for some time when he decided to sign up with Burger for this classic yacht project; he had seen the work we did for Tom Perkins on both "Atlantide" and "Maltese Falcon". It was *Atlantide* that Mr. Catena and his wife were particularly interested in, with her 1930s Art Deco styling, Lalique pieces and quite unique interior.

### How was the experience working with a U.S. shipyard?

I really enjoyed working with Burger. It's a yard that is rightly proud of its achievements, heritage and skills that have been handed down from grandfather to grandson. The yard is immaculate. They have invested in one of the largest travel lifts in the U.S., which is maintained to

the standard and appearance of a Harley Davidson, and they take tremendous pride in their work, always striving for the highest standards. We have enjoyed the open dialogue with their design department.

### You have also worked with shipyards in Europe, Turkey and Chile to name a few. How do they compare?

We are working with Marco Yachts in Chile on a pair of 85m (288') motoryachts. It is proving to be an interesting experience, because the outfitter is in Dubai, the boat is building in Chile, and of course we are U.K based. Communication is not a problem, as at least three of our team speak perfect Spanish. It's different than working with some of the acknowledged top superyacht builders, like Royal Huisman, Amels or Feadship; it might mean we have to produce more information for the yard to achieve the design intent and meet classification requirements. It's definitely hard work but often allows us to propose original solutions, which more established yards might try to resist.

In Turkey, I found very determined people; if we sketched an ideal solution and it wasn't available, they would proceed to make it themselves. I think that we achieved an incredible number of firsts with *Maltese Falcon*. Of course, we have built yachts at excellent shipyards in Holland and Germany, and it is always reassuring to know that a project is in good and highly experienced hands.

### You have done cutting edge design (like the Maltese Falcon) as well as historic yachts. What is your preference?

Indeed, we have worked with great clients on a number of imaginative yet traditional projects, such as our designs for Peter de Savary's *Fredrikstad* (a converted Norwegian Rescue vessel), and *St. Eval*, which was eventually bought by Dennis Washington who keeps it in Vancouver (he bought Cates, the tugging company, and had the other tugs painted to match.) I wouldn't say I have a definite preference,

I THINK A WILLINGNESS TO EXPLORE ALTERNATE MEANS OF PROPULSION WILL ENCOURAGE INTEREST FROM CLIENTS WHO MAY HAVE BEEN RELUCTANT TO MOVE FORWARD BEFORE

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## Designer

November 2009

in varying sea conditions, and I think this type of boat will have a wide and varied appeal even to ex-sailing owners who may want to enjoy long cruises without the high cost and big crew numbers.

### What was your approach to the design for the new Magellano line?

We set a goal to achieve a design which felt traditional but wasn't. The design is completely new, contemporary, but the proportions and the form of the yacht are close to a traditional yacht. We feel the Magellano is a timeless design.

### What are some of the most innovative things you have seen and liked in boat design?

My feeling is that the last few years have been more positive because customers have been more open to making personal statements with their projects and are more receptive to new ideas. *Maltese Falcon* would not have been undertaken some 10 to 15 years ago, or projects like *A* or *Predator*, or some of the more experimental designs from companies such as Wally. I think innovation will accelerate over the next few years. From our side, it's great because it is easier to convince an owner to be innovative when others are being equally so. It is stimulating all around. It is fair to say that whilst yachting has stringent classification and safety guidelines, it is not quite as bogged down with regulations as aviation and car design, so it is possible to break down barriers.

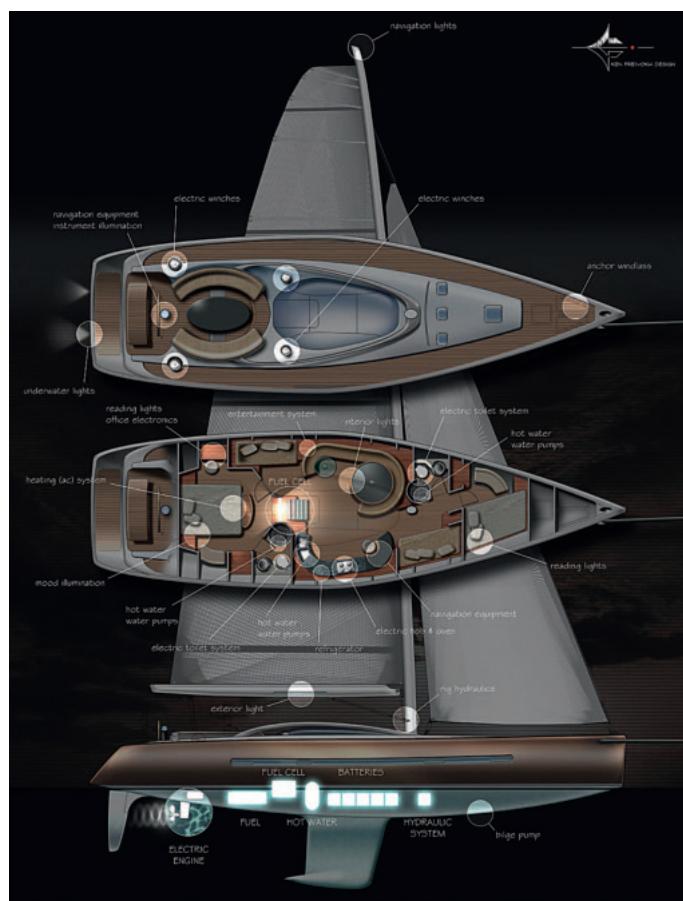
### What would be your ideal boat?

A difficult question. I would have to say that even though we design superyachts, I enjoy sailing and handling small boats. I have been competing in International Dragons, a beautiful, traditional, but highly sophisticated and technical three-man boat where you are actually sailing close to the water in very competitive racing situations without having to also carry bedrooms, bathrooms and flat-screen TVs. The small sailboats are closer to being pure expressions of what a boat is all about. We are also involved with Pascoe International (U.K.-based RIB manufacturer), and I really enjoy designing craft in the 10 to 12 m range, to be able to concentrate, improve and perfect every detail. These superyacht tenders are very fast, maneuverable, exciting and I would like to think that, following our careful work, also reliable, purposeful and elegant.

Work on the *Maltese Falcon* in Turkey led to other projects, including a 288-footer with Dunya Yachts and ongoing collaboration with custom RIB maker

Pascoe; left, Voller Energy commissioned Ken Freivokh to do a study for a 55' fuel cell yacht

CONTACT: KEN FREIVOKH DESIGN, PHONE: +44 1489 580 740  
E-MAIL: ALL@FREIVOKH.COM, WEB: FREIVOKH.COM



## YACHTS



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Citadel Yachts is proud to introduce the newest member of our fleet, *Miss Lisa*. Exquisitely designed, exceptionally engineered and robustly constructed in steel and aluminum, this 92-foot long range, expedition yacht features a spectacular interior by Joseph Artese Design and offers the finest in detailed quality, comfort and seaworthiness.

Citadel Yachts builds custom expedition vessels from 92 to 122 feet with a consistent focus on excellence.



Work in Progress

November 2009

Work in Progress

# A SNEAK PREVIEW OF TOMORROW'S SUPERYACHTS



**YACHTS**

126



## Dunya Yachts

### Red Square

LOA: 236'1" (72m)  
 LWL: 214'3" (65.30m)  
 BEAM: 40' (12.20m)  
 DRAFT: 12'5" (3.81m)  
 HULL MATERIAL: STEEL GRADE A  
 SUPERSTRUCTURE: ALUMINUM  
 ENGINES: 2 x 3,150 HP  
 CAT 3516 C DITA  
 (ENGINE POWER AT 1,800 RPM)

MAIN GENERATORS:  
 CAT C9 (3 x 200 kW)  
 STABILIZERS:  
 QUANTUM 4 FINS ZERO SPEED  
 FUEL CAPACITY: 43,324 GAL.  
 FRESH WATER CAPACITY:  
 7,926 GAL.  
 MAXIMUM SPEED: 17 KNOTS  
 CRUISING SPEED: 14 KNOTS

RANGE@ ECONOMICAL SPEED:  
 ABOUT 4,200 NM  
 CLASSIFICATION: ABS / A1 E  
 YACHTING SERVICE AMS  
 NAVAL ARCHITECT:  
 STERLING SCOTT  
 INTERIOR DESIGNER:  
 ALBERTO PINTO  
 BUILDER: DUNYA YACHTS

Dunya Yachts is a relative newcomer that built a state-of-the-art facility in Pendik, a district of Istanbul in Turkey. The new waterfront shipyard is being expanded. From the beginning, the shipyard, formed in 2005 by an association between Dunya Shipping and the Ursa Shipyard, aimed to build super-yachts and currently has two 72m (236') steel and aluminum yachts under construction for delivery in 2010 and 2011. Edmiston is marketing these two yachts. The first, known as DYOO3 or *Red Square*, features an exterior design by Scott Sterling and interior by Al-

berto Pinto. When launched, it will be the largest yacht to have been built entirely in Turkey. The yacht's progress was last photographed in the winter of 2009 in one of Dunya's modern assembly halls. The five-deck yacht features equipment from top manufacturers and boasts a few challenging features, including a large garage with two hull-side doors that drop down to form a gigantic beach house, an aft deck pool with glass walls, and a Jacuzzi on the very private sun deck; another small terrace opens off the yacht's lower-deck lobby. Accommodations

include a huge on-deck master suite with panoramic windows and five spacious lower-deck guest cabins. A modern look and feel inside and out is achieved with luxurious materials. Hull two, DYOO6 or *Warrior*, has a slightly larger LOA (237'6") and about 25 percent more volume. The shipyard's development continues and the goal is to handle refits as well as new builds, with another project, a 65m by Sterling Scott, in the works. The shipyard, which has its own engineering and naval architecture team, employs 174 people and 100 sub-contractors.



November 2009

**Work in Progress**

Shipyards around the world, including ISA Yachts in Italy, Dunya Yachts in Turkey, Newcastle in the U.S. and Palmer Johnson let us have a preview of upcoming attractions; watch for these exciting new yachts in 2010.



## Work in Progress

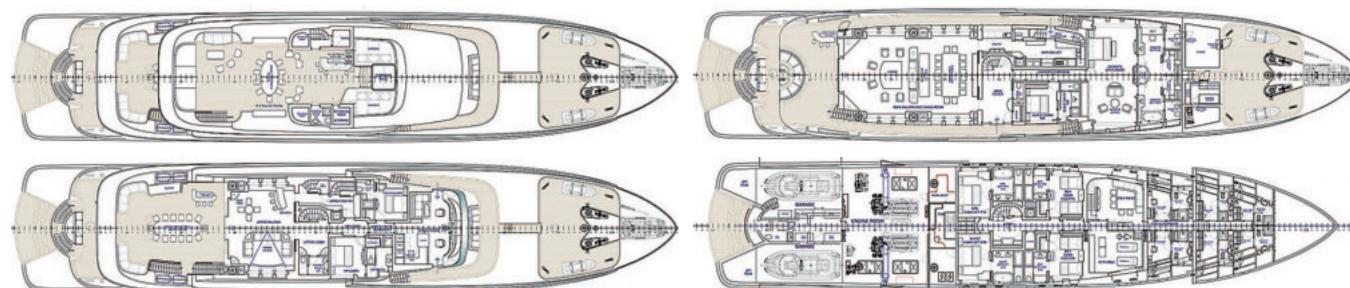
November 2009

### ISA 600

LOA: 198'5" (60.5M)  
 LWL: 177' (53.93M)  
 BEAM: 37'8" (11.50M)  
 DRAFT (FULL LOAD):  
 10'9" (3.30M)  
 HULL CONSTRUCTION: STEEL  
 SUPERSTRUCTURE: ALUMINUM  
 ENGINES: 2 x CATERPILLAR 3512C  
 POWER: 2,367 HP AT 1,800 RPM

MAXIMUM SPEED:  
 16.5 KNOTS  
 CRUISING SPEED:  
 14.5 KNOTS  
 GENERATORS:  
 3 x CATERPILLAR C9 200 kW  
 CONCEPT:  
 WALTER  
 FRANCHINI/ISA

EXTERIOR DESIGN:  
 ANDREA VALLICELLI  
 NAVAL ARCHITECT:  
 ISA TECHNICAL DEPARTMENT  
 CLASSIFICATION: LLOYD'S  
 REGISTER OF SHIPPING  
 100A1 SSC YACHT \*P)  
 MONO G2, LMC, UMS, MCA  
 CODE OF PRACTICE, YW 2



The ISA 600 (*Matterhorn* project) is a sleek 198'5" yacht currently under construction at the Italian shipyard ISA-International Shipyards of Ancona. Construction on the largest yacht yet built at ISA began in January 2008 and the yacht is expected to launch in 2010. When we checked on the build's progress a few months ago, the floor of the superstructure was under construction, and the cables and piping were all in place. Air conditioning ducts and stabilizers were in advanced stages of completion, and installation of insulation materials along

the bulkheads had begun. In addition to the ISA 600, two other megayachts were in advanced stages of development at the Ancona yard, a 164-footer and a 207-footer. Both projects feature the design work of Andrea Vallicelli, while the ISA 600 is an original concept by the late architect Walter Franchini, "father" of the ISA 470 series, a 154' displacement yacht in steel and aluminum, seven of which have already been launched. The eighth hull in the series is the ISA 480, a slightly evolved version of this popular model. Stylist and designer

Andrea Vallicelli worked with ISA to fully develop the *Matterhorn* project in accordance with the wishes of the owner, making a few changes to comply with specific owner's requests without losing the original design's spirit. The yacht features four spacious decks for accommodations, entertainment and crew areas, and a bilge deck (not pictured) where technical and service areas are located. Two Caterpillar 3512C DITA-SCAC diesel engines will provide the nearly 200' full displacement steel yacht with a 16.5 knot speed.

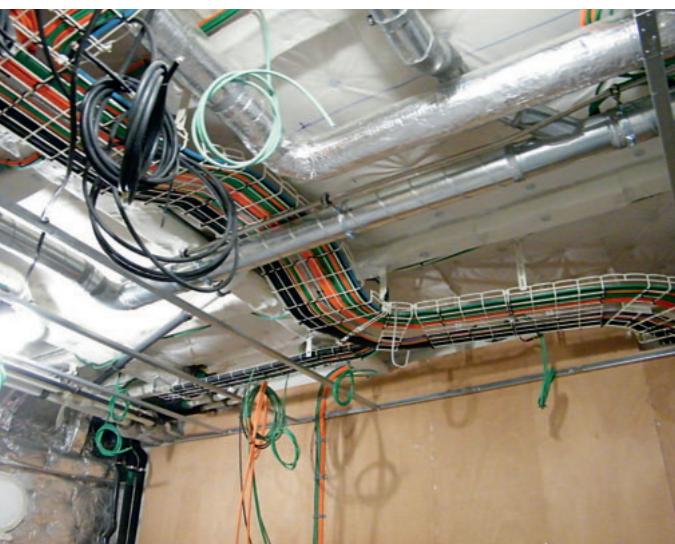


## YACHTS



November 2009

## Work in Progress



From left: construction of the floor, shafts and rudder; above the owner's stateroom and right the stabilizers





## Work in Progress

November 2009

### Dunya Yachts Red Square

LOA: 236'1" (72M)  
LWL: 214'3" (65.30M)  
BEAM: 40' (12.20M)  
DRAFT: 12'5" (3.81M)  
HULL MATERIAL: STEEL GRADE A  
SUPERSTRUCTURE: ALUMINUM  
ENGINES: 2 x 3,150 HP  
CAT 3516 C DITA  
(ENGINE POWER AT 1,800 RPM)

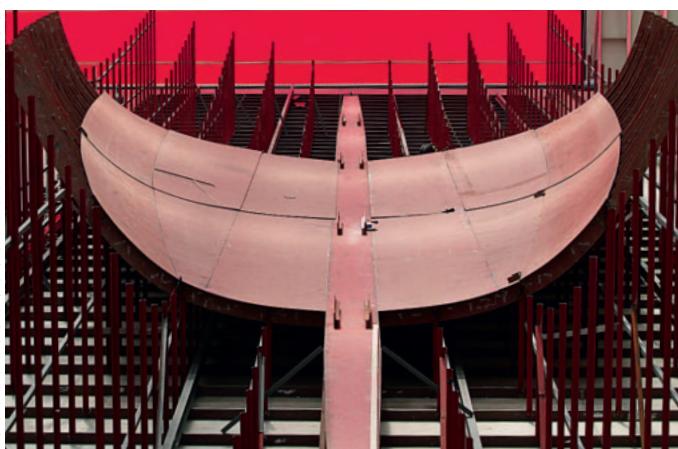
MAIN GENERATORS:  
CAT C9 (3 x 200 kW)  
STABILIZERS:  
QUANTUM 4 FINS ZERO SPEED  
FUEL CAPACITY: 43,324 GAL.  
FRESH WATER CAPACITY:  
7,926 GAL.  
MAXIMUM SPEED: 17 KNOTS  
CRUISING SPEED: 14 KNOTS

RANGE@ ECONOMICAL SPEED:  
ABOUT 4,200 NM  
CLASSIFICATION: ABS / A1 E  
YACHTING SERVICE AMS  
NAVAL ARCHITECT:  
STERLING SCOTT  
INTERIOR DESIGNER:  
ALBERTO PINTO  
BUILDER: DUNYA YACHTS

Dunya Yachts is a relative newcomer that built a state-of-the-art facility in Pendik, a district of Istanbul in Turkey. The new waterfront shipyard is being expanded. From the beginning, the shipyard, formed in 2005 by an association between Dunya Shipping and the Ursa Shipyard, aimed to build superyachts and currently has two 72m (236') steel and aluminum yachts under construction for delivery in 2010 and 2011. Edmiston is marketing these two yachts. The first, known as DYOO3 or *Red Square*, features an exterior design by Scott Sterling and interior by Alberto Pinto. When

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ramic windows and five spacious lower-deck guest cabins. A modern look and feel inside and out is achieved with luxurious materials. Hull two, DYOO6 or *Warrior*, has a slightly larger LOA (237'6") and about 25 percent more volume. The shipyard's development continues and the goal is to handle refits (*Giant* is currently at the yard) as well as new builds, with another project, a 65m by Sterling Scott, in the works. The shipyard, which has its own engineering and naval architecture team, employs 174 people and 100 sub-contractors.



## YACHTS





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## Work in Progress

November 2009

### Palmer Johnson 170 Sport Yacht

LOA: 171' (52.2M)  
BEAM: 31' (9.5M)  
DRAFT: ABOUT 8.0' (2.44M)  
ENGINES: MTU 16V 4000 ADEC  
M93L MARINE DIESELS WITH  
MTU/ADEC BLUE VISION ENGINE  
CONTROLS AND MONITORING  
PROPELLION: NiBRAL, 5-BLADE  
FIXED PITCH PROPELLERS

STABILIZERS:  
ADVANCE  
GYROSCOPIC  
STABILITY CONTROL  
AT ALL SPEEDS  
INTERIOR DESIGN:  
NUVOLARI & LENARD  
CONSTRUCTION:  
WELDED ALUMINUM

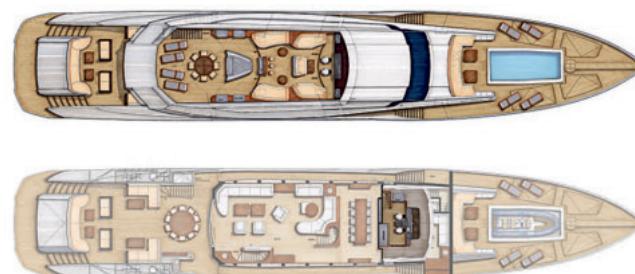
CLASS: LLOYD'S REGISTER,  
100 A1 SSC YACHT  
MONO LDC HSC G6 G6 LMC,  
MCA PER ISLE OF  
MAN REGISTRY, MCA LARGE  
COMMERCIAL YACHT LY2



Construction continues in the Palmer Johnson's U.K. facility, opened in Hampshire in 2008, on the flagship of Palmer Johnson's sport yacht series, designed by the Italian firm of Nuvolari & Lenard. The construction of the first 170' Sport Yacht began in September of 2008, and delivery is expected a few months from now, in the spring of 2010. Before construction began, the 170 was built digitally in a three-dimensional model. Modular construction ensures that all sections of the yacht progress concurrently, ensuring a quicker delivery time. PJ's modern facilities in the U.K. include a 47,000 sq.-foot fabrication facility, an advanced metal-cutting bay, sophisticated material handling equipment and a floating dry dock for controlled vessel launches. The facility

allows for the construction of yachts up to 328' in length. As the photo of the completed hull and superstructure clearly shows, this new vessel is built in PJ's favorite material, welded aluminum. The yacht features a nearly vertical bow, designed for performance, sea-keeping abilities and a "dry" ride. Although distinct from the builder's smaller models, the PJ 170 shares the sophistication of its predecessors, such as sweeping staircases rising from a large swim platform to a spacious cockpit area. The emphasis is on huge open spaces to maximize the owner's comfort, a scheme which has allowed the inclusion of a foredeck swimming pool and lounge area. Although the builder remains guarded on the details, it promises that this new flagship model will introduce breakthrough en-

gineering elements and design features unique to the brand. Among available technology is MTU's new Bluevision, a system designed to optimize interfaces between propulsion and electronic systems, and equipped with a color monitor for easier overview of the vessel's propulsion plant. The PJ Sport Yacht era began in 2004 with the 120', *Cover Drive*. The "family" has continued to grow with the 135 and 150 models, all developed in conjunction with Nuvolari & Lenard. All yachts in the sport series have a European feel and modern Italian design, but each is truly unique, with various paint schemes and a broad choice of interior finishes. The 170' flagship attests to Palmer Johnson's evolution in design and engineering in a few short years.



November 2009

Work in Progress





## Work in Progress

November 2009

### Newcastle 180

LOA: 180' (55M)  
 BEAM: 33' (10.25M)  
 DRAFT: 9" (2.9M)  
 MAIN ENGINES:  
 2 x 1,410 HP 3512B CATERPILLAR  
 GENERATORS: 2 x 250KW  
 CATERPILLAR + ONE 99KW  
 EMERGENCY GENERATOR  
 HULL MATERIAL: STEEL

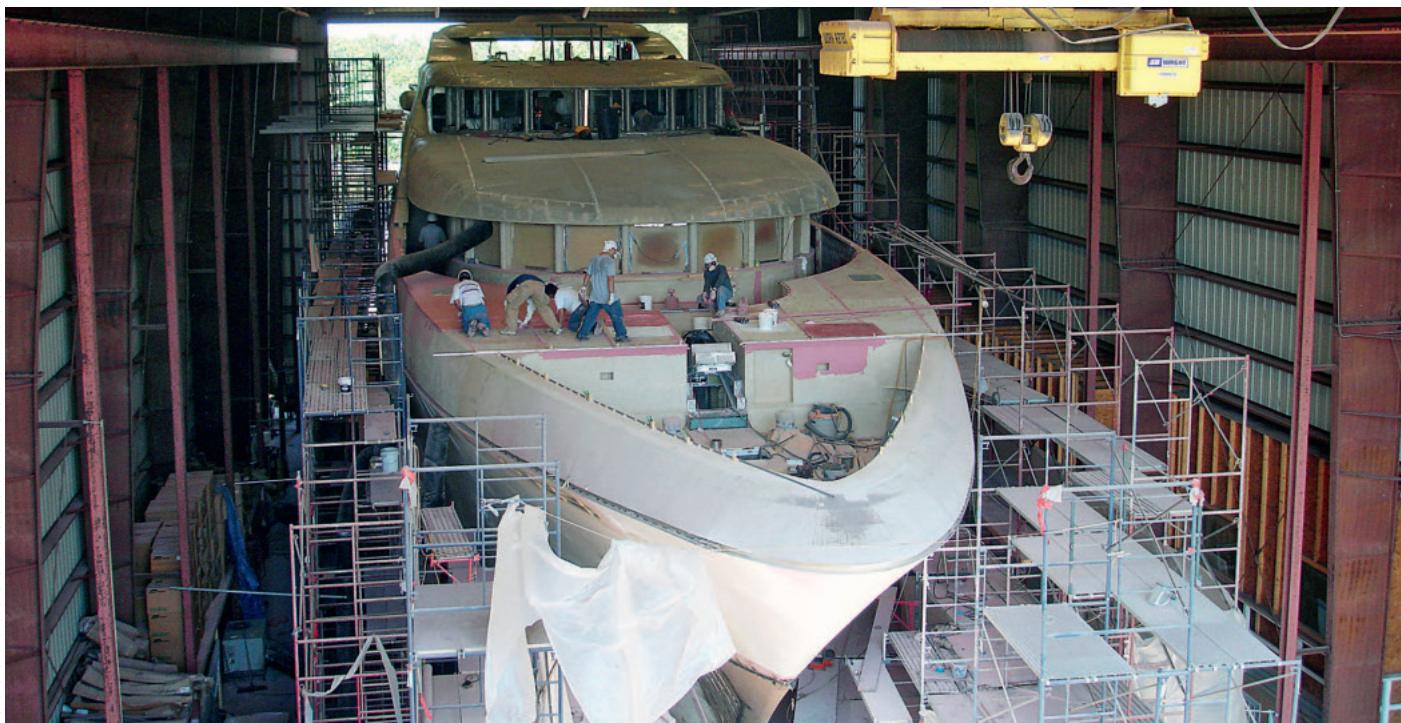
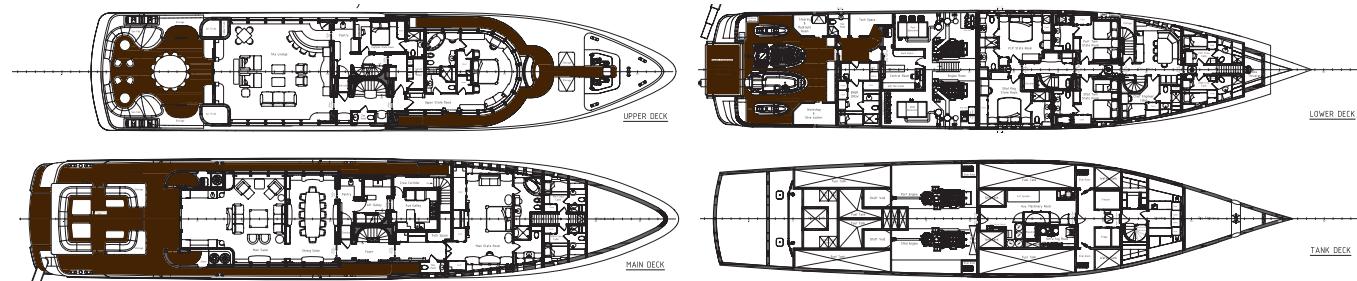
CRUISING SPEED:  
 ABOUT 12 KNOTS  
 SUPERSTRUCTURE: ALUMINUM  
 HULL DESIGN/NAVAL  
 ARCHITECTURE:  
 MURRAY & ASSOCIATES,  
 FORT LAUDERDALE, FLA.  
 EXTERIOR STYLING:  
 MURRAY & ASSOCIATES

INTERIOR DESIGN: CLAUDETTE  
 BONVILLE AND ASSOCIATES  
 (FORT LAUDERDALE, FLA.)  
 APPROXIMATE DATE OF DELIVERY:  
 LATE SUMMER 2010

Kevin Keith, who began his career at his family's commercial yard, and businessman Lester Miles in 1999 created Newcastle Marine Inc., now Newcastle Shipyards. They purchased and completely rebuilt an existing shipyard in northern Florida and embraced the expedition style, much in demand at the time. The 102' Newcastle Explorer made a noted debut in Fort Lauderdale in 2001, with the 125' Newcastle Voyager following in 2003. In

2007, the yard launched the 137' *True North*. The credentials of these long-range cruising vessels attracted the commissioning owner of this vessel to Newcastle. The Newcastle 5500 currently under construction shares with the previous Newcastles ocean-going qualities, with a steel displacement hull and transoceanic capabilities, but it features a sleeker, more modern look. After engineering and project development, construction began

in late 2005 on what was to be hull one of a 164' yacht series. But the 50-meter was extended to the current LOA of 55m (or 180'); the added length allowed giving the five-deck yacht a very elegant tapered look aft. Fort Lauderdale-based naval architect Murray & Associates previously had worked with Newcastle on the 107' expedition yacht and consulted on major refit projects including the refit of the motoryachts *Floridian* and *He-*



## YACHTS





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## Work in Progress

November 2009

ios. The Newcastle 5500 is a high-volume vessel with 950 gross tonnage and 7,972 square feet of enclosed interior space. The vessel features six staterooms, including two master staterooms, one on the upper deck with 270-degree views and the other on the main deck featuring eight oval windows 6'5" tall for spectacular views. Crew accommodations include four double crew cabins, an engineer's cabin for two and a captain's cabin

for two. The tender garage is accessible via the transom. The bridge deck features a panoramic sky lounge, a service pantry, the captain's cabin and one of the two master staterooms. The sun deck offers ample seating and lounging space and includes a full-service wet bar and an infinity edge pool/spa. This deck will also house the MCA rescue tender required for charter under the Cayman Islands Shipping Registry. The yacht is

being built in compliance with American Bureau of Shipping (ABS) rules and will receive a classification certificate. The yacht will also be built to comply fully with the MCA Code (Vessel over 500 gross tons) for large commercial yachts under survey of the Maritime Authority of the Cayman Islands. Delivery is expected in summer of 2010. Fort Lauderdale-based International Yacht Collection is the yacht's appointed sales agent. ●





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November 2009

WYT 2009

# 2009

# WORLD YACHTS

## TROPHÉES

### All the results



With the World Yachts Trophies event and yachts parade, held during the Cannes International Boat Show, *Yachts* Magazine celebrated innovation and great design. Among the winners this year were two exceptional yachts from American shipyards: *Sycara IV*, a custom yacht by Burger Boat Company of Wisconsin, featured in this issue, and the *LSX 92* from Lazzara Yachts of Tampa, featured in the January issue of *Yachts International*. Both Burger Boat Company and Lazzara Yachts

were previous World Yachts Trophy winners. The jury, comprised of the director of publication, editors and regular contributors of the various *Yachts* titles around the world (*Yachts France*, *Yachts Russia*, *Yachts International*, *Yachts Croatia*, *Yachts Italia* and *Yachts Emirates*), voted for finalists and winners after a pre-selection of about 10 yachts in the various categories (redefined this year to reflect recent trends in the yachting world). The complete results follow.



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**YACHTS**





WYT 2009

November 2009



The coveted World Yachts Trophies were awarded during a stunning evening on the private beach of the famed Carlton Inter-Continental Hotel in Cannes.



YACHTS

140





November 2009

WYT 2009

## Flying Bridge – 24 m

### Best Design



### Best layout



### Innovation



### Winner Dominator 780

There was little debate in selecting the winner of this category, an attractive flybridge with the elegance of a sporty open. While Venice-based Team 4 Design's Alberto Mancini has achieved a very innovative, streamlined look with this flybridge yacht, the Dominator 780 isn't just about style. Inside it is a very livable yacht, which makes great use of its abundant natural light.

**FINALISTS:** Mochi Craft Dolphin 54 Fly: this charismatic modern take on the lobsterman style is now available with a flybridge harmoniously integrated into the overall design. Azimut 70: Stefano Righini has created here a sporty and elegant flybridge with appropriately wing-like features.

### Winner Mochi Craft LR 23m

Departing from the traditional aft-deck-to-main-deck salon transition, Mochi has created a truly independent area that is both private and convivial. But in our opinion one the yacht's most attractive venues is the very well appointed foredeck. With two salons and two sunbathing areas, this vessel is ideally suited for relaxation.

**FINALISTS:** Azimut 70: Comfortable living spaces, including a spectacular master and a bright salon with a galley that looks like a stylish bar make this a good contender. Dominator 780: Modern, elegant and well thought-out, this model seduced the jury with its livable spaces and an innovative use of sliding glass to separate the galley from the dining room.

### Winner Mochi Craft LR 23m

Ferretti's Advanced Yacht Technology collaborated with ZF to develop the yacht's diesel-electric hybrid drive with five modes of propulsion. The yacht's features twin 800-hp MAN diesel engines and two electric motors of 70kW each. In the zero-emission mode the yacht, using its electric motors, glides at six knots, in complete silence and without polluting.

**FINALISTS:** Dominator 780: More and more boaters have come to appreciate the use of large expanses of glass to bring in light and views. The Dominator 780 is a perfect example of this emerging trend. Azimut 70: This yacht features the convincing Easy Docking system that, equipped with a joystick control for the conventional engines and drives, lives up to its name.



YACHTS





WYT 2009

November 2009

## Flying Bridge + 24 m

### Winner: Peri 37

Peri Yachts' 121' elegant flybridge hails from Turkey. Its grey hull merges seamlessly with the superstructure at the bow and a continuous sweep of lines gives the yacht a nice sporty profile. The hardtop is discreet and the swim platform merges cleanly into the transom. Istanbul-based Scaro Design is behind this dynamic yacht.

**FINALISTS:** Riva Duchessa 92: With its attractive lines, a vast windshield, low-profile radar arch and a dramatic black hull, the Duchessa 92 seems designed for conquest. Apreamare Maestro 82: This is a yacht that defiantly resists assignment to any particular category; it is uniquely attractive.

### Best Design



### Winner: Ferretti Yachts Altura 840

The Altura 840 is ideal for boat owners who like their space, as the yacht offers many living options, from the foredeck to the spacious flybridge with an elevated helm station and observation lounge. The loft-like main salon is probably one of the largest ever built into an 82' yacht. In spite of its heft and volume, this is no trawler; equipped with twin 1,823 hp MTU diesel engines, the Altura 840 cruises at 27 knots.

**FINALISTS:** Sunseeker Manhattan 30m: This will make a great yacht for charter; among its many attractive features are the two-level on-deck master stateroom and a lower-deck lobby for access to the guest rooms. Azimut 82: As always, Azimut has created a generous interior, and the salon can be best described as a loft with water views.

### Winner: Apreamare Maestro 82

Created with support from the Ferretti group's design unit Zuccon International, the Maestro 82 is the new impressive flagship of the unique Apreamare range. A panoramic pilothouse with vertical windshield, a great flybridge and a foredeck equipped with a Jacuzzi are all great features—but so is the Maestro 82's 29-knot cruising speed.

**FINALISTS:** Dominator 29m: The Dominator 29m is one of very few yachts this size to feature an attractive terrace, located near the full-beam master stateroom, and a whirlpool that converts into a sunpad. Peri Yachts 37m: A swim platform that deploys from the transom area and a successful interpretation of the widebody theme are among of the attractive features of this yacht.

### Best layout



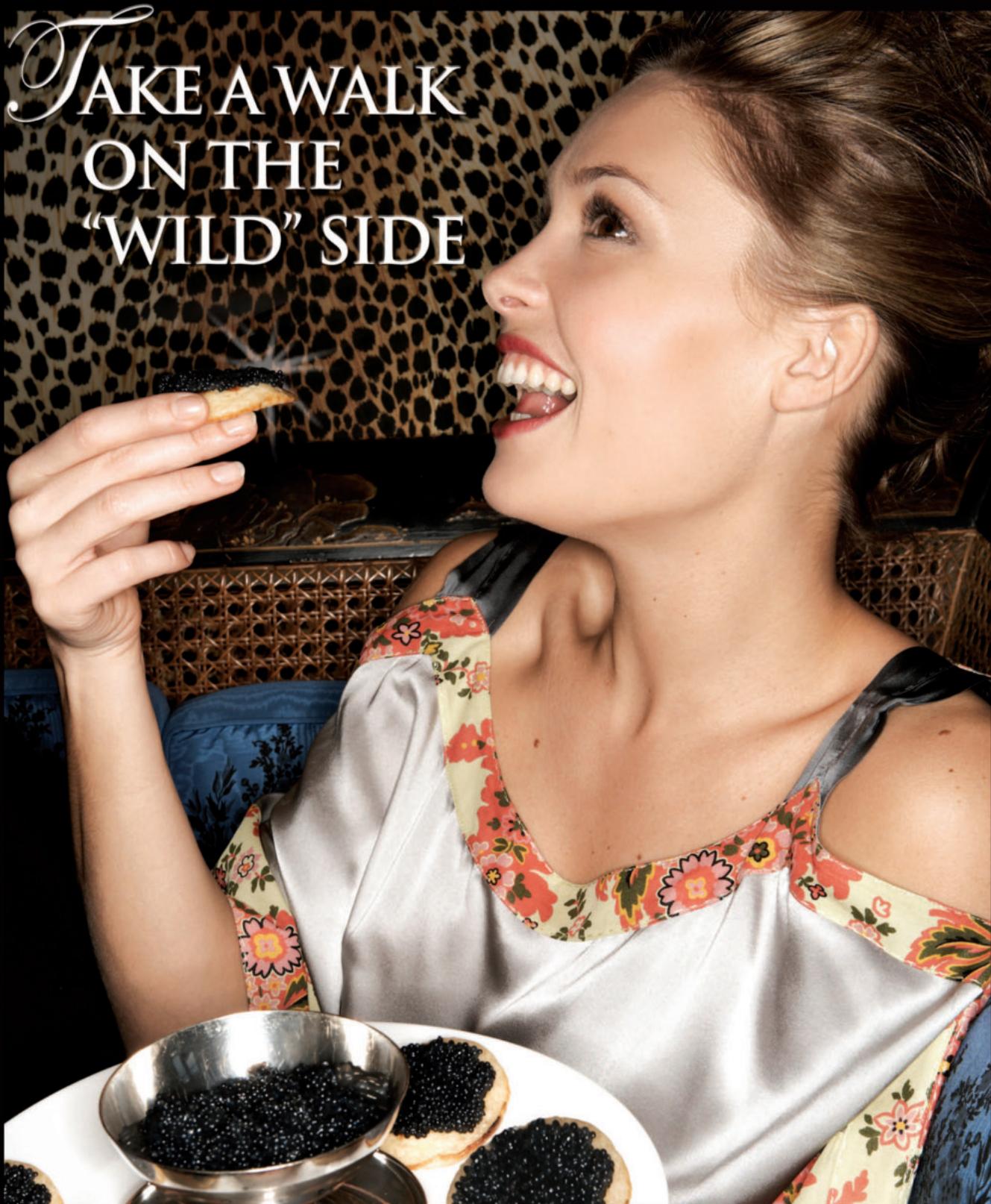
### Innovation



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## Sport Yachts – 24m

### Winner: Sessa C68

The Sessa C68 faced tough competition, but its remarkable curvy superstructure and innovative features by Christian Grande (and inspired from car designs from the 1930s and 1940s) made it the winner. A few sharp angles contrast with the otherwise svelte contours to give the yacht an even stronger appeal. Equipped with its standard twin 1,360 hp MAN engines, the Sessa C68 tops 37 knots.

**FINALISTS:** Sunseeker Predator 74: Everything about the design, from streamlined windows to an attractive color scheme, reminds us this yacht is about performance. Princess V78: Princess and naval architect and designer Bernard Olesinski reveal all their talent with this rocket-shaped open yacht with voluminous interior.

### Winner: Absolute 70

Quadruple Volvo Penta IPS600 give the Italian shipyard's Absolute 70 a 30-knot top speed. The compact pod-style installation provides additional space, which Absolute put to good use with a fresh layout. The main deck features a wide-open salon and pilothouse. A spacious U-shaped salon on the aft deck overlooks a large swim platform that converts into a beach club.

**FINALISTS:** Sunseeker Predator 74: Even if it races along at 40 knots, this yacht also features enviable volume and interior spaces, decorated with taste. Princess V78: Turning its back on a classic past, Princess Yachts has launched a very modern yacht with all the bells and whistles, and abundant use of natural light.

### Winner: Kifaru 63

The Sarti family (Tecnomar) founded this new yard in 2008. Its first lightweight all-aluminum vessel was a serious contender in the design category. But the jury ultimately recognized this boat for its innovative features, including an original and versatile interior. Twin 1,100 hp MAN V10 engines coupled with Arneson surface drives allow the Kifaru 63 to reach a 40-knot top speed.

**FINALISTS:** Absolute 70: Quadruple IPS drives, large expanses of glass, excellent insulation and an attractive modern design are among this yacht's best features. Sessa C68: A nice large window that extends to floor level and a superb bathroom set apart from the master stateroom by privacy glass are among this yacht's innovative design features.

### Best Design



### Best layout



### Innovation





November 2009

WYT 2009

## Sport Yachts + 24m

### Best Design



### Best layout



### Innovation



### Winner: Riva Domino 86

Mauro Micheli, a regular contributor to the modern Riva look, designed this very seductive and forward-thinking new model, whose lines reveal the Domino 86's winning spirit but are not overly aggressive. The Domino 86 is particularly attractive in its metallic ice finish. The designer has made the flybridge as discreet as possible by, among other things, foregoing the windscreens.

**FINALISTS:** Cantieri di Baia 100: A sort of nautical UFO, the Baia 100 has an unmistakable profile with a superstructure made nearly entirely of glass. Lazzara LSX92: A beach club at the transom, a terrace off of the master cabin and a low-profile flybridge with carbon mast are all part of this attractive new Lazzara.

### Winner: Lazzara LSX 92

Lazzara Yachts continues to innovate. Here the builder pushed the envelope further with quadruple Volvo Penta IPS900s. Lazzara's in-house design team has taken advantage of all the extra space the IPS units allow to integrate features usually found on much larger yachts. Among these are a sauna and a terrace off of the master suite and a beach club aft.

**FINALISTS:** Cantieri di Baia 100: Surprising and unique in its layout, the Baia 100 breaks more than one convention; the dining room forward of the pilothouse is flooded with natural light. Riva Domino 86: This is pure Riva quality with a high level of finishes in all details, including a central skylight in the salon.

### Winner: Baia 100

The Baia 100 is groundbreaking in many ways. The dining room, forward of the pilothouse, is under an immense glass canopy that features a central door, which lifts up to open a direct passage to the great foredeck. The salon's aft door in the open position disappears completely, allowing interior and exterior areas to blend in one continuous space.

**FINALISTS:** LSX 92: Lazzara Yachts has pioneered the use of Volvo Penta's IPS in the large yacht category and innovates again with bigger power and features more typically found on megayachts. AB Yacht 116: A bullet in Carbon and Kevlar with amazing looks and performance to match: 47.5 knots with three 2,600 hp MTU diesel engines.



YACHTS





WYT 2009

November 2009

## Custom Yachts -50m



*Best Design*

### Winner: Burger 46m *Sycara IV*

It is hard not to fall under the spell of this exquisitely designed classic yacht, inspired by fantail cruisers of the 1930s. Naval architect Bruce King and Ken Freivokh worked hand in hand to bring to life an owner's decades-long dream. Burger Boat Company of Wisconsin has a long history specializing in custom yachts, so far in a more classic register, which appealed to the owner. Modern systems and electronics have found their place in a very convincingly classic envelope that is sure to get noticed.

**FINALISTS:** Codecasa 41S: The yacht features an ideal choice of colors and superb lines signed by Andrea Bacigalupo, who added a graceful and practical flybridge to the mix. Sanlorenzo SD122: Francesco Paszkowski has created many successful designs for Sanlorenzo, from the modern Alloy 40 to a line of charming retro-styled cruisers; here is the latest.



*Innovation*

### Winner: Abeking & Rasmussen 41m *Silver Cloud*

The owner of this unique yacht for years had been searching for stability. He found it during a sea trial in the North Sea onboard a commercial vessel featuring A&R's SWATH design. It may look like a catamaran, but it is quite different. Its two torpedo-shaped hulls take advantage of much calmer waters just below the surface. The broad beam and four computer-controlled stabilizers complete the sophisticated package. With very little exposure to the waves, the yacht is quite stable and is currently in the first few months of a circumnavigation.

**FINALISTS:** Sanlorenzo SD122: Innovation within the framework of the retro-styled navetta is not always easy, but it has been successfully achieved here. Tamsen Yachts 41m Namaste: A fresh new look for a widebody yacht built with advanced composite materials and featuring truly original décor ideas.



## YACHTS



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WYT 2009

November 2009

## Custom Yachts +50m



*Best Design*

### Winner: Lürssen 110m *Dilbar*

Its superstructure may take up three fourths of its length, but visually the whole ensemble, signed by Tim Heywood, is perfectly balanced and attractive.

But behind beauty are also brains; this yacht built at Lürssen features advanced particle filters on the main engines and all gensets, and a hybrid diesel-electric propulsion system.

**FINALISTS:** Abeking & Rasmussen 78m *Eminence*: Thanks to this yacht's elongated bow and a perfectly integrated sundeck, Reymond Langton Design has succeeded handsomely in creating a five-decker with elegant lines. Blohm & Voss 92m *Mayan Queen IV*: Designer Tim Heywood has given *Mayan Queen IV* an attractive hull shape topped with a distinctive four-tiered superstructure whose radar dome is positioned well aft above the sundeck.



*Innovation*

### Winner: Proteksan Turquoise 53m *Vinydrea*

*Vinydrea*'s designers (Paolo Caliari and Proteksan-Turquoise) came up with a simple but effective way to maximize the width of the salon. Instead of two side decks, the yacht only has one. Another clever idea was the creation a folding stairway that leads directly from the Portuguese bridge to the foredeck. Finally, a hydraulic system deploys a multi-function passerelle, which serves equally well as a boarding ladder, adjustable to the height of the dock. Designer Jean Guy Verges gave the interior a Hampton beach house feel.

**FINALISTS:** Viareggio Super Yachts 62m *Roma*: The second yacht from the young Viareggio Super Yachts shipyard is signed Espen Oeino, and has earned ABS' Environmental Safety Certificate. Admiral 54m *Sea Force One*: Elegant on the outside, this yacht only truly reveals its originality once you step aboard; it features an unforgettable interior by Luca Dini.



## YACHTS





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On Board

November 2009



**YACHTS**

150

November 2009

**On Board**

# A YACHT FOR THE AGES

**Sycara IV**

Looking every bit the authentic classic cruiser, *Sycara IV*, winner of a World Yacht Trophy for Best Design, sets a new standard for her owners and Burger Boat Company alike. Story Diane M. Byrne Photos Neil Rabinowitz

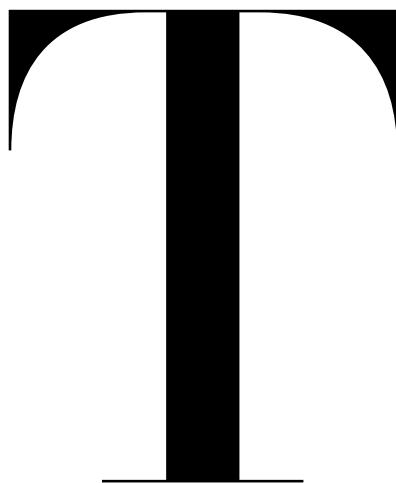
**YACHTS**

151



## On Board

November 2009



The meticulous décor, featuring the design work of Ken Freivokh, draws inspiration from the 1930s

**The 151' *Sycara IV* is the embodiment** of a decades-long dream. Ray Catena and his wife Elsie have commissioned and cruised aboard three previous megayachts, each incorporating plenty of personal elements, but Catena has a real passion for 1930s-style cruisers, with their graceful fantails and proud bowsprits—ones like *Corsair IV*, launched by Bath Iron Works in Maine in 1930 and owned by the famous financier J.P. Morgan. He's also longed to explore inland and coastal American waters with his family aboard such a yacht.

Stepping aboard *Sycara IV* is akin to stepping back into history. From her funnels to her wood-clad house, she's achingly authentic. In fact, if it weren't for the communications and navigation instruments at her helm or other contemporary conveniences, you'd be hard pressed to know you're on a new yacht. And therein lies her real appeal: *Sycara IV* deftly blends elements of a classic gentleman's yacht with today's engineering and systems. Besides envisioning how such a yacht should look, Catena had a specific vision for where she should come to fruition: "I wanted to build in America if I could," he says, with his shipyard of choice eventually being Burger Boat Company. The decision was in large part due to the yard's history, which dates back to the 1860s. Burger launched a fair share of classic styles, both power and sail, in the early part of the last century and has, since that time, shown interest and ability in taking on challenges. In fact, it built the country's first all-welded-steel auxiliary ketch, an 81-footer christened *Tamaris*, in 1938. In 1977 Burger made history again by delivering the country's largest all-aluminum yacht at the time, the 125' *Arara III*.

Steve Narkawicz, the owners' representative and project manager, says there was "a tremendous number of challenges" involved in balancing what the owners wanted and what the design would actually allow. In each case, he says, the Burger team worked closely with the Catenas and him to ensure everyone's satisfaction.



## YACHTS



November 2009

**On Board**



**YACHTS**



## On Board

November 2009



November 2009

## On Board



The compact engine room is one such example. Yachts of the 1930s weren't as beamy as their modern contemporaries are. "A narrower beam was needed for the authenticity of the style," Catena says, "but we still needed equipment to allow world travel." In addition, the hull—designed by Bruce King, who's renowned for sailing yachts—tapers down to the keel. The reason: Catena wanted the yacht to have a wake of less than one foot while cruising and be able to cut through the water with minimal resistance. Tank tests performed at Stevens Institute in Hoboken, New Jersey, and sea trials bore out the design's efficiency. In August, a few short weeks after her first taste of water, *Sycara IV* hit a 12-knot cruise with a wake equivalent to what Narkawicz describes as "a ripple on the water" and averaged close to the 27-gph fuel-consumption goal at that speed with both gensets running. Even though the engine room had to be smaller due to the lesser amount of available space, Narkawicz says all of the modern equipment, including at-anchor stabilizers and an "extensive exhaust system" to keep soot emissions low, is accessible for maintenance.

Another challenge came during a visit Catena made to Burger after construction began. In walking through the yacht, he stood inside the wheelhouse and, looking toward the signature high bow, felt that visibility was compromised. Yachts of the 1930s featured swept-up sheer, and aboard *Sycara IV*, you can feel the rising slope of the foredeck as you approach the bow. To fix the problem, Burger's in-house design team determined that the wheelhouse floor could be raised by about six inches. Appropriate additional modifications were made to ensure proper balance for engineering and aesthetics.

Engineering and aesthetic changes came into play in the crew and guest areas, too. Narkawicz and Ron Cleveringa, Burger's vice president of sales and marketing, both point to how important it was for the crew area to reflect the same level of finish as the guest areas and to be as comfortable as those staterooms. The crew's quarters, feature the classic combination of mahogany and white panels. (It's worth noting that Catena has a good relationship with his crew: Narkawicz has known him and his wife for 18 years, having worked as the engineer on their 100' Oceanfast *Mercedes*, then serving as the project manager for the 185' *Sycara III*, also built at Oceanfast. Catena valued his input during this build and describes his current crew, which includes Graham Stoner and Paige Miles as "excellent.")

Deco-inspired opening portholes bring light and fresh air into the guest staterooms; the square windows in the master have a drop-down design

YOU CAN GET ONBOARD WITH A TUXEDO OR A BATHING SUIT AND FEEL VERY COMFORTABLE

## YACHTS



## On Board

November 2009

# Sycara IV

LOA: 151' 03"

BEAM: 26' 06"

DRAFT (FULL LOAD): 6' 00"

DISPLACEMENT: 180 LONG TONS

MAIN ENGINES:

2 x CAT C-18, C

GENERATORS:

2 x KOHLER, 80 kW, 60 Hz, 208 V

THREE PHASE 1,800 RPM

CRUISE SPEED:

13.0 KNOTS (APPROX.)

MAX SPEED: 14.0 KNOTS (APPROX.)

LONG RANGE CRUISE: 11.0 KNOTS

RANGE: 1,100 NM

@13 KNOTS

RANGE AT LONG RANGE CRUISE:

1,800 NM @ 9 KNOTS

FUEL CAPACITY: 4,270 U.S. GAL.

FRESH WATER: 1,720 U.S. GAL.

EXTERIOR STYLING:

BURGER DESIGN TEAM

NAVAL ARCHITECTURE:

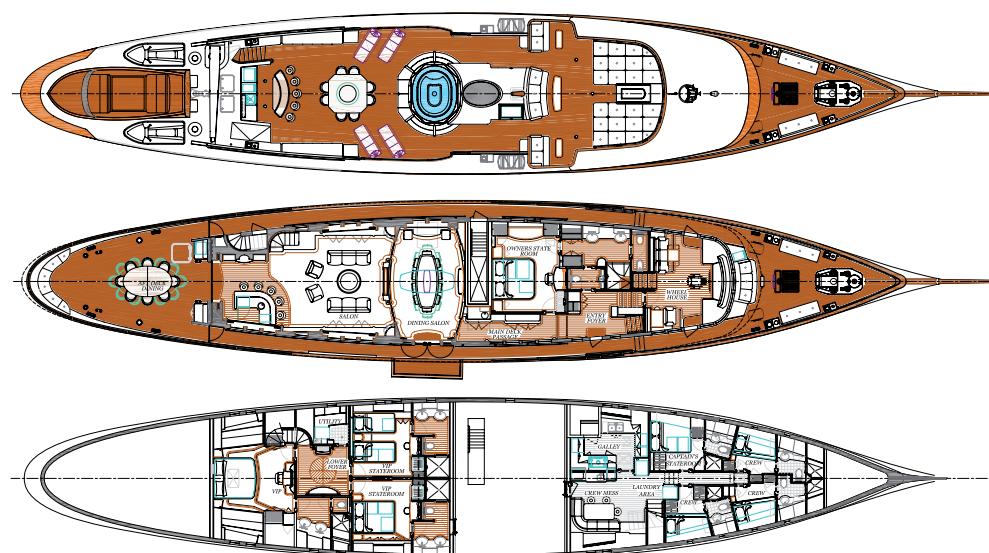
BRUCE KING

BURGER DESIGN TEAM

INTERIOR DESIGN:

KEN FREIVOKH

BURGER DESIGN TEAM



A classic fantail and the 24' restored classic Elco tender aft, and the hand-carved raised trail boards adorning the bow complete the authentic look



November 2009

On Board



## STEPPING ABOARD SYCARA IV IS AKIN TO STEPPING BACK INTO HISTORY. FROM HER FUNNELS TO HER WOOD-CLAD HOUSE, SHE'S ACHINGLY AUTHENTIC

The crew area's Art Deco style elements are in keeping with those found throughout the rest of *Sycara IV*, featuring the design work of Ken Freivokh. Given his studio's period-faithful efforts aboard the sailing yacht *Atlantide* and the tug-to-motoryacht conversion *St. Eval*, Freivokh was a natural choice. Teak and sycamore flows underfoot in some areas, paired with custom off-white carpeting, while madrona burl lines the walls and is inlaid with ebony. Even with elegant furnishings, artwork, and Lalique crystal squares inset into some walls, the yacht herself "is a piece of art," Catena says. But the design is not so opulent as to be off-putting. "You can get onboard with a tuxedo or a bathing suit and feel very comfortable," he says. You can also enjoy fresh breezes inside. You'd never know it to look at them, but all along the main deck, including in the owner's suite forward, the square windows are drop-down designs. There are also rounded opening ports in the three guest staterooms below decks (a VIP, double stateroom, and twin stateroom) and similar opening ports in each of the crew heads. All the ports are rimmed in stainless steel, in keeping with the Art Deco look.

Among the most compelling period elements, however, are the 14-foot-long trail boards adorning the bow. The boards feature raised, gold-leafed, carved leaves, sculpted nearly entirely by hand. It took Kenton Keadle, a member of Burger's in-house cabinetry shop, about 200 hours, by his own estimation, to make them from solid blocks of wood. "There are craftsmen, and then there are artists," Cleveringa says. "He's both."

Some of the other period exterior elements are worth gazing at a while longer, too. There's a steering station forward of the pilothouse windshield, with a beautifully carved wheel. (Forget

If it weren't for the modern navigation and communications equipment at the helm, you would not know you are on a new yacht

YACHTS



## SYCARA IV DEFTLY BLENDS ELEMENTS OF A CLASSIC GENTLEMAN'S YACHT WITH TODAY'S ENGINEERING AND SYSTEMS

CONTACT:  
BURGER BOAT COMPANY  
BURGERBOAT.COM



A narrow beam was necessary  
to create an authentic look  
but required adjustments

the fact that GPS, radar, and other electronics are onboard; a proper gentleman's yacht simply must have the exterior station.) Since wheelhouses of the day were made of wood, *Sycara IV*'s wheelhouse is entirely clad in teak (though it is constructed of aluminum, in keeping with current building methods and classification society rules). The Catenas are thrilled with the period wood tables they commissioned from AJ Originals, a father-and-son shop in Fort Lauderdale, Fla. The bowsprit and mast also appear to be wood, but they're actually constructed of carbon fiber, effectively faux painted to mimic mahogany. Cowl vents not only look authentic, some of them actually transfer airflow. And Catena, at the time of this interview, was actively looking for antique steam whistles for the stack supporting the mast. Sure, *Sycara IV* has a modern horn for signaling, but no fantail cruiser would be complete without that distinctive high-toned blast and burst of steam. The stack itself is also worth further consideration. If you're familiar with the Mississippi River and other inland waterways, you'll recall that they're spanned in places by low bridges—ones that *Sycara IV*'s stack should prevent her from passing under. But to come to that conclusion would be to forget there's modern engineering in this yacht. The mast can come down, and the funnel can be removed. Narkawicz says this gives them the requisite 19'6" air draft to go from Lake Erie to the Hudson River. "It was made to do things other boats (this size) can't do," Catena explains. Days away from taking delivery, Catena was brimming with pride over the journeys he was about to take but more so over the people who "made this dream come true." He reflected on how "a lot of quality people" at Burger put "a lot of love" into his boat. It's not often you hear a yacht owner talk about craftspeople like that. Then again, it's not often that an owner like Ray Catena comes along. ●



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On Board

November 2009

# DOMINO EFFECT

*Riva Domino 86*

The Domino 86 has a strong personality of its own, even if a few of its inspired and sporty lines recall an earlier charismatic model by Riva, the 68 Ego Super. Powerful MTU diesel engines and a hull designed for speed meet a luxurious décor in keeping with the best of the Riva brand.

Story **Alain Brousse** Photos **Matthieu Carlin**



YACHTS

160





November 2009

**On Board**



**YACHTS**

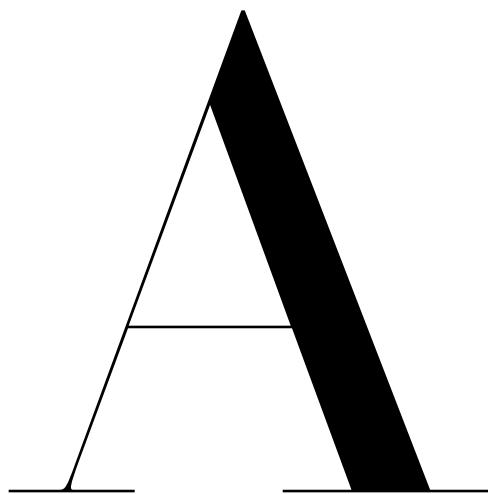
161





## On Board

November 2009



**Architects and designers don't always** make it easy for us to fit each new model into a neat little box; the Riva Domino 86, winner of a World Yacht Trophy for Best Design, is a case in point. From a distance, it looks like a classic open yacht, yet closer inspection reveals that its hardtop serves as the basis for a very discreet flybridge. It's definitely not a flybridge yacht, but not a conventional express cruiser either. We may not know exactly how to classify this particular yacht, but one thing is clear, Designer Mauro Micheli, who worked in the Riva design office before creating his own firm, has done a great job with the exterior styling of the Domino. It's hard to resist gushing about the seductive powers of this perfectly balanced and streamlined yacht. A central rectangular portlight offers a pleasing contrast to more conventional portholes in the hull. The Domino's standard finish is an off-white paint but Riva also provides owners with the option of a custom "Metallic Ice" finish. Hull one, which we have the luck of trying out today, is finished with this grey metallic paint, which goes particularly well with the yacht's tinted windshield and lateral windows. This added touch costs about 320,000 Euros (or \$451,000).

For the sake of preserving the purity of the Domino's profile, Riva opted to forego the conventional windscreens that usually protect exterior helm stations, arguing that the Domino's secondary helm station is really meant to help the captain maneuver (a wing station is also available aft of the main deck for maneuvers in tight quarters) and not necessarily designed for use during extended cruises. Yet we find the compact flybridge (about 216 sq. feet) an inviting venue with its banquette for two and nice sunpad. It is certainly a viable option for a cruise on a beautiful day (as it turns out, Riva may make the windscreens available as an option on future hulls), and indeed is where we start our sea trial. The weather is auspiciously favorable: a light breeze, immaculate sky, languid sea and a temperature of about 80 degrees. We switch on the yacht's two MTU V12 engines, from the relatively new MTU 2000 series,





November 2009

## On Board

whose turbochargers kick in at 1,250, 1,750 and 2,250 rpm to produce 2,400 hp each for an amazing power of acceleration, enhanced by the boat's trim 75-ton displacement. We go from zero to 20 knots in about 14 seconds. Indeed, the Domino 86 rewards us with a great performance as it reaches 38.8 knots with the engines at 2,450 rpm. At that speed, however, fuel consumption is about 238 gph. Food for thought. With the engines at 1,750 rpm the fuel figures are more palatable – 126 gph and a range of about 390 nm.

The main helm station, all the way forward on the main deck, is equipped with three comfortable helm stairs providing good back support. The console is finished in an anti-reflective black paint. LCD screens prove easier to read than the smaller analog dials; a central screen helps shade the whole area from sunlight and the captain enjoys an exceptional view ahead. An opening in the partition that separates the helm station from the salon and dining area opens sight lines to facilitate maneuvers in reverse. Riva has thought of safety and comfort, including reduction of ambient noise, and the Domino 86 is indeed very quiet. Accesses are well designed and the layout flows logically. Doors open fairly quickly to side walkways that are well protected with sturdy handrails and bulwarks to provide safe passage to the foredeck and its large pad for three, ideal for sunbathing. With a table for six to eight guests, the aft main deck offers a pleasant space for outdoor dining. The base of the table conceals storage space for the folding dining chairs. Aft of the dining area is a C-shaped sofa, which with the addition of a coffee table could serve as a small salon, unless the owner were to choose the option of a banquette convertible into a sunpad. Stairs on either side lead to the swim platform and the garage, which accommodates a 12' tender or a PWC easily launched thanks to a railing system. A hydraulically operated passerelle emerges from the top step of the starboard side staircase. As part of the Ferretti group, Riva does have access to some of the design and engineering solutions devised for other brands. For the Domino 86, Riva adopted



The main deck is an example of how clever design solutions can blend interior and exterior spaces





## On Board

November 2009

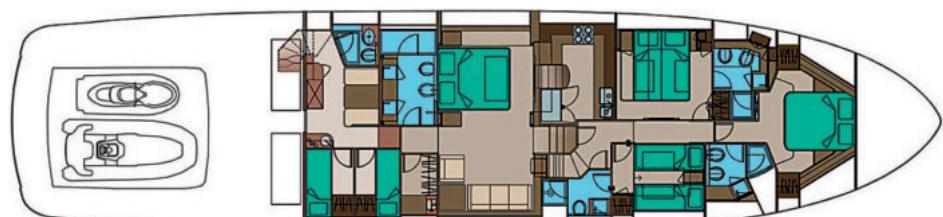
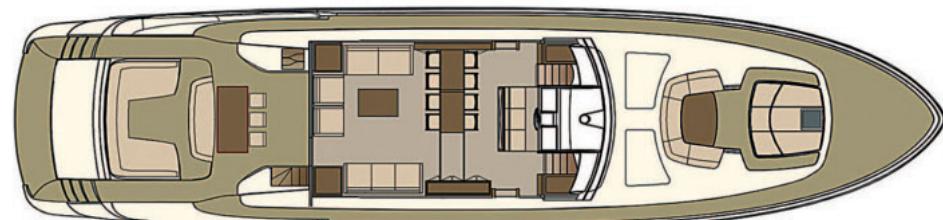
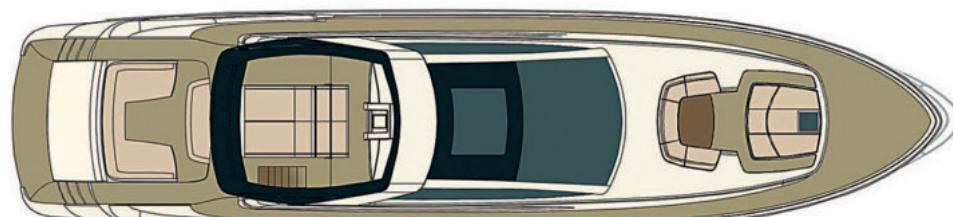
# Riva

## Domino 86

LOA: 86'7" DRAFT: 6'0" BEAM: 20'4" DISPLACEMENT (UNLADEN): 139,332 LBS. MAXIMUM SPEED: 38 KNOTS CRUISING SPEED: 34 KNOTS RANGE (AT CRUISE): 335 NM

ENGINES: 2 x 2,435 HP MTU 16V 2000 M93 DIESELS CABINS: 4 SLEEPS: 8 FUEL CAPACITY: 1,981 GAL. WATER CAPACITY: 238 GAL. HULL MATERIAL: FIBERGLASS INTERIOR DESIGNER: OFFICINA ITALIANA DESIGN

EXTERIOR DESIGNER: OFFICINA ITALIANA DESIGN  
CONTACT IN THE U.S.: ALLIED MARINE, ARBMG.COM OR VISIT RIVA-YACHT.COM



A low-profile sundeck is great for relaxation; the guest cabins match the luxurious finishes found in the huge master suite





November 2009

On Board



**YACHTS**

165





## On Board

November 2009



## IT'S HARD TO RESIST GUSHING ABOUT THE SEDUCTIVE POWERS OF THIS PERFECTLY BALANCED AND STREAMLINED YACHT

the Ferretti system that allows one side of the sliding doors to open upward, creating a wide opening between the salon and the aft deck; effectively a great terrace.

For the main-deck sole the owners of this hull selected wide slats of oak with an ash color stain. Riva always includes lots of leather in its interiors, and on the Domino 86 leather in rich honey tones dresses cabinet doors and the dining table. Although it has been treated to be stain-resistant, it still needs careful handling. Fortunately, sunlight should not be much of an issue; not only are the lateral windows tinted, the Domino 86 is also equipped with venetian blinds that close at the touch of a button, and a central skylight is fitted with a shade. Still, the salon's stylish television set with a mirror-like screen is a bit difficult to view but that issue can be easily resolved by choosing instead an LCD or plasma screen TV.

In keeping with European preferences, the galley is an independent space, located on the lower deck and accessible by the starboard side staircase (devoid of a handrail). It is large enough to accommodate a full-size refrigerator by Gaggenau and numerous cabinets surrounding a central work area finished, like the bathroom sinks, in an off-white Corian. The porthole can be opened to help ventilate the cooking area, which of course is equipped with a hood located above the ceramic cook top. A separate staircase leads to the overnight accommodations. The master suite, located amidships, includes a large seating area and, like all guest cabins, has its own private bathroom.

The high-level of finish is evident in all areas, including guest quarters located near the orderly engine room. Access to the two crew cabins (with upper and lower bunks, shower and crew dining area) is through a door on the aft deck.

Recession or no recession, Riva continues with a tradition of quality expressed in the design and finish of its yachts. Last year the Duchessa had created a bit of a buzz, and with its amazing looks and proven performance, the new Domino 86 is sure to do the same. ●



The Domino 86 has an amazing power of acceleration, best enjoyed from the high-tech helm station

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MTU Series 4000



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On Board

November 2009



Jade Yachts 95  
**LAUNCH OF  
A NEW ERA**

**YACHTS**

168





November 2009

**On Board**

A planned cruise to the Penghu archipelago from Kaohsiung, later reduced to perhaps a 20-nm passage to the Liu Chiu Islands, looked increasingly unlikely as fierce Typhoon Morakot bore down on Taiwan from the West Pacific. But days later, after the eye of the storm passed, trial runs of the latest “signature” Jade 95 Motor Yacht were possible in protected Kaohsiung Harbor.

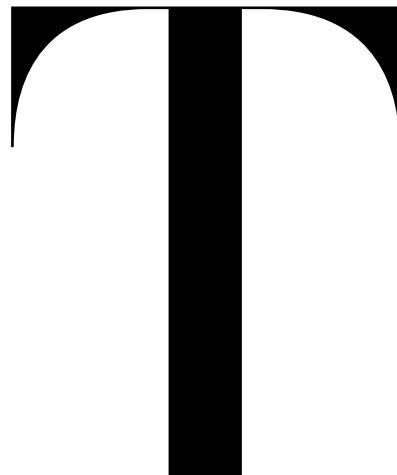
By Bruce Maxwell Photos Jade Yachts

**YACHTS**



## On Board

November 2009



Swarovski crystal  
chandelier commissioned  
for the dining room

**Taiwan yards – among the world's largest** – are being encouraged by the island's government to brand their own boats, rather than building OEMs for American, European, Middle East and Australasian dealers to sell under other names. So to celebrate the launch of Jade Yachts' first specific Jade marque, VP Memphis Han invited a select group of super-yacht writers to take part in this event.

But a typhoon very nearly interrupted the big launch. The nautical media were holed up in nearby Hong Kong for two days as torrential rains and 100+ mph winds lashed Taiwan, causing one hotel to collapse and road bridges to be swept away by swollen rivers. Then came an aftermath of terrible landslides and mudslides, engulfing some hillside villages. The final death toll was still being counted at our deadline.

Life goes on, however, and when airports re-opened it was time to consider the intriguing way in which Jade Yachts has evolved since it became Taiwan's first proper steel-hull, aluminum-topsides megayacht builder five years ago. All other Taiwan yards build in composites, to about 135' LOA, apart from one partly sub-contracted steel hull project currently under way, also in Kaohsiung.

Jade Yachts had a baptism of fire with its first two-year project to convert the framework of a 232' German ice-classed vessel, built in 1968, into a modern superyacht for the Chairman of LVMH. Now called *Amadeus*, this vessel ranks in the world's "Top 100" List, and Jade has also serviced the 295' *Nero* built at Yantai Raffles on the China Coast and, as the official refit and repair agent for Benetti in the Asian region, the 213' Hong Kong-based *Benetti Ambrosia*. New builds, however, had focused until now on OEMs called Bandidos, designed by JC Espinosa and sold by the leading German dealer Drettmann. These steel-aluminum vessels are not to be confused with composite Bandidos, built at another yard nearby. Jade has delivered half a dozen in the 87'-95' range, and the contract continues, now with a 170' custom Bandido for an earlier client. Steel for this boat is presently being cut.

Hankering after his own Jade Yachts brand, it is perhaps not surprising that Memphis Han initially took a leaf out of the Bandido book for his first one-off Jade 95 Motor Yacht, but he has imbued it with a layout, style, fixtures and fittings that are more Jade than Drettmann, and he now has agreements with Italian, British and German designers to build a range of Jade-marque and OEM vessels in Kaohsiung, from ultra-fast and sleek turbo-powered 90' sports boats and distinctive reverse bow boats from Messerschmitt of Germany to luxury motoryachts in the 200'-250' LOA category.

Han launched into the international scene at the Cannes Festival de la Plaisance last year, went on to the Dubai and Abu Dhabi boat shows this March, and exhibited again at Monaco in September, with Messerschmitt.

Fortunately he has the luxury of his father's commercial, naval and fishing boat Jong Shyn shipyards as backup – orders worth \$400 million were on the books when we last visited – so that enables some financial independence and flexibility in utilizing their high-quality shipbuilding tradesmen, but one gets the feeling that Memphis will emerge as his own man

## Jade Yachts 95

LOA: 95'  
BEAM: 25'  
DRAFT: 7.5'  
POWER: 2 x C18 651 Kw  
@ 2200 RPM  
MAX SPEED: 12.5 KNOTS  
RANGE: 4,000 NM @ 6 KNOTS  
CONSTRUCTION:  
STEEL-ALUMINUM

CLASSIFICATION:  
BV – MCA AVAILABLE  
YEAR BUILT: 2009  
BUILDER: JADE YACHTS  
MORE INFORMATION:  
JADE-YACHTS.COM



## YACHTS





November 2009

**On Board**

A MESMERIZING FEATURE OF THE LOUNGE-DINING ROOM DIVIDER IS AN OPTIONAL "WATER BUBBLES" PANEL THAT USES MANY DIFFERENT CURRENTS AND COLORS. BELOW, ONE OF THE GLASSWARE CABINETS





## On Board

November 2009



**VIP bedroom with mostly Italian marbles in the ensuites**



and as a distinct force in megayacht market in the years ahead. His chosen Western name Memphis, by the way, is principally an outcome of his American education, and he likes the Blues that this city represents.

The Jade 95 Motor Yacht is essentially a classic exploration-style vessel, built as a tri-decker with flybridge. Full displacement means that, powered by twin Cat 18s, maximum speed is about 12.5 knots, but at six knots the range is a very useful 4,000 nm. The Han family plans on keeping her to demonstrate the all-facets quality and various innovations they can achieve for this and future builds, but as every boat has a price, and an indicator is needed, they would consider a sale at around \$10 million.

Royal blue Awlcraft hull. White topsides. Lines are pleasingly smooth, doubtless the result of Jade Yachts having honed similar-looking Bandidos over recent years. Gentle exterior night light colors can be changed to blend with any particular berthing environment. The profile does indicate a slightly higher center of gravity, but this is balanced by the advanced Wesmar stabilizing system. This company also supplied the bow and stern thrusters.

Stepping aboard the teak-lined swim platform, with its nearby but not needed here Opacmare hydraulic telescopic gangway, one ascends to the main deck along either side of a garage that houses a Williams 14' jet RIB and Sea Doo RPX. Beyond this space is the ultra-accessible engine room.

An aft lounge deck leads via stainless steel-rimmed doors into the salon and dining room, which are separated by a water bubble feature of Memphis' choosing. It can be turned off if not wanted, or replaced, but we found it somehow mesmerizing. Bubbles appear in different shapes and sizes and hues, fanned by currents of varying strengths.

Sony and Bose supplied much of the entertainment systems, and there is the usual large pop-up screen in the salon, whose floor links into the dining room in an interesting yellow-

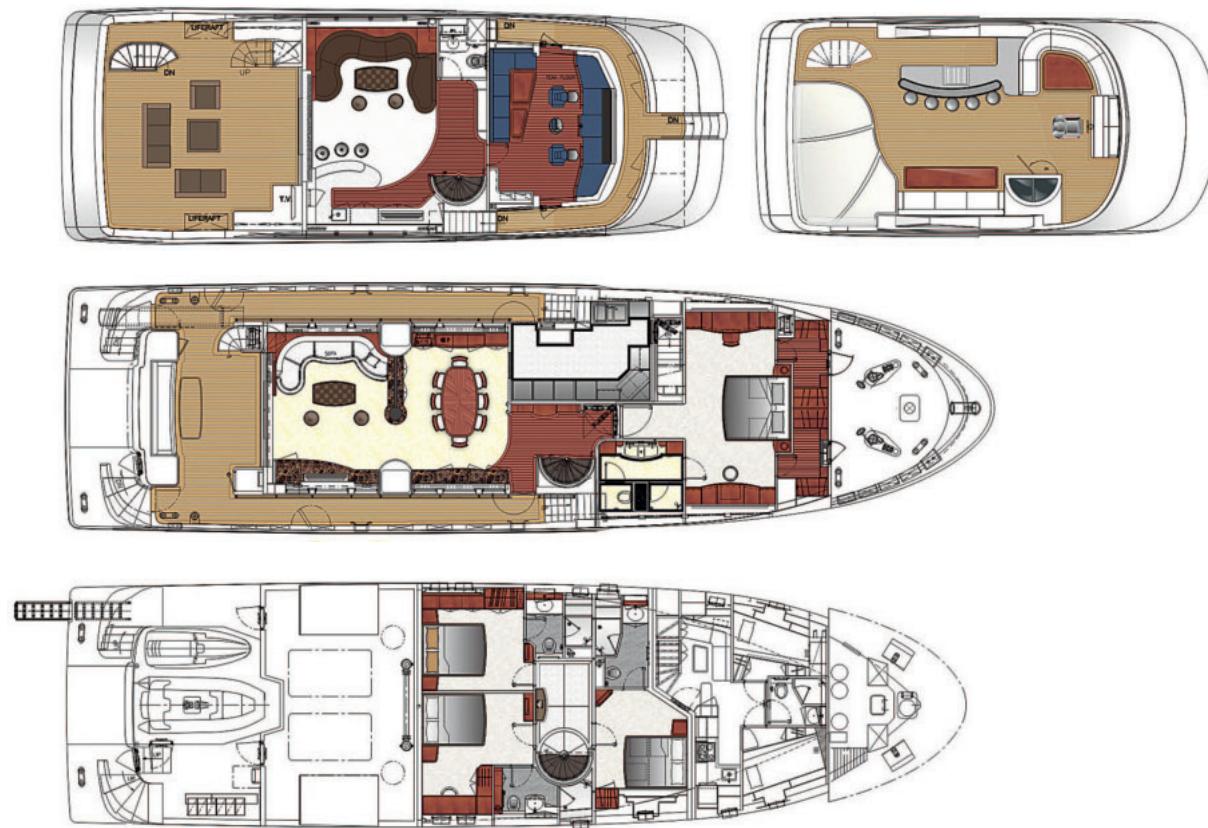
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## On Board



Comfortable sky lounge on the bridge deck and the flybridge are entertainment centers. Below, artworks adorn the spiral staircase

white shade of Afyon marble. Taiwan itself is famous for quality marbles, although most used in this boat is actually Italian. The dining table is inlaid with darker Emperador marble, for example, surrounded by a lighter birch, and Swarovski provided the “piece-de-resistance” mini chandelier above it. “We looked particularly at Venetian lighting, which is used in the Bandidos, but for this boat decided on Swarovski crystal in the dining and other areas, such as the sky lounge,” said Memphis.

Overall, the theme is light brown Anigre wood from West Africa, beautifully displaying its matching grains in many noticeable places, contrasted with darker brown Cassia Siamea from Southeast Asia. Fabrics are silks, satins and custom-made cottons, mostly of European origin. The galley opening off the port side of the dining room is a virtual Siemens warehouse of fridges, freezers, ranges and other appliances, presumably another legacy of the German Bandido connection, and Siemens also supplied equipment elsewhere, such as in the laundry in the crew quarters reached from the galley.

Here are berths for four crewmembers, not overly sumptuous, but this is a 95-footer that, apart from some expeditions, will likely make a lot of shorter trips too, requiring not-so-demanding long-range living conditions below. The vessel is, incidentally, built to BV Unrestricted Navigation, and has all the watertight doors and such for MCA certification when



## LIGHT BROWN ANIGRE WOOD FROM WEST AFRICA BEAUTIFULLY DISPLAYS ITS MATCHING GRAINS





## On Board

November 2009



Jade 95 Motor Yacht off the Taiwan Coast shortly before Typhoon Morakot arrived

needed. Continuing from the salon-dining room on the starboard side, one enters the spiral staircase vestibule area, with its white leather crocodile skin pattern features, and then comes the master suite, in white and dark drown, with an identical desk and vanity on either side of the large bed, his and hers walk-in wardrobes, and marble-lined en suite.

Down the staircase are three VIP guest bedrooms, again with nicely outfitted marble bathrooms, entertainment facilities and lots of storage space. One watertight bulkhead door here provides access to and from the crew quarters, and like another on the main deck, is disguised with a classical Renaissance painting.

Up the staircase one reaches the bridge deck, whose wheelhouse electronic equipment seems to have been supplied mostly by Simrad. Here are blue leather seats and ceilings, rather than the brown and white leather features below, plus L-seating at tables for crew or visitors. The day head leading into the aft sky lounge has a colored map of the world inlaid into its marble floor, and this room itself looks like a social center of the boat, with its imposing bar, very large lounge, and more maxi pop-up TV screens. Further aft again, there is deck space for relaxing outdoors.

The partially covered flybridge and bar above can equally provide a suntan experience, depending on where one sits or lies, and this is yet another level of boating pleasure packed into a surprisingly diverse 95' vessel.

Windlasses are by Maxwell of New Zealand, Marine Air is in charge of the air conditioning, Van Cappellan of Holland did the noise and vibration minimization work, Mastervolt handles the electrical supply, and basically everywhere one looks, fixtures and fittings are first class. "We think," says Memphis, considering his words carefully, "that we can build boats to comparable, or even much better standards, than in Europe or the US, for a very competitive price." That will likely be his calling card for the next decade. ●



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November 2009



**YACHTS**

176



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167' Codecasa *Emelina*

# CLASSIC WITH A TWIST

With the 167' *Emelina*, delivered months after the radical-looking and green-hulled 213' *Main*, built for fashion icon Giorgio Armani, the Italian Codecasa Shipyard revisits familiar territory—classic elegance. Story **Maria Roberta Moso** Photos **Bugsy Gedlek**



YACHTS

177





## On Board

November 2009



W

**What the *Main* and *Emelina*** have in common is the Codecasa quality, which stems from years of experience building all kinds of vessels. The family-owned shipyard, located in Viareggio, Italy, has been building boats and yachts since 1825. The shipyard's original focus was wooden sailboats. In 1963 Codecasa started building in steel, then expanded and diversified between the mid-70s and early 80s.

Now comprising several building units, Codecasa produces yachts in aluminum and steel, and launches a couple of exceptionally well built and crafted yachts each year. Since 1970, Codecasa has delivered 54 yachts 80' or larger; among these are *Main* and *Emelina*, launched in 2008. This year Codecasa has launched *Flying Dagger*, a sporty looking all-aluminum yacht, which is number two of a the 41S series. While the 41S series is resolutely sporty, *Emelina* is a 167' full-displacement steel-hulled yacht with a profile that is classic and elegant without being severe.

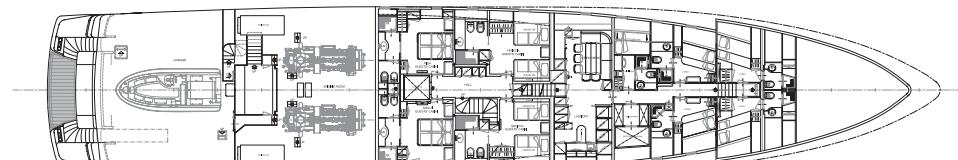
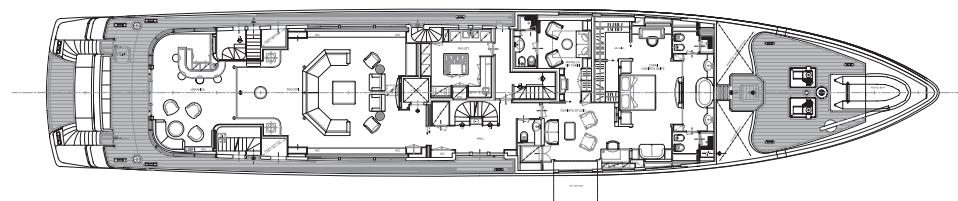
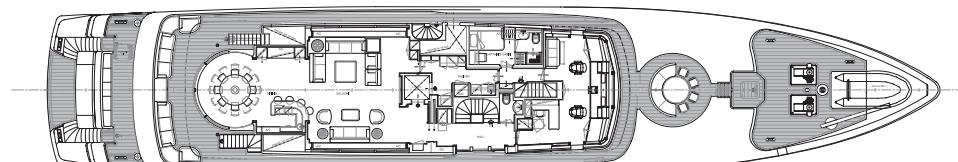
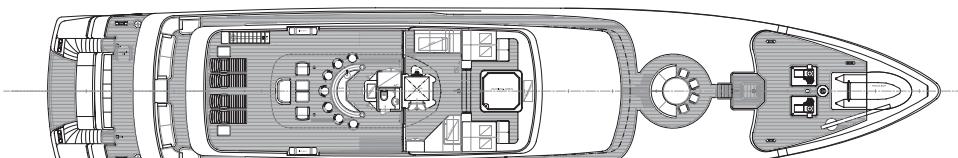
One of the innovations Codecasa has adopted, subscribing to a trend that is growing in popularity among yacht owners, is an opening in the bulwark that forms a terrace near the owners' suite. With the advent of superyachts in the past decades, contact with the ocean had gotten a bit lost. The trend is now being reversed with solutions that attempt to blur the division between indoors and outdoors; the evolution that has taken place in the manufacturing and treatment of glass has allowed much progress in this area. Big semicircular sliding doors create the feel of outdoor rooms without the distraction of the elements, and large windows bring in natural light and scenery. The use of terraces and balconies also has become more

### YACHTS



November 2009

## On Board



## 167' Codecasa *Emelina*

LOA: 167'3" BEAM: 31'1" CONSTRUCTION: STEEL HULL/ALUMINUM SUPERSTRUCTURE ENGINES: 2 x CATERPILLAR 3516 B DISPLACEMENT: 565 TONS MAXIMUM SPEED: 17.5 KNOTS CRUISING SPEED: 16 KNOTS RANGE@14 KNOTS: 4,000 NM

GENERATORS: 2 x 155 kW NORTHEN LIGHTS: 1 x 55 kW NORTHERN LIGHTS FUEL CAPACITY: 13,212 GAL. + 5,285 GAL. WATER CAPACITY: 6,963 GAL. EXTERIOR DESIGN: CODECASA INTERIOR DESIGN: DELLA ROLLE NAVAL ARCHITECTURE: CODECASA

CLASSIFICATION: LLOYD'S REGISTER + 100A1, MCA CONTACT: CODECASAYACHTS.IT

**On Board**

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prevalent. In the case of *Emelina*, there is only one but it is huge, nearly five feet deep and as wide as the opening and closing mechanism would allow, ideal for breakfast and a great way to enjoy a closer encounter with the ocean. The balcony expands the surface area of the adjoining room, in this case the master suite, and adds dramatic effect. Codecasa is using the same system in another 167-footer that will be launched in the summer of 2011.

At first glance, the interior layout relies on tried and true design elements to maximize the comfort of the owners and guests. The main deck has a large salon and galley, and a huge owners' suite; the lower deck features guest suites amidships and the crew quarters forward; the bridge deck includes a sky lounge, captain's cabin and spacious helm station; and finally, the sundeck ideally suited for outdoor living with a Jacuzzi, bar and huge umbrella. Upon closer examination, however, *Emelina* reveals that its design is not as classic as it seems. Boarding the yacht from the aft deck, a visitor first encounters a bar area on the port side and on the starboard side a small seating area, luminous and private, just outside the sliding doors opening into the salon. The spacious salon (about 430 sq. feet) is organized around an enormous C-shape sofa that occupies the center of the room. The elevator that serves four decks opens directly to the salon and not, as is most often the case, a main lobby. A large pantry provides access to the galley, on the port side, and the dining room is on the upper deck. Here we find the kind of indoor/outdoor set-up that we mentioned earlier; a round dining table surrounded by glass doors that open wide open enough to give diners the feel they're eating outdoors. Another dining area, that one truly in the open air, is located forward on the upper deck, in a sort of terrace that is very private.

Forward on the main deck is the owners' suite, which includes a small salon by the balcony, a second seating room (which converts into a stateroom with its own private bathroom) and then finally the master bedroom itself, with a huge walk-in closet and a large bathroom with an original bathtub and sinks and two separate toilets. The owners' suite occupies the full beam to maximize interior space. The guest suites, two with a large bed and two with twin beds, are located on the lower deck, which can be reached with the elevator or a staircase from the lobby. The crew quarters, located forward on the lower deck, are spacious and in-

**The master suite includes a small salon with balcony, a second convertible seating room and the bedroom itself**



LATITUDE: 28° 80" N. LONGITUDE: 41° 70" W

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## On Board

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clude a nicely sized area for dining, four cabins, each with two beds and a bathroom, and a single room for the yacht's engineer. A laundry facility and cold room are located off the main corridor. Aft of the engine room is a garage for the yacht's main tender (a second tender is stored on the foredeck). From here, a stairway leads up past the dining area aft on the bridge deck—located next to a complete lounge area with bar and entertainment center—to the sundeck. The centerpiece here is a semicircular bar with bar stools in the shade of the radar arch, an attractive option for snacks as well as cocktails. Aft are free-standing chaises and, forward, two large sunbeds on either side of a rectangular pool. The elevator opens near the bar, adjacent to a conveniently located dayhead.

The yacht's décor is resolutely classic but does not cross the line into Baroque. *Emelina*'s owners worked closely with the experienced designers who regularly collaborate with Codecasa, Franco and Annamaria della Rolle. The chosen mahogany veneer provides the perfect backdrop for colorful paintings and statues representing traditional characters of the Italian carnival. The refined round dining table, located on the bridge deck, is made in England by DB Fletcher; its top is composed of various leaves that open like the petals of a flower.

Technically speaking the yacht is efficiently conventional, with twin Caterpillar 3516B engines and two Northern Lights M1066K 155 kW main generators (a third Northern Lights generator, at 55 kW, provides auxiliary power). The maximum speed is 17.5 knots, and at 14 knots *Emelina* has a range of 4,000 nm. The hull is built in steel (grade AH36), and the superstructure is in aluminum (5088 H111/321). The yacht has been built in accordance with Lloyd's and MCA rules. Solid references, proven technology and great looks meet in this perfectly balanced vessel.



The bridge is designed to be comfortable for long passages

## YACHTS

184





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# B E L I Z E



## On Board

November 2009





November 2009

**On Board**

*Argos 92 Gulfstream* **TRICON  
MARINE'S  
ULTRA YACHT**

“The Argos 92 Gulfstream eliminates compromises and the cookie-cutter look that characterizes so many luxury yachts today. This vessel combines beauty, style, and a truly spacious design with speed, fuel efficiency and range” – Christos Livadas

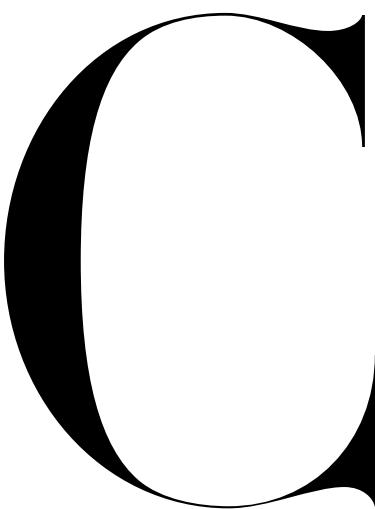
By Bruce Maxwell Photos Terry Duckham





## On Board

November 2009



Salon layouts can  
be customized to  
individual taste

**Christos Livadas is the Chairman and CEO** of Tricon Marine – a wholly owned and operated North American shipyard in China specializing in custom and limited-series super-yachts – and he does not mince his words. Livadas is a successful international investment banker of Greek descent and multiple-yacht owner. His business focus is on the manufacturing and energy sectors, and particularly on start-ups, so he has applied that knowledge to his own venture in one of the world's most challenging and fastest-developing economies. He knows what he wants. The Tricon yard already has four 115' bays and two more at 148', and plans are afoot for yet larger 180' facilities. These will initially deliver limited editions of the Argos Gulfstream range up to 120', designed in-house and subcontracted to leading naval architects. As with the first Argos Gulfstream, all are subjected to significant tank testing. The bottom line is that this vessel, with full electronics and entertainment systems, custom décor, and most options such as hydraulic thrusters, stabilizers, davit, anchor pockets, four-person hot tub, and faired and polished bilge areas included, is priced at only \$5.6 million, but will be offered at the Fort Lauderdale International Boat Show at an introductory level of a little under \$5 million, ready to head for the Bahamas, the wider Caribbean, the Med or the Pacific. That seems remarkable value, provided that it is well constructed, and two recent visits to the yard in Zhuhai, about an hour by ferry from Hong Kong, suggest that it is. In fact, the intriguing concepts that led to this boat's construction go much further in their innovative ideas. Tricon Marine – it stands for the three continents of America, Europe and Asia – is really a Tale of Two Men who are somewhat disparate in appearance and background, but who share a strong interest in advanced design and quality boat building.

## YACHTS





November 2009

## On Board

# Argos 92 *Gulfstream*

LOA: 92'  
BEAM: 23'  
DRAFT: 5'6"  
DISPLACEMENT (EMPTY):  
155,000 LBS.  
FUEL: 2,700-4,000 GAL.  
(WITH SECOND TANK)  
WATER: 600 GAL.  
BLACK WATER: 300 GAL.

ENGINES: THIS HULL:  
2 x 2,400 HP MTU V2000  
CRUISING SPEED: 32 KNOTS  
TOP SPEED: 38 KNOTS  
OTHER ENGINES OPTIONS:  
CAT C-32, CAT C-18  
AND VOLVO 600-1,850 HP  
RANGES@9 KNOTS:  
ABOUT 2,800 NM

CONSTRUCTION:  
FIBERGLASS COMPOSITE  
SANDWICH AND DYVINICELL  
FOAM CORE HULL MATERIALS  
CONCEPT AND DESIGN:  
ARGOS MARINE  
NAVAL ARCHITECT:  
HOWARD APOLLONIO  
BUILDER: TRICON YACHTS

On one hand, Livadas is the urbane banker who is equally at home in financial circles of Toronto, New York, Palm Beach or Nassau. On the other, his Senior VP Dave Adams grew up in the charter boat and sport fishing industries on the U.S. East Coast, schooled by Rybovich, Merrit, Hinkley and Huckins. In 1995 he founded the Premier Yacht & Ship brokerage in Palm Beach, and by the early 2000s was in Taiwan himself building boats to sell. Next he focused his efforts on yacht building in mainland China, seeing the potential to build "super high-end", highly-finished vessels at a price yachtsman in the U.S., Europe and Asia-Pacific could afford. Livadas, twice a client of Premier Yachts of Palm Beach, listened to what the ever-ebullient Adams had to say, and gradually the concept of Tricon Yachts emerged. High-quality Marlows and Flemings and Hargraves and Nordhavns are of course also built in Taiwan and China, and Grand Banks vessels come from Malaysia, but Livadas and Adams wanted to take this build process an important stage further, introducing advanced new designs, and having complete control throughout the build. With the concept of the Argos Gulfstream, "Christos had about a dozen pre-requisites," Adams told *Yachts International* at Tricon

An attractive, practical dining room and very nicely laid out galley



LIVADAS AND ADAMS WANTED TO TAKE THIS BUILD PROCESS AN IMPORTANT STAGE FURTHER, INTRODUCING ADVANCED NEW DESIGNS

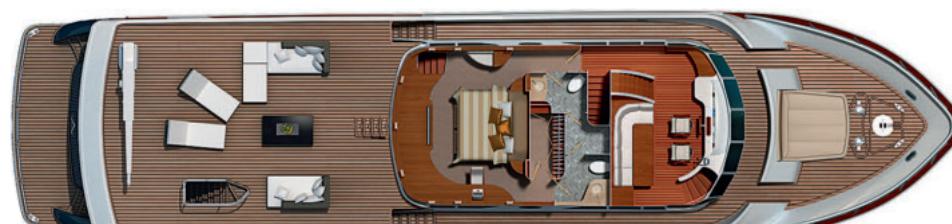
## YACHTS





## On Board

November 2009



This deck arrangement highlights the featured mid-levels SkySuite shown below





November 2009

## On Board



Marine, in the newly-created yacht building zone that has been set up in Zhuhai, where other outfits such as the Taiwan-Italian IAG Yachts, Prout catamarans and Selene trawlers are also ensconced, providing perhaps the largest-ever geographic employment focus for China-based boat building tradesmen.

“Some of these requirements included a low center of gravity, stability in beam seas, smooth riding in head and following seas, no chine “slap” at anchor and while moving in a small chop, capability of 25+ knot speeds, trans-oceanic cruising ranges, the ability to seat eight for dinner in three different locations, a large lazarette and boat deck above capable of storing an oversized tender or landing a helicopter, and most significant of all, an on-deck master stateroom. This master stateroom was eventually placed a mezzanine deck higher than the principal deck, in what turned into a four half-deck arrangement, and Tricon has trademarked the resultant name “SkySuite.”

The vessel, at 88' plus a 4' swim platform, is in profile like nothing seen before, a sort of semi-trideck dominated by the SkySuite, Flybridge and Pilothouse amidships; four vast windows aft provide views for guests in the salon or at the air-conditioned dining table.

The bow is noticeably more flared than prior long-range cruisers, and Adams says that by reducing chines at the bow and adjusting the deadrise, this boat will perform a lot better in a following or quartering seaway than comparable cruisers, resisting the tendency to “dig in”. It should also offer improved performance in head seas.

Yet overall this “semi-displacement” craft equally has a “semi-planning” hybrid hull, which is expected to allow top speeds of 25 knots when equipped with various performance engines. Even with 1,650 hp C32 Cats, as this vessel has, fuel consumption is tagged at one nm per gallon at nine knots. With 4,000+ gallons tank capacity, this gives substantial range for a vessel this size. A spectrum of other engine options are available.

Adams is especially proud of his engine room, and the faired and polished bilges below “which virtually nobody else has. I call it my 50-year engine room.” Huge faired and glossy gelcoated lazarettes are suitable for general storage, tenders, watersports toys, tools, shore vehicles and other items, to be served by a davit on the enormous aft deck. This white non-skid finished deck could carry tenders, or double as a helipad in larger models, or be laid out simply as a relaxing all-purpose sundeck.

Ninety per cent of vessels of this size are not classified, says Adams, so Tricon opted to do the same, but it has nevertheless installed many of the safety features classification societies require, including a series of watertight doors.

Corecel-FRP is used for the hull, vacuum-bagged with first three layers of outer skin below waterline in vinyl ester resin. The superstructure is Nidacore-FRP vacuum bagged, and all integral bulkheads and interior cabin soles are 2" thick, a system Adams says provides addi-

Trademarked SkySuite in  
night time mode, and  
above, a VIP suite with  
distinctive ports





## On Board

November 2009



**Observation table in the pilothouse, and one of the optional aft deck arrangements, leading up to the sundeck and large jacuzzi**



tional stiffness and is superior to other methods more prone to flexing in a seaway. The main deck features an outer aft lounge; inside, the salon faces a 52" pop-up TV, and there is dining room for eight. Decorator carpets, fabrics and custom throw cushions are used to contrast with wooden floors throughout. Mahogany and bamboo all blend with variously colored marbles and granites and different types of natural and faux leather. The wide salon windows, as elsewhere, lend themselves to display drapes. A stairway descends through a starboard-side archway to the galley, with its fridges, freezers, full-size oven and four-burner stove, which will suffice for the maximum eight guests and four crew. Granite counter tops and floors are in Crema Marfil, another nice touch that gets away from the steely "industrial galley" look. Then one descends mezzanine-style to the three guest staterooms, which include a "very VIP" layout, plus two smaller but equally elegant ones, and naturally all have their own bathrooms and entertainment systems. Crew quarters are forward.

The most spectacular feature of this boat, however, is the master SkySuite, located on the raised-again upper deck, offering 270-degree sweeping views of everything except the forward 90 degrees sensibly claimed by the pilothouse people running the boat.

Here, reached from the salon-dining room via an electronically-opened door and up a few wooden steps, is a sumptuous king bed, and we especially liked the gentle two-tone beige theme chosen for this yacht. There is also a desk, 46" flat panel TV, cedar lined wardrobes, decorative shoji screens and private entrances to the master heads and shower.

It's worth mentioning that light Shabnam granite is used in the head floors, while Café Imperial is selected for the modern bowl-style sinks and some counter tops, and Emperador granite is employed in the bars and other places. The overall effect is quite sophisticated.

In the pilothouse forward, Adams pauses once more to point out the attractive seamless woodwork and matching grains that Tricon craftsmen have achieved in even relatively thick wooden frames. The bridge set-up itself is, as one would expect, with some custom options left open to the purchaser. It is possible for the bridge to be accessed in six different ways, including from the foredeck with its sun lounge, so that occupants of the SkySuite do not have to be disturbed. Finally the flybridge deck is really part of the aft sundeck, but again up a level, so that altogether there are these four separate half-levels above the engine room and lazarette, providing interesting variety. A large jacuzzi, bar, lounge and barbecue, as well as more controls, and ready aft access to the sundeck, delineate this set-up.

Argos? Remember Christos Livadas's forebears hail from Greece, and there was a famous story called *Jason and the Argonauts*, about an intrepid ocean voyager of yesteryear. Depending on how the Argos 92 Gulfstream is received in Fort Lauderdale, it would not be surprising to see an Argonauts fleet set sail again.



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Photo: Atlass Insurance Group Staff onboard "POLAR STAR" 208' Lürssen

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New launches from Europe

November 2009

NEW MODELS  
FROM EUROPE

# 2009 CANNES INTERNATIONAL BOAT SHOW



**YACHTS**

196





November 2009

## New launches from Europe

Exhibitor levels eased a little from the record 2008 Cannes event, but the 32<sup>nd</sup> 2009 edition of this popular show, held in famed south of France sunshine, still looked as big and busy as in years past. True, there were fewer stands

in Espace Riviera, the air-conditioned display area, but seriously sized superyachts continued to grace the docks and quays, together with perhaps the most spectacular assortment of large, powerful sports boats assembled anywhere.

The 530 vessels shown in-water were only slightly – 10 percent – down on last year's huge turnout, and about 120 new models were on display, some of which are highlighted below. Altogether, 485 exhibitors took part. Text Yachts magazine staff





## New launches from Europe

November 2009



# Mondonmarine Alexander II All aluminum

*Alexander II* is the 56th yacht that Mondonmarine has built since 1978. Dutch designer Cor D. Rover styled the vessel as an elegant four-decker. A semi-displacement yacht in light alloy, *Alexander II* reaches a 20-knot speed thanks to its twin 2,285 hp MTU diesels.

But the yacht can also go the distance; at 12 knots, it achieves a range of 3,000 nm. Its bulbous bow ensures that the yacht handles a formed sea, and two Naiad stabilizers provide comfort at anchor or underway. Interior design is by Luca Dini, who also was behind the unique décor onboard *Sea Force One*. Here, Dini has created a classic interior, punctuated with a few touches of originality such as sofas upholstered in red crocodile. The VIP, located on the lower deck, rivals in size the on-deck master. Four guest cabins complete the accommodations. Crew quarters are forward of the guest accommodations, and a captain's cabin is located on the bridge deck.

LOA: 134'8" - BEAM: 27'9" - MAXIMUM SPEED: 19 KNOTS  
ENGINES: 2 x MTU 12V396TE94 - BUILDER: MONDOMARINE - ITALY

## YACHTS



November 2009

New launches from Europe



## AB Yachts 116 Beauty and power

This stylish flybridge open yacht with Kevlar-carbon hull strongly recalls the amazing AB 140 introduced a year ago. The AB 116 draws its power from triple 2,400 hp MTU engines coupled to jets, either Rolls-Royce KaMeWa or MJP. Top speed is about 49 knots, yet the yacht has a range of 500 nm at cruising speed. The flybridge is a successful design feature; although barely noticeable from an external view, it provides a very comfortable open space. Although it is not a full-beam space, the master suite includes a small salon and a beautiful bathroom. A VIP cabin and three more guest cabins complete the overnight accommodations. Designer Guido de Groot collaborated with AB, part of the FIPA group, on the interior décor and styling of the series.



LOA: 118'8" - BEAM: 23'6"  
ENGINES: 3 x 2,400 hp MTU  
MAXIMUM SPEED: 49 KNOTS  
BUILDER: AB YACHT FIPA GROUP - ITALY



## Cerri 102 Flyingsport Spacious and fast

This yacht is a much larger interpretation of the Cerri 86, which featured a very novel layout. The Cerri 102 preserves the lines and a convivial flybridge deck found on her small sister, but the interior layout is more conventional. The lower deck is dedicated entirely to accommodations, with two VIPs, two guest cabins and a full beam owner's cabin amidships. The crew quarters are separated: in the bow are a galley and the captain's cabin, and the rest of the quarters are located aft. Performance is still a big feature; with twin 2,434 hp MTU diesel engines and Arneson surface drives, the yacht reaches a top speed of about 40 knots.

LOA: 102'  
BEAM: 23' 7"  
ENGINES: 2 x 2,434 hp MTU M93 16V  
MAXIMUM SPEED: ABOUT 40 KNOTS  
BUILDER: CERRI - ITALY



## New launches from Europe

November 2009



### Sanlorenzo SD122 Modern retro

Sanlorenzo builds a line of retro-style semi-displacement yachts that exude charm. Following design work on the attractive SD92, which makes its debut in Fort Lauderdale this year, designer Francesco Paszkowski, who works closely with Sanlorenzo, created the comparably pleasing lines of the SD122, balancing large glass panels with appealing curves. Passenger comfort dictated the design of each space. The foredeck features a sunbathing area and salon with two banquettes, an ideal spot to enjoy cruising in silence and comfort. The garage is large enough for a tender and several PWCs. Two opening glass panels on either side of the main deck salon provide access to side decks. The SD122 has a generous range of 3,000 nm at 12 knots.

LOA: 122'9" - BEAM: 26'2" - ENGINES: 2 x 1,624 HP CATERPILLAR  
MAXIMUM SPEED: 17 KNOTS - BUILDER: SANLORENZO - ITALY

### Dominator 29m Cabin with balcony

Enrico Gobbi and Alberto Mancini from T4 design studio collaborated on the design of this luxurious yacht, whose lines call to mind the builder's previous 780 model. Among the interesting features of this yacht is the great number of windows. A fiberglass panel integrated into the hull's port side opens out from the master cabin to form a small terrace; the Lazzara LSX 92 and this vessel are the only two yachts of this size currently to offer this desirable feature. Well designed exterior decks feature two jetted tubs, one on the foredeck, which converts to a sunbathing area while the boat is underway, and one of the flybridge. The lower deck features four cabins, including a VIP forward with a bed installed at an angle to facilitate traffic.

LOA: 95' 5" - BEAM: 22'2" - FUEL CAPACITY: 3,699 GAL.  
ENGINES: 2 x 2,200 HP MTU - MAXIMUM SPEED: 29 KNOTS  
BUILDER: DOMINATOR - ITALY



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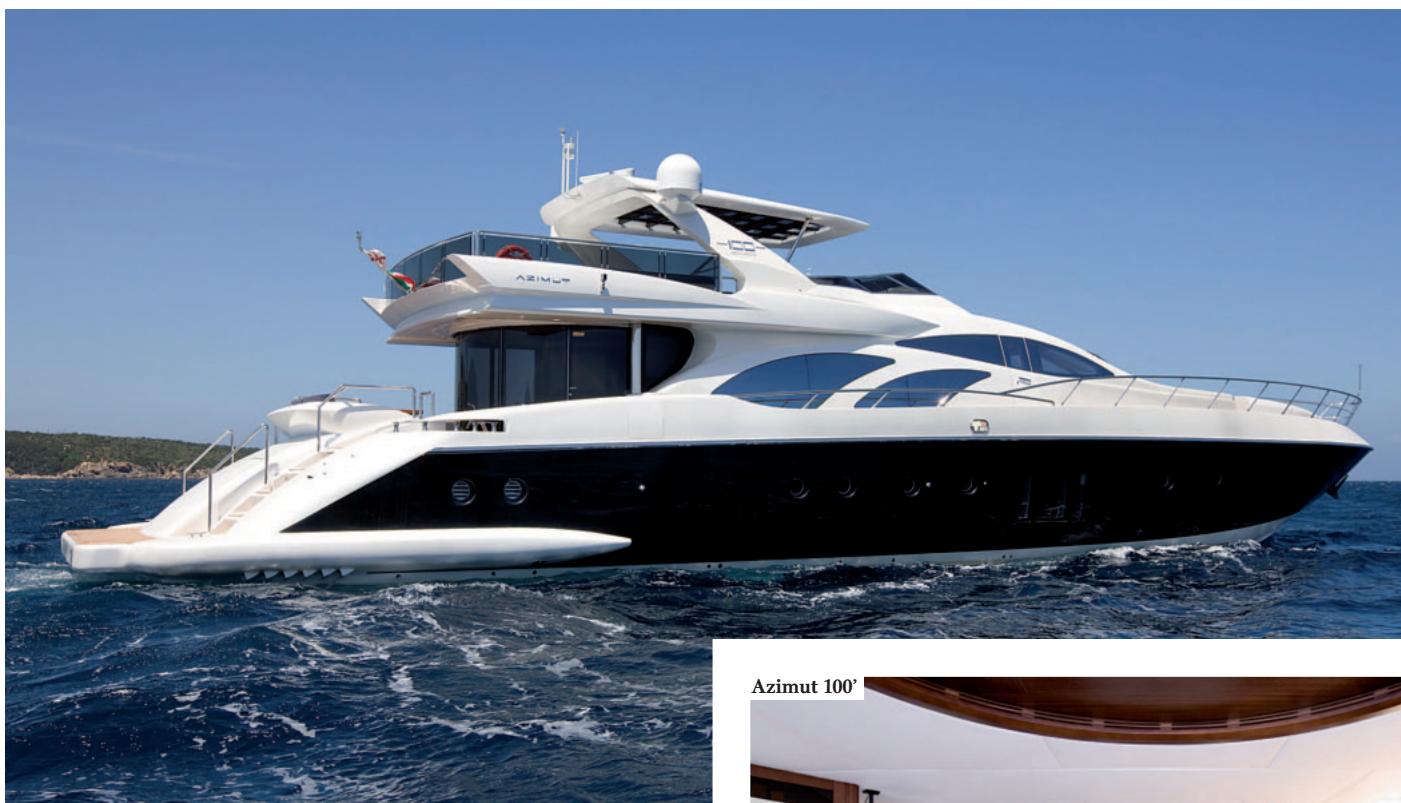
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## New launches from Europe

November 2009



Azimut 100'



# Azimut Leonardo 100 and Azimut 53 Rational use of space

Azimut has announced the launch of eight new models in 2009, among these the Leonardo 100, which replaces the Leonardo 98, and whose added length enlarges the swim platform. The 100 features a more contemporary interior than that of its predecessor, but offers similar speed, thanks to two powerful MTU diesels. Another new Azimut offering this year is the 53 (now completing the range between the 50 and 58), which features all the innovations and technical upgrades developed by the shipyard's R&D division and designer Stefano Righini. The flybridge extends well aft, providing ample shade for the seating area on the aft deck. A hardtop is centrally located and shades the table on the flybridge.

#### AZIMUT 100

LOA: 100' 9" - BEAM: 22' 3" - ENGINES: 2 x 2,000 HP MTU - MAXIMUM SPEED: 32 KNOTS - BUILDER: AZIMUT - ITALY

#### AZIMUT 53

LOA: 54'8" - BEAM: 15'6" - FUEL CAPACITY: 618 GAL. - ENGINES: 2 x 715 HP CATERPILLAR - MAXIMUM SPEED: 31 KNOTS - BUILDER: AZIMUT - ITALY



November 2009

## New launches from Europe



## Bluegame 60 The choice is yours

Clients ordering the Bluegame 60 may choose an Open, T-Top, tender, Fisherman or Hardtop version, according to their needs. Naval architect Luca Santella and offshore champion Carlo Bonomi have worked closely on this model, which in addition to its many configurations offers a wide range of color combinations, and a choice of two- or three-cabin layout. A thick rubber covering is attractive and practical, and carbon fiber is the material of choice for much of the onboard equipment. The boat can board up to 16 passengers.

LOA: 57' 8" - BEAM: 17' 7" - ENGINES: 2 x 1,100 HP MAN V10  
MAXIMUM SPEED: 40 KNOTS - BUILDER: BLUE GAME - ITALY



## Italian Yachts Jaguar 80 Sport Performance and comfort

Jaguar's newest sport yacht is based on its predecessor, a 76' model designed by the father of the open yacht, Paolo Caliari and introduced last year. The new 80, with naval architecture by Roberto Angel, features large expanses of glass to illuminate the elegant interior décor. The yacht features four cabins, including a full-beam master. A crew area separates the owner's cabin from the engine room. The Jaguar 80 is speedy (top speed in excess of 42 knots) thanks to dual 1,800 hp MTU engines and Arneson surface drives. Exterior decks feature a dining area aft and a sunbathing area and salon forward.

LOA: 81'10" - BEAM: 19'  
ENGINES: 2 x 1,800 HP MTU 10V 2000 M93  
MAXIMUM SPEED: 42 KNOTS  
BUILDER: ITALIAN YACHTS - ITALY

## YACHTS



## New launches from Europe

November 2009

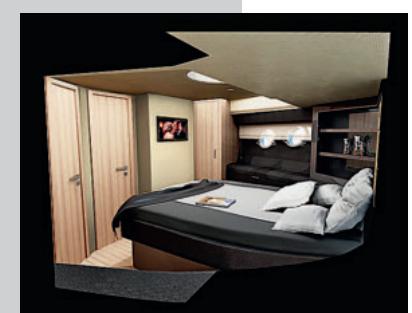


## Ferretti 560 Style nouveau

This is the newest incarnation of the 560. A voluminous interior feature three large cabins, with a full-beam master cabin located amidships. Large windows bring in plenty of daylight and punctuate an elongated profile. Radar equipment is positioned all the way aft on the flybridge, where it is out of sight and can't interfere with the boat's exterior contours. Décor is by Zuccon International. The swim platform supports a small tender. Two 900 hp Man engines deliver a top speed of about 32 knots.

LOA: 59' - BEAM: 16'2" - ENGINES: 2 x 900 HP MAN ENGINES

MAXIMUM SPEED: 32 KNOTS - BUILDER: FERRETTI - ITALY



### Sessa 54 Fly World debut

The R&D division of Sessa has been busy. In addition to the C68, Sessa has developed a new range of flybridge yachts, the first of which is the 54. The builder turned to an exterior naval architecture firm, Naval Design, to create the hull, especially designed for the IPS 800 pod units. Three cabins feature a very contemporary decor. Already planned for a launch before 2012 are additional models, at 45', 60' and 79'. ●

LOA: 52'9" - BEAM: 15'5" - ENGINES: 2 x IPS800 (600 HP EQUIVALENT) - BUILDER: SESSA MARINE - ITALY

## YACHTS

204





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## New launches from Europe

November 2009

### Fairline 65 Squadron Light takes center stage

The famous British builder has rejuvenated the Squadron line with a more extensive use of glass. New glass panels forward, in the hull sides and integrated into the hardtop extension bring in a flood of daylight. The yacht features four cabins, including one at the bow ideal for children or crew. The flybridge extends well aft to shade the aft deck. The hydraulically operated swim platform is perfectly integrated into the overall line and offers a practical way to launch a tender. The interior takes on a modern elegance, and the helm station features a digital screen comprising a number of critical functions.

LOA: 67" - BEAM: 17'2" - ENGINES: 2 x 1,100 HP MAN ENGINES  
MAXIMUM SPEED: 34 KNOTS - BUILDER: FAIRLINE – GREAT BRITAIN



November 2009

New launches from Europe



## Sessa C68 Already a winner

LOA: 69' - BEAM: 16'9" - FUEL CAPACITY: 924 GAL. - ENGINES: 2 x 1,360 HP MAN  
MAXIMUM SPEED: ABOUT 37.5 KNOTS - BUILDER: SESSA MARINE - ITALY

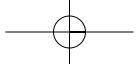
Introduced in June of this year, this new model seduced judges of the World Yacht Trophy competition. Notwithstanding designer Christian Grande's innovative exterior styling, the C68 is about more than just looks. On the water the yacht is surprisingly agile, achieving a top speed of 27.5 knots thanks to twin MAN V12 engines of 1,360 hp each. The interior is modern in style, with a salon offering great views. The bathroom is attractively decorated and illuminated with privacy glass. In the interest of maximizing comfort, Sessa included only three cabins on the C68, and has located the galley on the main deck. A small crew cabin is also available.



## Rodman Muse 50 Volume inspired

LOA: 50'2" - BEAM: 15'4" - ENGINES: 2 x 670 HP VOLVO PENTA  
MAXIMUM SPEED: 32 KNOTS - BUILDER: RODMAN POLYSHIPS - SPAIN

A creation of designer Fulvio de Simoni, this new model from the Spanish shipyard, joins the company's Muse range of sport cruisers at 44', 54' and 74'. This big flybridge design features a large salon for six and a sunbathing area forward of the pilothouse. Two other attractive areas are the sunpad on the foredeck and an aft deck area that's well protected with an overhang, ideal for meals with a view. The designer and the shipyard have worked hard to maximize space utilization and interior volumes. The salon converts into a dining room for four. The master cabin is located forward on the lower deck, with two guest cabins located amidships. With two 670 hp Volvo Penta diesels, the Muse 50 reaches a top speed of 32 knots. At a cruising speed of 26 knots, it has a range of 300 nm.



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4060

4080

4460

5260

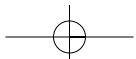
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November 2009

Shipyard

*Lasting power*

# SUPERYACHT BUILDER LÜRSSEN OPENS ITS DOORS

In July, German superyacht builder Lürssen invited members of the international yachting press to visit its facilities in Northern Germany. Since our last visit three years ago, the economic situation has changed drastically. Story **Miltos Potts**

**YACHTS**

211

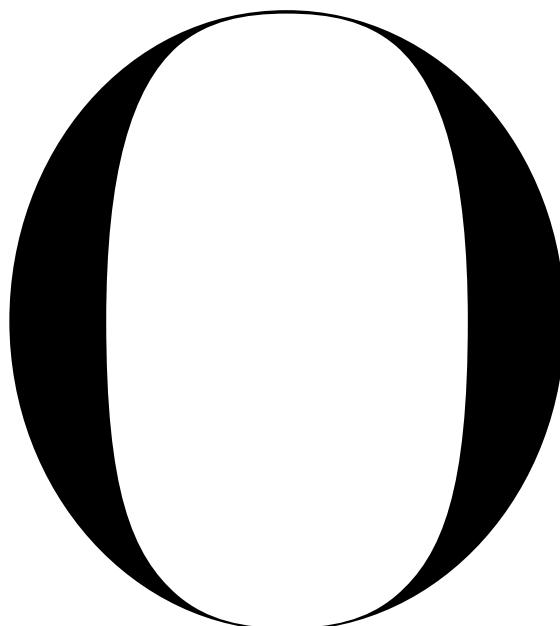


## Shipyard

November 2009



©Klaus Jordan



Arkley, featured at the Monaco Yacht Show, alongside *Al Salamah* at the Bremen shipyard; this page *Northern Star*, one of the latest yachts to continue a lineage started by founder Friedrich Lürssen (1851-1916)



**Our hosts, Lürssen Sales Director** Michael Breman and Marketing Manager Sylke auf dem Graben, demonstrated their professionalism in hosting and managing the press pack – no surprises there. Less anticipated was the candor Lürssen showed in dealing with the topic of the day, the global economic crisis and its impact on the yachting industry. Breman's take on the issue essentially is that the worst is yet to come. Still, Lürssen appears to be on solid ground. Thanks to the orders accumulated during the bull years of the mid-decade. Lürssen's order book for the next two years is quite healthy, although the German shipyard is quick to point out that there is always space for new projects. The family-owned shipyard's roots run deep, and Lürssen is well established as a cornerstone of the regional economy. The yachting industry has grown exponentially in the past decade. Today it is both big and relatively young, with little history to turn to for advice and insight. Lürssen is very much aware of the market's specificities (it does, after all, find itself at the very top of the food chain) and is particularly sensitive to the all-important owner's perception and psychology.

## YACHTS

212



November 2009

**Shipyard**

Lürssen's busy facilities, five in all, are kept functional and business-oriented – this is a place where ships are built and where minds focus on the future. But the heritage is there. Friedrich Lürssen established the shipyard in 1875 to build first-rate fishing boats, and the business grew rapidly from there by focusing on innovative design and the construction of motorboats both for the leisure and military markets. This attitude is an enduring mark of the shipyard, owned 130 years later by the founder's descendants, Peter and Friedrich Lürssen.

**Rendsburg**

Lürssen-Rendsburg concentrates on building yachts from 60m (196' 9") to 90m (295' 3"), plus the occasional navy boat. Two dry docks (one recently added) allow building two vessels on land up to 70m (229' 7"). The "new" dock was found in Montenegro, towed to Germany and refurbished, an operation that took two years but did not stop the shipyard from conducting business as usual.

A length of 85m (278' 9") and the 3,000 GT-threshold are important benchmarks in the building of a superyacht. Lürssen spotted the trend towards "gigantism" early on and joined a small club of shipyards able to build superyachts of the finest quality, with vessels such as *Al Salamah* (402' 6", 1999), *Pelorus* (377', 2003) and *Rising Sun* (454', 2004). Still, the German shipyard remains clear about its main mission: building high-quality custom yachts, and not exclusively megayachts. Having said that, Lürssen is one of very few of the world's shipyards able to build those really, really, big boats... and build them right.

In dry dock #1 we had the opportunity to visit the 75m (246') *Northern Star* (project *Scout*), designed by Espen Oeino with Pauline Nunn's interiors. The boat was due to be delivered in October to a repeat owner – "on time and on budget", as Lürssen likes to point out. The interior design is clearly inspired by an English country house style, with magnificent wooden paneling and features a fitness room, sauna and a galley that can serve up to 300 guests. The crew quarters are particularly well thought-out (this is one of Lürssen's strong points) with nice cabins and common areas that include an Internet station, crew lounge and mess. "Happy crew, happy ship", is the owner's philosophy, Breman says. The engine room, similar in layout to other Lürssen yachts of similar size, is distinctively clean and spacious.

Project J-24, is an 85m (279') yacht, also built for a repeat client, and designed by Andrew Winch. She is currently lying in the second floating dock and will be launched in April 2010. A slender profile, generous decks and a two-level owner's suite with a very private pool are among the amenities. The spacious guest suites are distributed on three decks, leaving plenty of space for a fitness room and a cinema. In the slip, *Firebird* awaits completion of steelwork: it is an 85m yacht designed by Espen Oeino with interiors by Reymond Langton. It will be launched into the Kiel Canal and transferred into one of the floating docks in November 2009 and delivered in October 2011. In the big building shed (and big is an understatement here), lies *Hermitage* awaiting its Andrew Winch interiors. It is a 67m (220') yacht with a beam of 12,80m (42'), also designed by Espen Oeino. Delivery is expected for

## THE FAMILY-OWNED SHIPYARD'S ROOTS RUN DEEP AND LÜRSSEN IS WELL ESTABLISHED AS A CORNERSTONE OF THE REGIONAL ECONOMY

**YACHTS**

## Shipyard

November 2009



the end of 2010. Other yachts in various phases of engineering ensure the yard in Rendsburg will remain busy through 2013-2014. In addition, Rendsburg, as the rest of the Lürssen yards, makes space for winter refit work. Lürssen builds yachts but also long-term relationships, so maintenance is part of customer service. The last member of the family to come home for some R&R was the 68m (233') *Apoise* in preparation for the next leg of a circumnavigation.

### The Bremen shipyards

The three yards in Bremen are located on both sides of the river Weser. The shipyard at Bardenfleth concentrates on building yachts up to 60m (196' 8"). We had the opportunity to visit the Espen Oeino-designed *Arkley*, sistership of *Linda Lou*, before it embarked on its first Mediterranean cruise, which will include an appearance at the Monaco Yacht Show.

Two other 60m yachts are being built at Lürssen-Bardenfleth. As in other shipyards, the hulls – whether built on site or by subcontractors – are constructed in modules that are later assembled, a method that permits the early fitting of the miles of cables and piping that constitute the vascular and nervous system of the big boats, making for a more flexible and efficient process. The *KatieSue II*, with an Espen Oeino exterior and Glade Johnson interior, will be delivered in 2010, while project *Coco* (exterior design by Espen Oeino and interior by Adam Lay) is set for 2011.

Lürssen-Lemwerder lies on the southern bank of the Weser and specializes in building 80m (262') to 100m (328') yachts. In every high-class shipyard the atmosphere is inevitably impregnated with the distinctive mix of the testosterone of heavy metal and engineering and the sensibility of creation, conceptualization and the smooth des-

ign of elegant interiors. This alchemy of luxury shipbuilding has received a powerful steroid injection at Lemwerder. If yacht building were an Olympic sport, Lemwerder would be banned. Ominous and slender as all true predators, a K130 corvette for the German Navy is receiving its finishing touches in one of the yard's colossal sheds. Minesweepers and patrol boats, destined for the Far East, are in various stages of completion. Almost 40 percent of man-hours at Lürssen are devoted to military orders.

Lürssen-Lemwerder is home to Lürssen's brain trust of about 180 engineers. Next to this building, a big warehouse is dedicated to supporting engineering, manufacturing, maintenance. The automated store has more than 20,000 bar-coded single components stored in 4,600 boxes. An automated system retrieves the part, packages it and presents it ready for delivery, be it at the shed next door or wherever in the globe it may be needed. In order to support the system, Lürssen has introduced an overall standardization process. A company 'Blue Book' and related database includes details of every single component used at the yard, however small, including its CAD design,

November 2009

## Shipyard



helping to fulfill cost-effectively and efficiently the ships' maintenance needs, inside and outside the shipyard.

The same minute attention at all production levels is evident in the steelwork facilities. Recently, the shipyard has upgraded from underwater plasma to dry plasma and laser cutting. Dry plasma is used for thicker materials and laser for everything else. Particular care goes into the fine points of the welding process, while piping is designed, fabricated and welded on site. Lürssen also hosts an interesting three-year apprenticeship program aimed at young people, preparing a new generation of highly skilled workers. In the new outfitting shed we had the opportunity to steal a glance at project *Josi*. Again Lürssen was very insistent on that need for discretion that is such a big part of the German shipyard's personality. The boat will be 85m, designed by German Frers with Bannenberg interiors. Delivery is expected in 2010. Other yachts are also in the works with delivery dates as far out as 2013. Lemwerder also accommodates boats of the Lürssen fleet for refitting work – among the latest winter's guests were the 236' *Coral Island* (72 meters), the *Al Salamah* and *Shergar*. Lürssen-Aumund, on the north bank, boasts a large graving dock, which allows the building of yachts in excess of 490' and an adjacent floating dock 721' long. *Rising Sun* was built here. If the yard ever were to face limits, they won't be due to a lack of infrastructure. Lürssen, which already owned the pier, bought the rest of

The Lürssen-Rendsburg facility with its new floating dock and *Apoise* (68m) lying alongside

the facility from the now defunct Bremen Vulkan yard; one immense crane rusting on the other side of the river is a silent witness to the risky nature of enterprise. The shipyard is ideal for refit work. Lying in the floating dock is the imposing *Darius*, a 110m (361') yacht designed by Tim Heywood. It features the green boat concept Lürssen introduced with *Dilbar*, which uses hybrid electric and diesel power and particle filters to minimize fossil fuel consumption. The yacht nearly eliminates visible emissions while loitering around a mooring and before leaving silently. Interiors are by Terence Disdale and Glenn Pushelberg. *Darius*, having completed its sea trials, was awaiting a last paint coat prior to an expected fall delivery. The Lürssen staff protects zealously any big yacht under construction in the graving dock; we hope to be able to provide more details on the project soon. Despite the uncertain times it is difficult to argue with the spirit that lingers among the elegant boats waiting to be launched. "We are in the entertainment business", Breman says. "We must cater to the hedonist. After all, let us not forget it, yachting is fun!"

**LÜRSSEN SPOTTED THE TREND TOWARDS "GIGANTISM" EARLY ON AND JOINED A SMALL CLUB OF SHIPYARDS ABLE TO BUILD SUPERYACHTS OF THE FINEST QUALITY**

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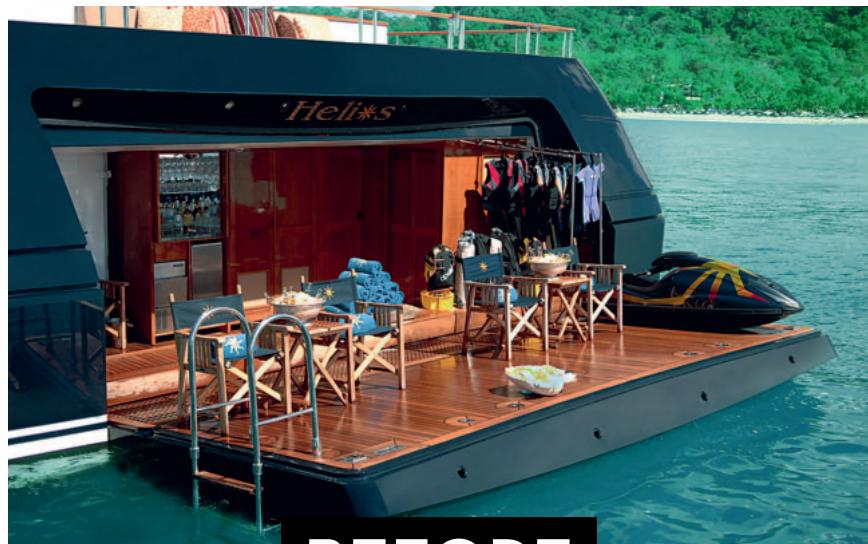
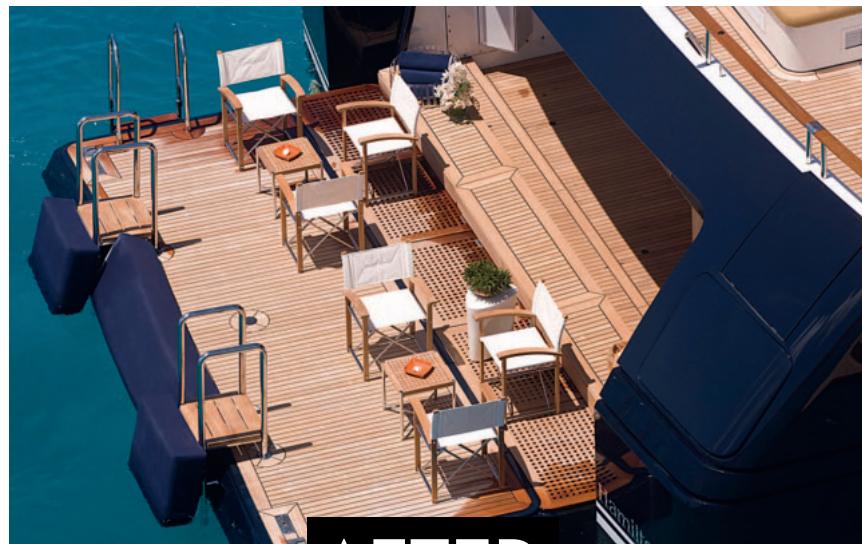
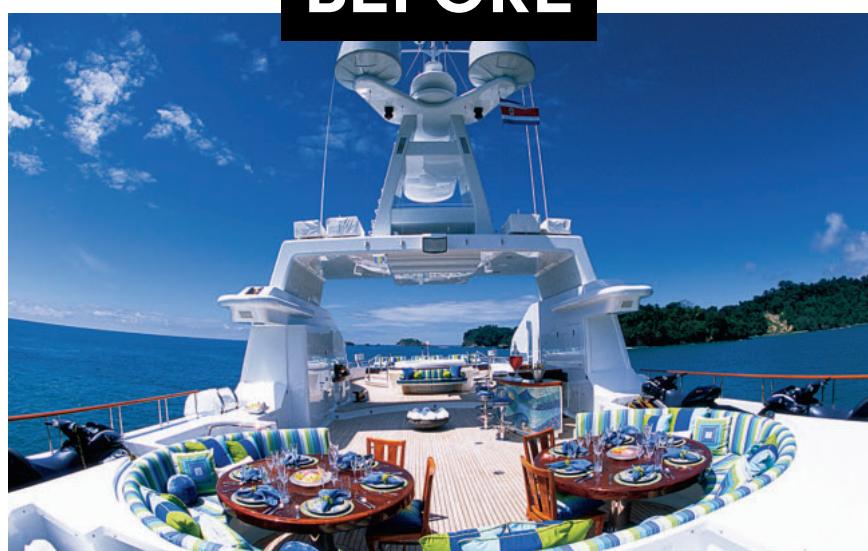


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November 2009

**Refit****BEFORE****AFTER**

# FACTS TO CONSIDER BEFORE OPENING THE HULL **FIT FOR REFIT ?**

Yacht refits are garnering more attention this year than they have in the past, for it would seem that simply modifying an existing yacht is more cost effective than commissioning a new build...or is it? Story **Danielle Viguerie**

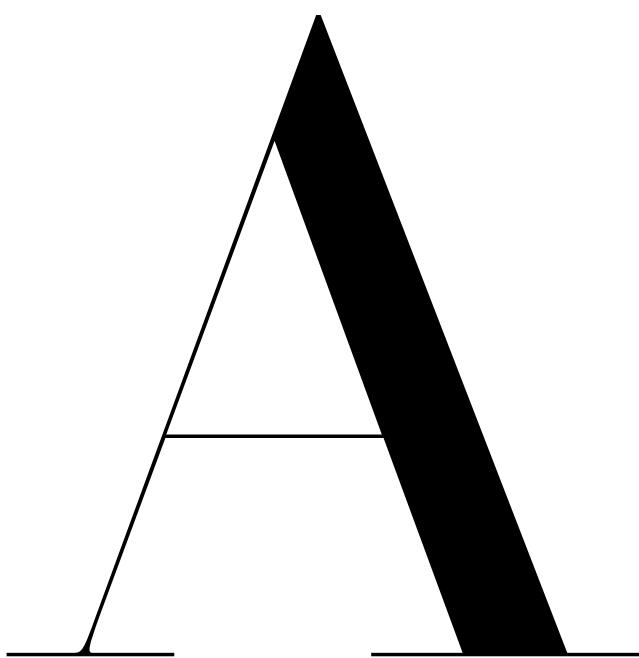
The 193' *Helios* received a brand new look at Knight & Carver two years ago

**YACHTS**



## Refit

November 2009



**As a new wave of** conservative spending habits is washing over the entire yachting community, it seems logical that more owners would consider refitting a yacht rather than building a new one as a way to save money (although cost saving is by no means the only motivation for owners to embark on a refit). With an expected decline in new build orders for the foreseeable future, many shipyards are switching gears to handle an anticipated increase in refit requests. And why not? The fleet of available yachts has grown substantially over the past decades. In theory, unless it's had an unlucky encounter with a rocky shore or an iceberg, a hull (composite, aluminum or steel especially) can last indefinitely, and well-maintained engines can go on for thousands of hours; the Pacific Northwest-based *Pacific Yellowfin* (incidentally a wooden hull) for instance, is equipped with its original 1943 Atlas Imperial diesel engines, and the 2578' *Delphine* boasts the largest steam engines still in existence (from 1921). Those are extreme cases, of course, and refits more typically apply to far more recent equipment and vessels (and should if finances are at issue). According to Surveyor Don Patton, of Miami-based Patton Marine, however, over the last decade there has been an increase in the refits of antique boats, both sail and power. However, a refit is not as simple as it may sound, as a yacht is a complex toy that must

be efficient, compliant with many rules (MCA and other regulatory bodies) and, above all, luxurious. Because refits are such intricate projects, shipyards really need specialized refit facilities. Following the 18-month refit of *Life Saga* (ex *Blue Harem*), a 138' aluminum yacht built by Heesen Yachts as *Lady Christine*, the Dutch Shipyard Holland Jachtbouw (HJB) created a dedicated refit center this year. "In the course of our work, *Life Saga*'s owner doubled the initial amount of requests. We ended up virtually stripping the interior as well as extending her and adding new propulsion and engineering," said HJB Managing Director, Paul Dielmans. The work confirmed that a rebuild of this magnitude requires a different approach compared to a new build; therefore HJB's new Refit Centre has a dedicated coordinator, administration and infrastructure. Yacht captains, surveyors and shipyards alike agree that a refit must be organized and orderly, lest it run over time, budget and mandate unacceptable compromises; yet even the most orderly refits risk delays. Patton laughed when asked about how to avoid pitfalls, saying that anyone embarking on a refit needs to have an open mind about the time and budget that will be needed to complete a refit project. We consulted with several refit experts for guidance in avoiding and overcoming the inevitable obstacles.

### The Survey

The first step before embarking on a refit is to have the yacht thoroughly examined, typically by a surveyor, to see if the project makes financial sense. The surveyor will study the boat in and out of the water, evaluate how well it has been maintained and whether it meets current classification rules, then make appropriate recommendations. Depending on the yacht size and the location and experience of the surveyor, a report from a reputable surveyor can run anywhere from about \$6,600 for a 100-footer to more than \$25,000 for a 200-footer for three to five days of work. But choosing the yacht wisely is important, thus the survey is well worth the expense. Patton recommends getting a refit specification report from the surveyor that is as detailed as possible; yet he warns that even the best surveyor cannot predict what will be revealed when a yacht is taken apart, and the owner should be aware that unexpected problems can arise.

### Finding the Right Yacht

"It definitely has to be the right yacht and every variable is important, as it can cost you just as much to refit a yacht as it is to build a new one if the boat is too old or the equipment is in need of repair or rebuilding," said Captain David Beharrell, who oversaw the refit of the 193' Oceanco MY *Helios*, which among other upgrades received a new LA-beach-house-inspired interior at Knight & Carver in San Diego two years ago.

As a good rule, experts emphasize two important considerations in evaluating the vessel: the yacht should be from a well-known shipyard and should have been maintained properly throughout its lifetime. Patton stated that "any yacht can be rebuilt if you have deep enough pockets, but in order to avoid throwing good money after bad, a refit should be done to a boat that has a good pedigree to begin with." *Cakewalk* Captain Bill Zinser, who supervised the refit of the 142' *Leadship* at Florida's Derecktor Shipyard, with a bid package written by Patton Marine, agreed. "If you buy some off-brand boat (even though it may be an awesome boat) or a converted commercial vessel, it may only be worth what you paid for it, even after spending several million dollars on a refit," he said, adding that for larger motoryachts, steel hulls and aluminum deckhouses are



November 2009

Refit

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preferred, as are brand-name systems. "Make sure that the generators are thoroughly gone through as there have been a lot of problems over the last 10 to 15 years with generators using excessive amounts of oil, which is not at all acceptable due to the implementation of new green regulations in many areas of the world," added Zinser. Above all, the age of the vessel is a key factor to consider before starting a refit. If the yacht is older than 10 years, there should be a compelling reason to refit, such as preservation of a classic. Although he cautions against using older yachts, surveyor Mike Worthington-Leese of U.K.-based consulting firm John Winterbotham & Partners, notes that certain older yachts imbue a charm that cannot be found on a replica or new yacht. "It is like buying an old house or an old car – they have a magnetism that is hard to deny," he said, adding that he makes sure those clients are fully aware of the cost before the

project begins. Some yacht owners simply love their present yacht and prefer making adjustments to it rather than opting for a newer vessel. If this is the case, Gene Pelland, Captain of music legend Billy Joel's yacht *Audacious*, a recently refit Inace explorer yacht, warns against refitting with resale value in mind, for "a lot of what is on a yacht is personal, and refitting to make it more personal does not always mean value to another owner. Not many people buy a larger yacht and don't change a thing."

#### Planning

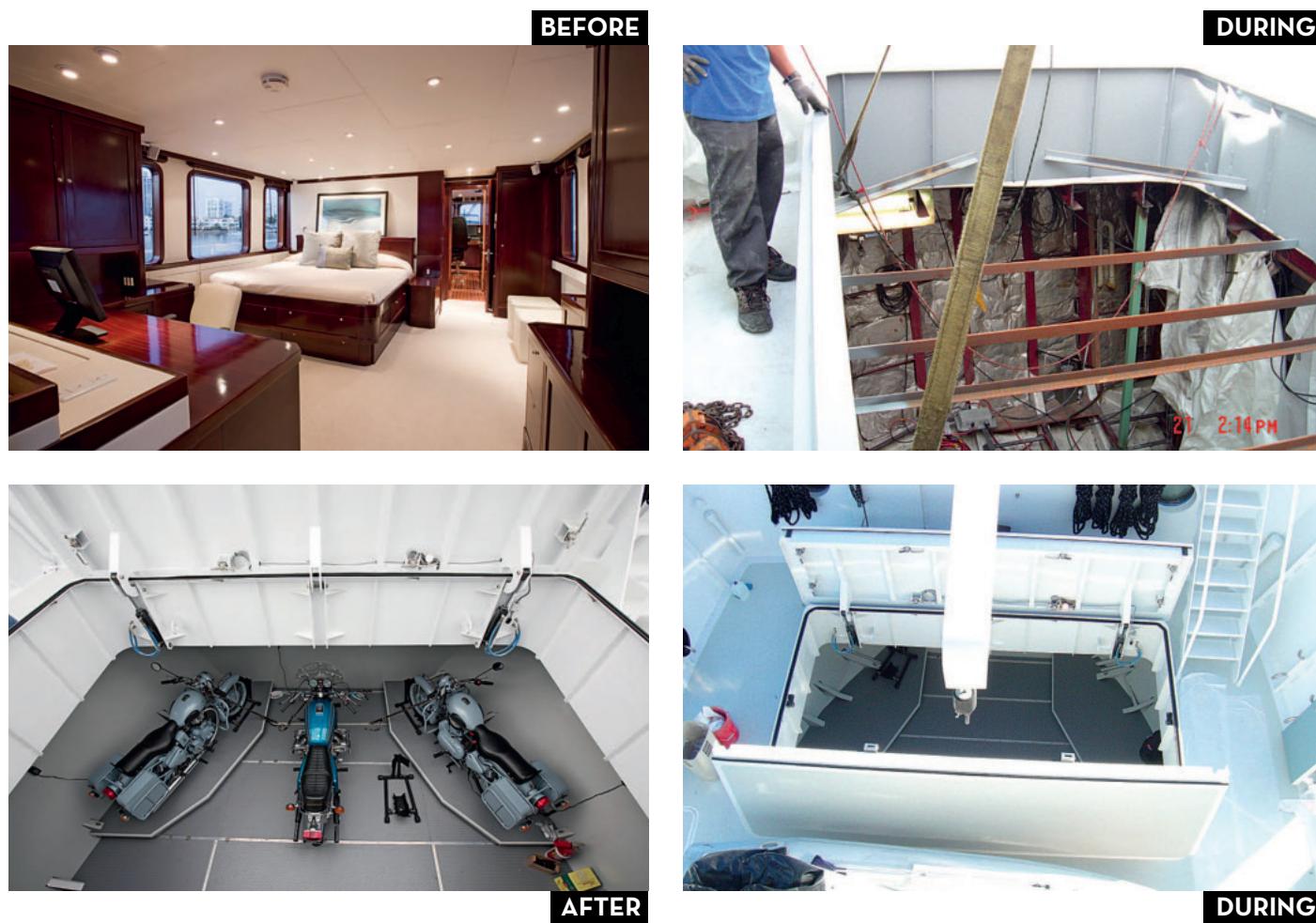
The owner's representative is typically his/her captain or a yacht surveyor, and this person should spend months organizing the refit before any work begins. "It must be understood that a refit is something that requires as much research and planning as every new build does. New build planning can take over a year of design, specification revision, computatio-

*Helios*, pre-, post and during the refit.

nal modeling and evaluation between naval architects, shipyards, consultants and owners representatives; refits should be given the same amount of attention to detail in order to produce the correct final product," said Niels Ackermans, Captain of the 204' Feadship *Fortunato*. Refits can range from a few simple cosmetic changes to major overhauls, but it is a mistake to think that even a simple refit is an easy solution to a problem. "I am always very careful before entering any refit or even maintenance period in a shipyard. I will prepare a complete list of all works and then have several shipyards come to the boat to bid on the project before deciding which yard will get the project. In our last refit we had the work list completed six months prior to starting, and we had the shipyards and surveyors clear eve-

## Refit

November 2009



rything we were trying to accomplish. This gave the designers and the contractors six months preparation time to get ready for our arrival. Even with this time, the project was about a month late and over budget to some extent," said Captain Beharrell.

### Using time wisely

In order to keep a refit on schedule, which is a hard task to manage, it is crucial to be efficient and to manage time with military precision. "You should take all works into consideration and make sure the timing works as you cannot paint and do teak and varnish all at the same time. All of your contractors must be coordinated and have a set schedule; this is extremely difficult to accomplish because there are always conflicts," said Captain Beharrell. Forethought can also extend into ordering parts in advance. Captain Pelland suggested that: "Some projects can get started before the yacht gets to the yard. If you need parts made and measure-

ments can be taken in advance, you can make use of these months before you get there and use the yard period as an installation time and lessen your shipyard time."

### Management

Overseeing a refit is thus no simple task, and it requires in-depth knowledge of the yacht and what the refit entails. "If the captain has extensive experience in shipyard periods, he should be able to handle a good sized refit without a separate owner's representative. If a captain is light in experience then he should take on a surveyor or a qualified marine refit and repair expert," said Captain Zinser. Depending on the extent of the refit, the owner's representative needs to be on the job often. All of the experts interviewed agreed that a watchful eye is not enough; it is important for the owner's representative to know the status of all works at all times, and most refits will require daily interaction with the yard and over-

seeing every step of the way. "I found it to be helpful when you have daily and weekly projections. And you must work with the yard project manager very closely and have a good rapport with him and the yard personnel. Identifying a hold-up early and getting it resolved quickly makes everything move along," said Captain Pelland. It is helpful if the owner's representative is well-acquainted with the owner of the boat and knows what he/she wants. Captain Pelland said that because he has been Billy Joel's Captain for long enough, he is familiar with his likes and dislikes. "For me it is enjoyable to do a project with Billy because I know what he likes, and he puts a lot of trust in my judgment. Together, decisions are made quickly and less time is wasted in micro managing the project from afar," he said.

### Knock On Effect

Consider what Captain Ackermans called the Knock-On Effect: Any change to the vessel

November 2009

**Refit**

may have an impact on the entire yacht and is worthy of full consideration beyond simple issues of cost and availability, he explained. "For example, any addition of weight from increased superstructures, extensions or even Jacuzzis will have an effect on the vessel's stability and therefore seakeeping ability," said Ackermans who supervised the refit of *Fortunato* in 2005. Each change has the potential to entail a series of unexpected modifications that can complicate the planning and quickly inflate the cost.

#### Use Known Sources

In addition to ensuring that the yacht was built in a respected shipyard, Worthington-Leese is emphatic about using reputable equipment, suppliers and management. "Use a good shipyard with a solid reputation for the refit. At the start, it may seem like you are paying a lot more – but you either pay now or later. Just make sure to have very in-depth discussions with the shipyard before you sign anything. And make sure the shipyard can give you a list of equipment and suppliers before they start so that the owner's team can review and make sure all are reputable and meet standards," he instructed.

#### Making Financial Sense

As previously discussed, the value of a yacht that has undergone a refit should not surpass

the cost of a new yacht of similar size and quality. "I would not advise someone to do a major refit if the total cost exceeds the value of a similar vessel in top condition unless of course they just love that particular boat and don't care about eventual resale. If the purchase and refit costs exceed 70 percent of the cost to build a new vessel by the same yard, I would think twice about proceeding with the refit," said Captain Zinser. There are many other factors to consider, however. Captain Ackermans, who aptly managed the refit of *Fortunato* around the charter season, points out that loss of charter revenue during a refit is another aspect to weigh. He also cites a quote that everyone in the industry can appreciate, from Northcote Parkinson: "work expands so as to fill the time available for its completion." And as time is money, it is of course imperative to manage the refit process closely, ensuring that as few things as possible are behind schedule.

#### Know what you want

There is a tendency to start a refit and let it escalate beyond the original plan. Captain Pelland avoids this by having an exit strategy, a vision of what the project will look like in the end. "A lot of the reason of going over time and budget relates to the 'while we're here lets do this or that.' For me, I guess I want to do a refit or project in a sur-

gical manor - Get in, fix it, stitch it up, and go," he said. However, some owners will agree to exceed time and budget allowances in order to get what they want. Captain Zinser cited a 1996 refit of *Finfinella*, in which they wanted to add whatever was standard on a newer Feadship. "It was our one and only time to do it right, so we added a significant amount of items to the work list that were not in the original scope," he said. It all depends on the temperament of the owners and how willing they are to deviate from the original schedule and budget.

#### At Last

The owner of *At Last*, a 145 Heesen recently refitted at Derecktor in Dania, was looking for a new yacht when the new build wait was three years or more. He did not find exactly what he wanted until he came across what was to become his yacht, a 1990 Heesen. The layout was ideal and he acquired the yacht, which at the time was due for a scheduled engine survey. The work uncovered several issues, and the owner decided to have the

*Audacious'* refit relocated the master stateroom and created a garage for motorcycles

## A REFIT IS CERTAINLY A GOOD OPTION IF YOU HAVE A PEDIGREED YACHT IN GOOD CONDITION, AND EXPERIENCED MANAGEMENT

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## Refit

November 2009



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USE A GOOD SHIPYARD WITH A SOLID REPUTATION FOR THE REFIT. AT THE START, IT MAY SEEM LIKE YOU ARE PAYING A LOT MORE - BUT YOU EITHER PAY NOW OR LATER



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## YACHTS

222



November 2009

Refit



power plant replaced. "I wanted everything to be 100 percent," he said, and from here the refit ballooned into a two-year project that completely transformed the yacht. The happy owner, who has spent 90 percent of his time aboard *At Last* since the yacht left Derecktor in June, has no regrets. He figures he still saved money as compared to a new build, and more importantly enjoyed the process thoroughly. The key, he says, is who the owner is and what he wants. "I think a lot depends on the type of owner we are talking about. I like projects; I enjoy the process... For us, it's been all worthwhile. It's been a labor of love and we got 110 percent out of it," he said.

#### Unavoidable Pitfalls

It is impossible for a surveyor to identify all of the potential problems within the yacht. Like re-doing a house, once you start taking pieces apart, more problems are often revealed. Even surveyor Worthington-Leese agreed, saying that a document produced by the surveyor won't expose everything, but

that it will leave fewer loopholes. "The seller of a boat is not going to allow the surveyor for the buyer to pull out a Sawzall and start cutting sub-walls apart. So as good as the top survey companies are, there is always a risk of a problem that cannot be seen," said Captain Zinser. These unavoidable yet inevitable issues are why it is so important to work with a reputable shipyard and have an experienced owner's representative who communicates well with all the key players in the refit. A refit is certainly a good option if you have a pedigreed yacht in good condition, and experienced management. However, most refits are bound to swell into larger projects than initially expected. If you are a yacht owner who enjoys the process, it can be a fun challenge; however, if the budget is a concern, Patton offers invaluable advice to his customers: "Before you begin a refit and have your interior decorator tour the yacht, use the yacht for one season. There might be many things that don't really bother you in the end, thus diminishing the scope of the refit." ●

The refit of *Fortunato* took place around the yacht's charter schedule. *At Last*, previous page, was transformed at Derecktor where it received new engines and a brand new interior

#### YACHTS



## Destination

November 2009



## YACHTS

224





November 2009

**Destination**

The Anantara Resort  
(anantara.com) is a hideaway  
on South Malle Atoll,  
a 35-minute speedboat  
ride from the airport

# 99 PERCENT OCEAN

**Cruising the Maldives**

Twenty-six atolls set in a turquoise sea. "Maldives" is said to stem from ancient Indian Sanskrit, meaning "garland of islands," and the word "atolu" in its Dhivehi language gave us "atoll". No wonder, then, that globe-girding superyachts are increasingly drawn to this intriguing Indian Ocean country, whose 1,196 islands stretch N-S for over 500 nautical miles. Story Bruce Maxwell

**YACHTS**

225





## Destination

November 2009



Island vegetation on Dhigufinolhi Island inside South Male Atoll

**Located 300 nm southwest** of India's southern tip, the Maldives Archipelago is barely 10 feet above sea level at its highest point. The Guinness Book of Records says it has "the lowest high point" of any country in the world. Global warming is thus a significant threat to its 300,000+ population, and the travel guide Lonely Planet reports that the Maldives Tourist Board has seriously considered using the slogan "come and see us while we are still here." Most of the atolls are only three to four feet above sea level, and the sea is expected to rise by this same amount before the century is out. The Maldives' former long-time president, Maumoon Abdul Gayoom, has been trying to raise awareness of global warming and of his country's plight. Near the capital Male and the international airport on nearby island Hulhule, an island called Hulhumale is being reclaimed from the sea. With a six- to seven-foot elevation, it provides a slightly higher platform for the population before Male goes under. If that doesn't work, another idea is to move everybody to Australia. Bizarre as this situation may sound, the threat has not dissuaded high-end resorts like Anantara, Four Seasons, One & Only, Shangri-La, Soneva, Taj and Hilton from opening properties on designated islands and atolls that are discreetly distant from those occupied by the peace-

### YACHTS

226



November 2009

**Destination**

ful Sunni Muslim Maldivians. And as 99 percent of the country is ocean, not surprisingly the principal activities are cruising, snorkeling and diving, fishing and a wide array of water-sports, including surfing during the sou'west monsoon.

The 196' *Outback* was a recent visitor. "The owners and crew had a very enjoyable time around the atolls. We were there in September, with mostly clear skies and a good swell breaking on the atolls for Todd, our keen surfer. The monsoon meant some tropical weather, but nothing threatening. The owners would love to go back and spend more time cruising the entire Maldives. Entry and exit procedures were straightforward, expedited by an agent who had been recommended, and who was quite familiar with white boats. Other captains I spoke to had mostly Russian owners or charterers aboard," said Captain Chris Lawrence. Dominik Ruhl, general manager of the Anantara Resort on Dhigufinolhu island at South Male Atoll, said that in the early 2008 high season so many private Russian jets were flying in and out of Male International Airport every day that sometimes there was literally nowhere to park them. The demographics of the visitors have changed somewhat in recent months, and the superyacht set in the Maldives has become more cosmopolitan again.

The Maldives is on old sea routes between the Persian Gulf and Asia, and is believed to have been a maritime trading center from as early as 2,000 BC, visited initially by the Egyptians and Romans, and then, from early AD, by seafarers from Arabia, India and China. There are artifacts from Buddhist and Hindu cultures. Cowry shells were used as international currency in those bygone days, and the Maldives had plenty. By the time the famous Moroccan traveler and diarist Ibn Battuta penned a portrait of this island group in his "Travels in Asia and Africa 1325-54", the Maldives Sultan and his people had already converted to Islam, which was introduced, according to oral history, by a North African Arab in 1153. The Portuguese, who established a colony and trading port at Goa on the nearby Indian coast in the 1500s, invaded briefly and set up a base. It was wiped out in a fierce local attack 15 years later. The Dutch established relations, but growing British influence in India, Sri Lanka and the Persian Gulf in the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries eventually resulted in the Maldives becoming a non-occupied

A colorfully-converted local dhoni is used for inter-atoll transport.

Approaching the central capital Male, the golden dome of the Grand Friday Mosque and its minaret stand out



## COWRY SHELLS WERE USED AS INTERNATIONAL CURRENCY IN THOSE BYGONE DAYS, AND THE MALDIVES HAD PLENTY

### **YACHTS**



## Destination

November 2009



**Luxury cruisers in Male's New Harbor are protected by dolosse, based on a South African springbok's kneebone, which breaks up big waves**

**The 240' Espen Oeino-designed *Silver* chartered in the Indian Ocean and the low-lying Maldives last season, and was sold this year to a Gulf client**

British protectorate; although in the mid-1950s the British did establish an important strategic airbase on Gan Island in the southern-most Addu Atoll (the Shangri-La Group is currently hoping to use this strip to directly service a new resort development). A republic was proclaimed in 1953, but the administration see-sawed between republic and sultanate for some time, and opponents regarded the 30-year rule of former university lecturer Maumoon Abdul Gayoom as "a sort of sultanate", because he stood for election six times without any opposition candidate. In October last year, a prominent activist, Mohamed "Anni" Nasheed, led a consortium of five parties to power, with 54 percent of the vote.

Tourism took over from fishing as the country's largest income earner in the 1980s, ahead of the trading and shipping sectors, and there has been a surge in nearly 100 resort projects, set up often as joint ventures, and disrupted only by the December 2004 Asian tsunami. Only 83 people were lost, far fewer than in Indonesia, Thailand and Sri Lanka, because the oceanic channels between the atolls largely absorbed the wave's force, but considerable damage was still done on the low-lying islands.

Captain Glenn Crandell turned up in a Sea Ray 480 while we were in Male. A superyacht veteran in Australia, Indonesia, Thailand and Florida, he seemed a good source to ask about Maldives cruising. Glenn presently looks after marine operations for the Kandooma Resort, part of the Four Seasons Group. Their largest vessel is the Australian-built 128' *Four Seasons Explorer*, which takes 22 guests and the same crew complement, on snorkeling and diving "seafaris". In fact, seafaris are a whole industry on their own in the Maldives, with multiple vessels offering different standards of accommodation, though most is upmarket. "The 10 largest superyachts in the world have all visited the Maldives in the last three years," he says. "You won't find anywhere like this place in the Med or Caribbean, and because it is served by commercial aircraft from hubs like Dubai and Singapore, it is relatively easy for owners and guests to get here if they don't have their own planes." Both Captain Crandell and Anantara's Dominik Ruhl, himself a sailor who has helmed Swans in events like the Around



## YACHTS

228





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\$3,299,000 | John Booyesen, 954.560.2811



Golden Times | 2001 94' Hargrave  
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November 2009

## Destination

Grenada race, agree that charts of the Maldives could benefit from an updated survey. They recommend that private motoryacht skippers check with the seafaris captains, who are mostly Westerners, for the latest in local knowledge. The resorts provide luxury mid-range vessels too. One & Only is running a Princess 65 called *Sultan of the Sea*, and when we visited the New Harbor on Male, some very sophisticated craft were moored there, protected by dolosse, a concrete barrier developed in South Africa that is very effective in breaking the force of heavy seas. Gulf Craft of Dubai has set up a local yard, which provides many of the work-boats, and there is now even a fairly basic Maldives Boat Show.

Superyacht visitors always like to step ashore to sample the local culture and cuisine, preferably somewhere that offers similar facilities to those they experience on board their yachts, while giving at least a glimpse of what island life may be like. Luxury resorts serve a full range of beer, wine and spirits, whereas non-resort Muslim parts of the islands are of course dry. Anantara Resort, for instance, which takes its name after an Indian Sanskrit word meaning "borderless waters," is a boutique hideaway created by Maldivian architect Mohamed Shafeeg and John Lightbody of Thailand-based interior design company Abacus. It has 68 beachfront villas, two beachfront pool villas, 38 over-water suites, and two over-water pool suites, all around a natural, private lagoon within the reef. King-sized beds, set within a lovely blending timber and fabric décor under languidly whirling overhead fans, look out to a private terrace and then across a fine white sand beach to the cobalt blue lagoon. Its most unique design feature, however, is the villa's large integral bathhouse garden, surrounded by a high wall. Here, one can commune with the island's distinctive birdlife and flora, and thankfully those frequent pests, sandflies and mosquitos, do not seem to be a problem in these parts. Maldivian cuisine consists of fish and fruit. The fish are plentiful and varied, from myriad reef varieties to oceanic predators from the deep channels outside the atoll's fringing reefs. There is plenty of tuna, mostly yellowfin, and proximity to India and the Gulf dictates that fish are often served with mild spices and curries. Altogether a most pleasant experience. ●



Dion Liveras took charge of the 280' *Alysia* after his father Andreas tragically died at the Taj Mahal Hotel siege in Bombay. She too chartered in the Maldives last season, and was shown at the inaugural Abu Dhabi Yacht Show

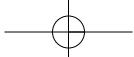
Rising sea levels remain a threat, but for now, a Maldives sojourn is superb



## YACHTS

229





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INTERNATIONAL YACHT REGISTER



# BROKERAGE

*section*



**YACHTS**




**ALUCIA | 56m (183') | Auroux | 1974/2009**

"Alucia" - A New Dimension in Ocean Exploration & Adventure. Built as a submersible support ship she carries 3 submersibles, has the latest in Scientific equipment and filmmaking capabilities coupled with great owner and guest accommodations.

She has completed a full Re-Build. BV Classed and considered a new vessel.

"Alucia" is a ship that has to be experienced.

Tom Allen | Seattle + 1 206 382 9494 | [tom.allen@fraseryachts.com](mailto:tom.allen@fraseryachts.com)

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | [stuart.larsen@fraseryachts.com](mailto:stuart.larsen@fraseryachts.com)

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**MYSTIQUE | 50m (165') | Oceanfast | 1988/2009 | 19,900,000 USD**

This extraordinarily beautiful and unique yacht was designed by Jon Bannenberg and built by Oceanfast. She is shallow and fast which make her ideal for Bahamas and East Coast cruising. Mystique has undergone extensive upgrading throughout the past two years and has the Master suite on the upper deck, allowing full privacy.

Impeccably maintained and ready to cruise immediately! Mystique is an outstanding yacht and is seriously for sale!! Owner will consider trading up to a larger yacht.

Jody O'Brien | Ft. Lauderdale + 1 954 646 4970 | [jody.obrien@fraseryachts.com](mailto:jody.obrien@fraseryachts.com)



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**SOJOURN** | 40m (130') | Gambol Industries | 1999/2007 | 7,900,000 USD  
 Back on the WEST COAST! SOJOURN has proven capabilities in all types of weather and ocean conditions. Equipped with the best of everything and impeccably maintained.

Michael Selter | San Diego +1 619 225 0588 | michael.selter@fraseryachts.com

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**PRETTY WOMAN | 39m (128') | Hakvoort | 2010 | 21,900,000 EUR**

Brand new displacement Hakvoort. Cor D Rover Exterior and Michela Reverberi interior design. Five cabins, owners full beam master suite and office on maindeck. Lloyd's +100A1 S.S.C. Yacht Mono G6 +LMC UMS regulations. Dutch pedigree.

The only one in this size on the market! April/May 2010 delivery.

Jan Jaap Minnema | Monaco +377 93 100 450 | [janjaap.minnema@fraseryachts.com](mailto:janjaap.minnema@fraseryachts.com)



# FRASER YACHTS



**BELLISSIMA** | 39m (127') | Baglietto | 2004 | 13,900,000 USD

PRICE REDUCTION! Beautiful eye catching fast motor yacht, 26 knot cruise, 5 cabin accommodations, great entertaining / upper sundeck, her striking blue hull and silver superstructure commands attention in any port. Currently entertaining offers and or larger trades.

Michael Selter | San Diego +1 619 225 0588 | michael.selter@fraseryachts.com

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Not for sale to US residents while in US waters.

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

S.Q.N. was designed by Ed Dubois with interior design by Donald Starkey. She was built by Alloy Yachts to full Lloyds classification. Her interior boasts an on deck Master plus three guest staterooms and a gym, whilst her large flybridge with Jacuzzi is a favorite entertaining area. Recent developments allow this vessel to be purchased at a very

attractive price. Anybody considering a high pedigree vessel of this caliber and style should not miss this opportunity.

Jody O'Brien | Ft. Lauderdale + 1 954 646 4970 | [jody.obrien@fraseryachts.com](mailto:jody.obrien@fraseryachts.com)



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**AERIE | 38m (124') | Delta Marine | 2001/2008**

After extensive refit completed at Delta in March she is in top condition. New upgrades include; AV system in high definition, communications including Vsat, at-anchor stabilization, complete paint, tender and the list goes on. Her Jonathan Quinn Barnett interior and exterior design is considered sophisticated and timeless. Aerie is fully

outfitted and ready to cruise. [Available for sale and charter.](#)

Visit the virtual tour of Aerie at [http://virtualimmersions.com/tours/aerie\\_fraser.html](http://virtualimmersions.com/tours/aerie_fraser.html)

Central Agent:

Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | [josh.gulbranson@fraseryachts.com](mailto:josh.gulbranson@fraseryachts.com)

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**SEVEN J'S | 34m (110') | Lazzara | 2005 | 6,400,000 USD**

Top Condition, constantly upgraded. Features include; five cabins for twelve guests, Jacuzzi, dive equipped, VSat and new tender. Twenty two knot cruise, excellent for fishing and diving. Seller will consider trades.

Central Agent:  
Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | [josh.gulbranson@fraseryachts.com](mailto:josh.gulbranson@fraseryachts.com)

**FRASER YACHTS**


**TEMPTATION | 38m (123') | Palmer Johnson | 2005 | 12,950,000 USD**

ESTATE SALE! This beautifully finished yacht is very open to offers in order to close an estate. Offers are highly recommended. Her cherry joinery surrounds the owner's party in luxurious comfort. She is fully equipped including a sophisticated audiovisual system as well as top of the line ship's electronics and communications.

Always superbly maintained, she has a recent mechanical refit which included many upgrades. Condition is excellent and she is ready for a new owner's cruise.

Jim Wallace | Ft. Lauderdale + 1 954 463 0600 | [jim.wallace@fraseryachts.com](mailto:jim.wallace@fraseryachts.com)  
 Jamie Wallace | Ft. Lauderdale + 1 954 463 0600 | [jamie.wallace@fraseryachts.com](mailto:jamie.wallace@fraseryachts.com)

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AGGRESSIVELY FOR SALE - RECENT \$1.6 MILLION PRICE REDUCTION



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**MAS GRANDE | 37m (121') | Sovereign Yachts | 2000/2006 | 4,900,000 USD**

Built in the tradition of the great Northwest. Exceptional 5 stateroom yacht with full-beam on deck master. Large aft cockpit. Perfect boat for family or charter. Twin MTU 12V2000 mains.

Spacious interior features light woods and large windows for lots of natural light.  
Best value in a Tri-deck. Refit 2009. **Inspection highly recommended!**

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


**MY ISSUE II | 34m (113') | Moonen | 2006 | 14,950,000 EUR**

The only available Dutch build full displacement yacht in its size. Moonen quality, immaculate maintained, Lloyds class, MCA, Ice class, lots of toys and extremely large volume for her size (313 GRT). Viewable at MYS 09.

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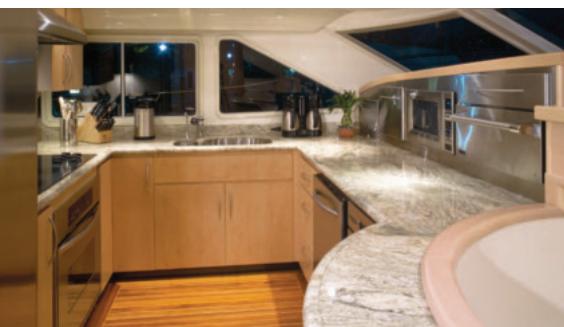
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**SAPPHIRE | 30m (100') | Holland Jachtbouw | 1996**

Sapphire is exceptional in every respect. She is a true classic. Her exceptional accommodations are ideal for charter or family cruising.

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

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**SEACALL | 36m (119') | Custom Built | 1991/2005 | 4,950,000 USD**

The queen of tournament sports fishers and elegant angling; complete mechanical and cosmetic refit in '05. Significant price reduction 9/1. Add bait and go fishing.

James Nason | San Diego +1 619 225 0588 | [james.nason@fraseryachts.com](mailto:james.nason@fraseryachts.com)  
 Patrick McConnell | San Diego +1 619 225 0588 | [patrick.mcconnell@fraseryachts.com](mailto:patrick.mcconnell@fraseryachts.com)

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All images of Holland 67 taken by Neil Rabinowitz



**HOLLAND 67 | 20m (67') | Holland Yachts | 2009 | 2,595,000 USD**

Extremely well built with vacuum infused vinyl ester resin and structural engineering by High Modulus. Fabulous interior wood work and large island galley. Fully enclosed Skylounge pilothouse with power windows, solar panels, built-in Jennaire

BBQ. Kabola diesel furnace, perfectly faired Awlgrip paint job, dinghy garage for 15' tender, 3 staterooms plus 1 crew.

Brian Holland | Seattle +1 206 382 9494 | [brian.holland@fraseryachts.com](mailto:brian.holland@fraseryachts.com)



**FRASER YACHTS**



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**TOUCH | 37m (120') | Custom | 2004 | 9,500,000 USD**

Large volume yacht with 4 staterooms, all with king berths. Huge upper deck master with access to private aft deck. Spacious sundeck w/exercise equipment. Extensive audio/visual on all decks. Proven charter history, meticulously maintained.

Rob Newton | Ft. Lauderdale +1 954 463 0600 | [rob.newton@fraseryachts.com](mailto:rob.newton@fraseryachts.com)  
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**ONCE AROUND | 29m (95') | Sunseeker | 2003 | 4,200,000 USD**

This sleek and fast performance motor yacht with the upper and lower saloon layout has four staterooms plus crew and is ready to go with many upgrades, including recent paint and new teak decks. Meticulously maintained.

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**BELLA BRI | 46m (151') | Northern Marine | 2008 | 26,900,000 USD**

Spacious five-stateroom layout with custom interior by RLM Décor and J.Q. Barnett. Large skylounge with 3 seating areas and great visibility. Full beam master suite with study and sitting area. Sundeck Jacuzzi and convenient elevator serving all decks.

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**MONTE CARLO | 40m (133') | Amels | 1988/2006 | 6,900,000 USD**

Dutch built with proven sea-keeping abilities includes two master suites, one on the main deck and the other below amidships. Many upgrades including a major interior refurbishing, mechanical upgrades, exterior improvements and much more.

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 Rob Newton | Ft. Lauderdale +1 954 463 0600 | [rob.newton@fraseryachts.com](mailto:rob.newton@fraseryachts.com)




**LADY ZELDA | 40m (130') | Christensen | 1993/2006**

Big interior volume with five guest cabins. Great exterior deck spaces. Very successful charter history. Recent refit at Delta: New paint, decks, interior and engine rebuild. \$1m price reduction by serious seller.

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**ANCHOR W | 35m (115') | Crescent Beach | 1997**

Her generous beam creates comfortable living spaces while providing more stability at sea or anchor. The interior woodwork and décor, with its understated elegance, reflects the high quality of the yacht.

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**HI BALL | 30m (98') | Westport | 1988/2001 | 2,495,000 USD**

This is a special opportunity to own a well known and respected west coast yachtfisher with a proven long range cruising record.

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**STEADFAST | 34m (112') | Barattucci | 1992/2005 | 4,950,000 USD**

Probably the best looking yachtfisher built! On deck master, beautifully maintained. Very capable yacht with nearly 100,000 miles in the past five years exploring waters from Chile to Alaska.

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**MEANDER | 25m (81') | Northern Marine | 2003**

Rarely does a vessel built to the quality of MEANDER become available in this size range. She was a finalist in the 2005 Superyacht Design Awards. Capable of world cruising in complete comfort and safety.

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**SUNDARA | 35m (115') | Karadeniz | 1994/2008 | 2,450,000 EUR**

Fabulous charter configuration including a flybridge, large on deck salon, Jacuzzi and large swim platform. Excellent condition in all areas. Outstanding value in today's market.

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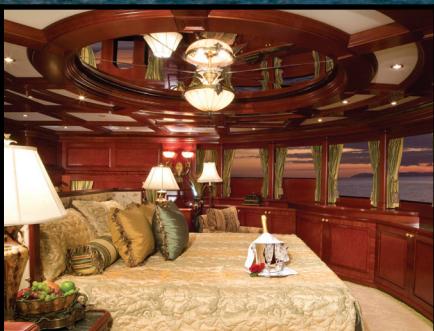


## MINE GAMES

164' (50M) TRINITY 2007

5 STATEROOMS | ALSO FOR CHARTER

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## **LADY LINDA** 157' (48M) TRINITY 2006

**5 STATEROOMS | PRISTINE CONDITION**

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**TEASE EM** | 18.29m (60') | Paul Spencer | 2006 | 2,350,000 USD  
 Powered with the highly desired economical Caterpillar C18 engines.  
 Top condition with many upgrades.

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**CHEVY TOY** 157' (48M) TRINITY 2004

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**TUSCAN SUN** 147' (45M) IZAR 2006

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**SANDY** 20.43m/66'9, Bertram, 2006

Mint condition, only 250 hrs on 2,000hp MTU's with extended 5-year warranty. The only Enclosed Bridge 4 SR boat available. Pipewelder's tower, top of the line equipped. Truly Turn Key. Captain maintained "like new"; pampered by meticulous owner – This is by far the best available Bertram 630 on the market. Submit Offers.

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## **CARPE DIEM 150' (46M) TRINITY 2002**

5 STATEROOMS • COMPLETE REFIT IN 2006 • CATERPILLAR ENGINES

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SHOW**



## **AT LAST 145' (44M) HEESEN 1990/2009**

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**TAJIN** 147' (45M) TRIDENT 1999/2000

6 STATEROOMS | MAJOR REFIT IN 2008

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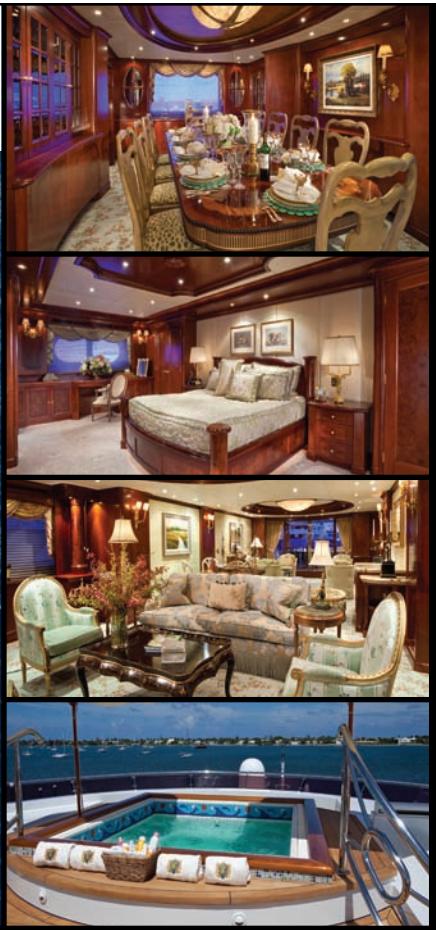
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**MI SUEÑO** 190' (58M) TRINITY-DELIVERY 2010.  
7 SR'S. C.A. Mark Elliott 305.794.1167  
C.A. Kevin Bonnie +33.616.39.1959



**J.R. NAVIGATOR** 173'6" (53M) FREEPORT 2000. 8 SR'S  
C.A. Mark Elliott 305.794.1167



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



**PIANO BAR** 157' (48M) PICCHIOTTI 1982. 6 SR'S  
C.A. Mark Elliott 305.794.1167



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



**BIG CITY** 141' (43M) TRINITY 2009. 5 SR'S  
J.C.A. Kevin Bonnie +33.616.39.1959



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



**MIA ELISE** 128' (39M) PALMER JOHNSON 2000.  
4 SR'S. C.A. David Nichols 954.682.6853  
C.A. Frank Grzeszczak 954.494.7096



**WHEELS** 124' (38M) TRINITY 2002. 5 SR'S  
C.A. Chany Sabates III 954.604.2253  
C.A. Frank Grzeszczak 954.494.7096



**TOTALLY NUTS** 121' (37M) HEESEN 2005. 4 SR'S  
C.A. Thom Conboy 561.441.6131



**DELICIOUS** 117' (36M) HATTERAS 1993/1994. 4 SR'S  
C.A. Frank Grzeszczak 954.494.7096  
C.A. Chany Sabates III 954.604.2253



**LUCKY SEVEN** 112' (34M) WESTPORT 2001/2002.  
4 SR'S. C.A. Jon Motta 954.882.6935  
C.A. Jim Eden 954.258.3434



**ANCORA** 111' (34M) LEOPARD 2007. 4 SR'S  
C.A. Kevin Bonnie +33.616.39.1959



**MONTY** 86' (26M) AZIMUT S 2005. 4 SR'S  
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C.A. Noell Vawter 954.391.3550



**JEANNIETINI** 75' (23M) LAZZARA 2007. 4 SR'S  
C.A. Brad Topovski 754.422 9781

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**NEWCASTLE 5500** 180' (55M) - DELIVERY 2010.  
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C.A. Jim Eden 954.258.3434



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



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



**MITSEAAH** 155'9" (48M) PENDENNIS 2004. 5 SR'S  
C.A. Bob McKeage 954.646.3090



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



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



**DOROTHY ANN** 126' (38M) TRINITY 2001.  
4 SR'S. C.A. Noell Vawter 954.391.3550



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



**MOSTRO** 120' (37M) PALMER JOHNSON 2000.  
4 SR'S. C.A. Frank Grzeszczak 954.494.7096  
C.A. Chany Sabates III 954.604.2253



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



**ARRIVEDERCI IV** 110' (34M) CANTIERI DI PISA 1998.  
4 SR'S. C.A. Frank Grzeszczak 954.494.7096  
C.A. Chany Sabates III 954.604.2253



**SHANA** 107' (33M) WORKBOATS NORTHWEST 1990.  
3 SR'S. C.A. Mark Elliott 305.794.1167



**MR. ED** 97' (30M) MAIORA 1992. 4 SR'S  
C.A. David Nichols 954.682.6853



**D-VERSION** 81' (25M) CHEOY LEE 1998.  
4 SR'S. C.A. Chany Sabates III 954.604.2253  
C.A. Frank Grzeszczak 954.494.7096



**TRANSITION** 74'8" (23M) DERECKTOR 1991.  
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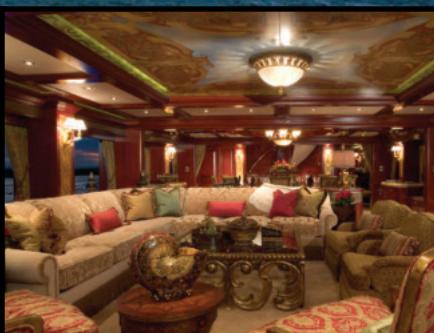
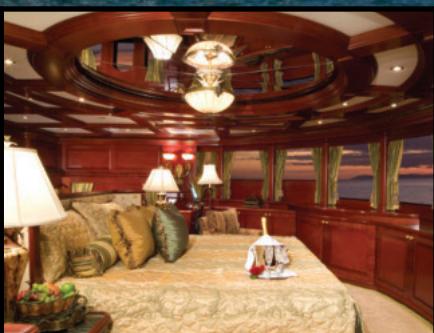


# MINE GAMES

164' (50M) TRINITY 2007

5 STATEROOMS | ALSO FOR CHARTER

For more information contact: Frank Grzeszczak 954.494.7096 | [fg@iyc.com](mailto:fg@iyc.com), or  
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## **LADY LINDA** 157' (48M) TRINITY 2006

**5 STATEROOMS | PRISTINE CONDITION**

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Chany Sabates III  
954.604.2253  
[csabates@iyc.com](mailto:csabates@iyc.com)



## **CHEVY TOY** 157' (48M) TRINITY 2004

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For more information contact: Frank Grzeszczak 954.494.7096 | [fg@iyc.com](mailto:fg@iyc.com), or  
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**TUSCAN SUN** 147' (45M) IZAR 2006

6 STATEROOMS | ALSO FOR CHARTER

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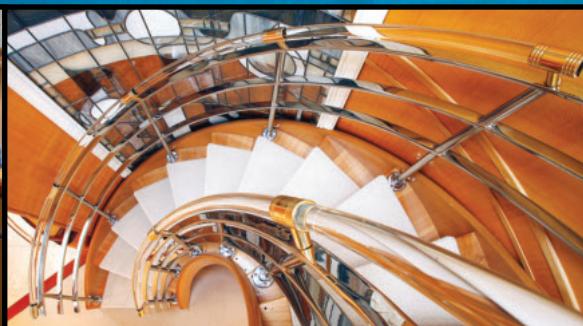
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## TAJIN 147' (45M) TRIDENT 1999/2000

6 STATEROOMS | MAJOR REFIT IN 2008

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**CAPRICE** 123' (37M) OCEANCO 1994/1998

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**MARSHA KAY** 118' (36M) TRINITY 1998

4 STATEROOMS • PRISTINE CONDITION • NEW CAT POWER

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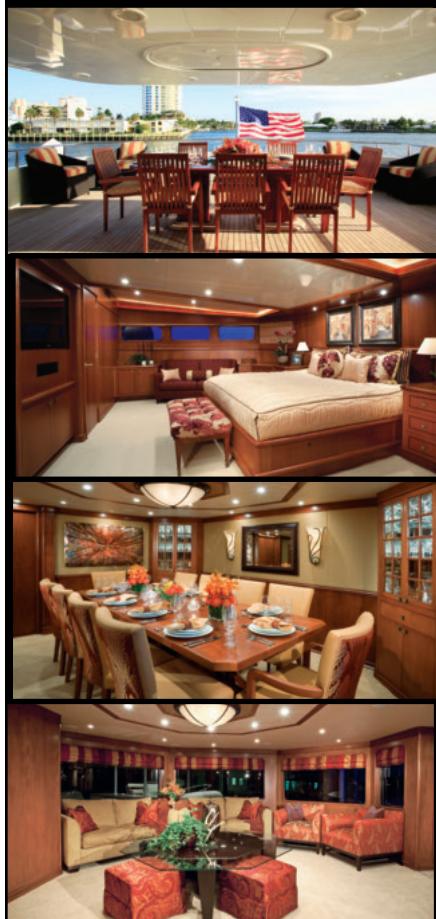


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**CARPE DIEM** 150' (46M) TRINITY 2002

5 STATEROOMS • COMPLETE REFIT IN 2006 • CATERPILLAR ENGINES

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**AT LAST** 145' (44M) HEESEN 1990/2009

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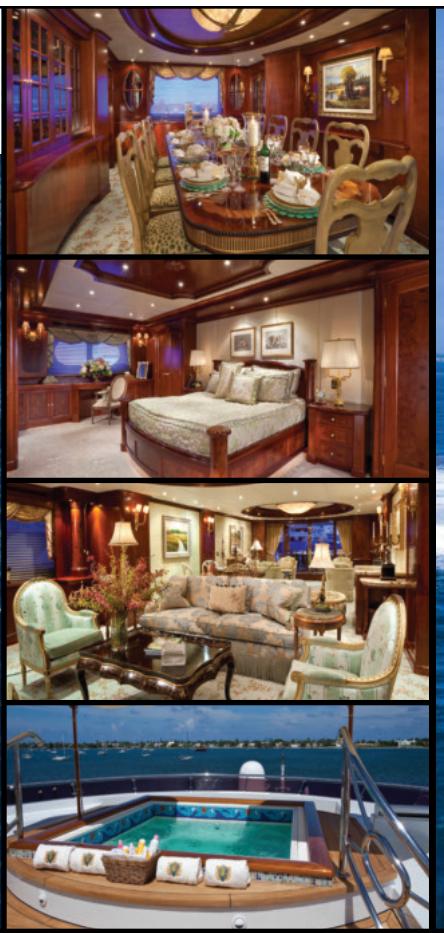
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## ONE MORE TOY 155' (47M) CHRISTENSEN 2001

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190' (57.9M) TRINITY 2010

**MI SUEÑO**

BEAM: 33'4" (10.2M) DRAFT: 8' (2.4M) CRUISE: 17 KTS MAX: 18.5 KTS  
FUEL: 22,000 GAL. (83,270 ltr.) POWER: 2X CAT 3516-CHD



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### GALLANT LADY // 168' (51M) FEADSHIP 2007

*The first Feadship launched under the Royal De Vries designation built with an interior construction using lightweight aircraft technology to ensure shallow draft. Eco-friendly yacht with advanced innovations including the environmentally safe Rochem bio-reactive waste sewage treatment plant to reflect the environmental commitments of her owner. Your opportunity to own a legend!*

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A very sturdy, seaworthy yacht. Exceptional transatlantic range. Accommodations for 12 guests. Recent paint job. Truly a unique modern vessel. Co-CA: Kevin Merrigan > +1 954 522 3344 > [kmerrigan@njyachts.com](mailto:kmerrigan@njyachts.com)



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**DEVOTION // 143' (43.5M) STERLING 1985/2008**

*Brand new interior with European craftsman styling. Brazilian hardwoods and Italian marble surfaces. A stunning Sterling Yachts hull originally of Texas and Bannenberg design. Partnership opportunity! CA: Gregg Morton > +1 619 226 3344 > gmorton@njyachts.com or Kevin Merrigan > +1 954 522 3344 > kmerrigan@njyachts.com*



**SEA BELLA // 85' (25.9M) AZIMUT 2009**

*Innovative, spatial design offers the choice of wide open spaces or total privacy. Elegant and contemporary interior, with beautiful wood floors. Priced to sell! CA: Mark Gibbons > +1 619 226 3344 > mgibbons@njyachts.com*

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Beyond the standard 31T: the lowered coach roof renders a lovely line; captive winches make sail handling a breeze; flexible pilothouse/upper salon can be open or closed. Lower salon leads aft to 4 staterooms for owner/guests and forward to galley and crew quarters. Gorgeous cherry interior, designed by renowned John Munford, creates a most luxurious atmosphere. Excellent condition!

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**SEVEN C'S // 124' (37.8M) DELTA 1996**

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**SCEPTRE //** 91' (27.7M) S&S CUSTOM KETCH BY CAMPER & NICHOLSON 1991

*Superyachts Best Design Award, 1992; 3 Owner/Guest staterooms plus separate crew cabins & lounge, simple sailhandling and serious sailing from this modern classic. Comprehensively refit 2008 with all structure, systems and cosmetics in top form. Asks only €1.9M. CA: Hank Halsted >> +1 401 965 3256 >> [hhalsted@nandj.com](mailto:hhalsted@nandj.com)*



## ON DISPLAY AT FORT LAUDERDALE INTERNATIONAL BOAT SHOW

**AVAILABLE //** 65' (20M) HODGDON 2009

*Tripp designed performance cruising yacht, easily handled, 3 strms, Lifting Keel, Carbon laminate construction, CE certified, superbly engineered and crafted. CA: Jonathan Chapman >> +1 401 474 4793 >> [jchapman@nandj.com](mailto:jchapman@nandj.com)*

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**SOVEREIGN //** 120' (36.5M) BROWARD 1993

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### CHEEMAUN // 72' (22M) NORTHERN MARINE 1998

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All Ocean Yachts is requesting input into a new design being developed with Luiz deBasto Design based on a proven series of Explorer yachts. The vessel has a steel hull and aluminum superstructure, 24' beam, 4000 nm range. Powered by A rated twin caterpillar engines she has twin generators, twin centerline anchors with 450' of chain, zero speed stabilizers, international power conversion and can carry two 22' tenders. She will be built to RINA and MCA class.



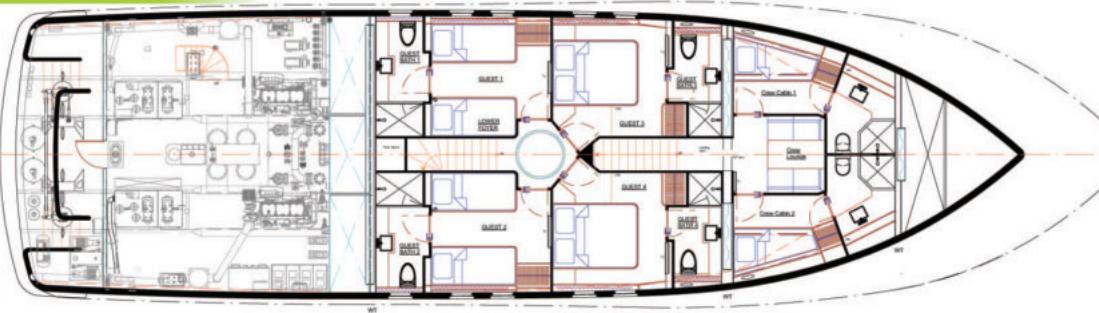
**Mission:** To be a true world cruiser with the ability to be operated by an owner with no or minimal crew or depending on layout up to 5 crew or staff and to have excellent separation of crew and guests. The crew can move from their quarters to the galley and up to the wheelhouse without intruding into the owner's areas. The 4 guest staterooms are accessed by a separate stair. The 4 rooms below in a 90' vessel means you have the option of changing one into an office/gym/class room, science center, shop, extra storage or any other use desired and still carry 10 guests with the option for two Pullman berths.

The mega yacht size Master is located on the main deck with panoramic windows, there are 2 walk in closets a large settee with TV a desk and dresser. The head has his and her sinks and separate toilet room and large shower. One question is, is this acceptable instead of separate his and hers heads? The trade off is less closet space, we would still have to have a shared shower. Also is a bath tub a must? It can be fitted but it will restrict other areas.



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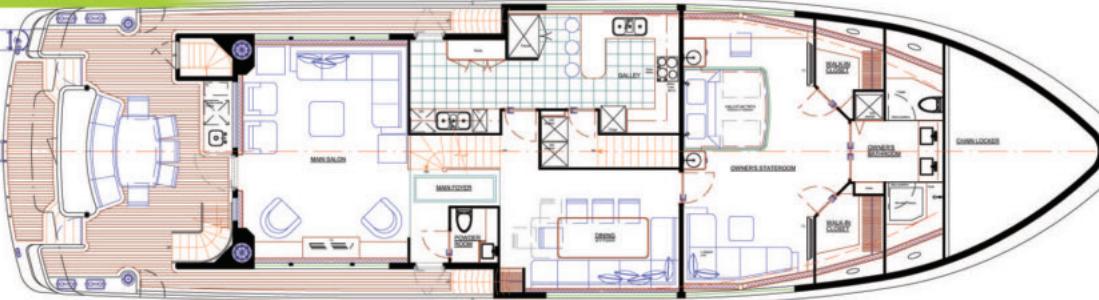
### LOWER DECK



The large galley is set up into two zones, a service area and a cooking area each with their own fridge/freezers. There is also a breakfast bar and a large pantry. Is a drop down panel between the galley and salon an advantage?

The galley has direct access to the separate dining area for 10, a highly unusual feature in a vessel of this size. The dining area is designed with a settee seating and chairs. This creates additional storage, more secure seating when underway in rough weather and another lounging zone when the vessel has a full complement of guests.

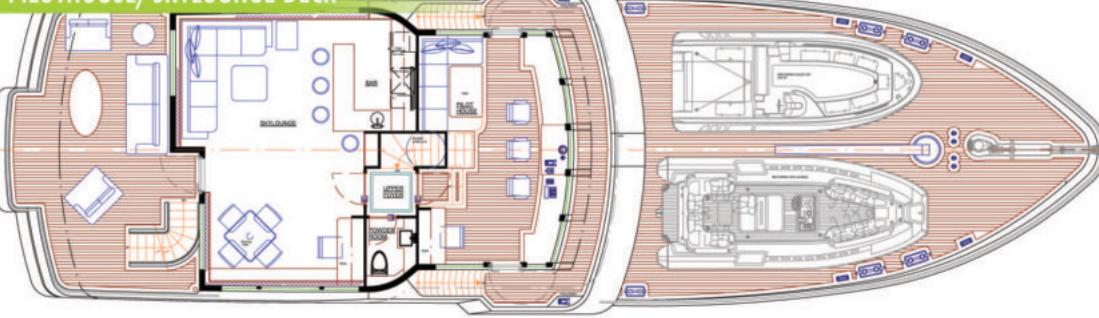
### MAIN DECK



The salon comfortably sits all 10 guests and has additional storage under the settee.

The pilothouse/flybridge deck has all the features of a very large yacht, a day head for guest and crew uses when on watch, a comfortable TV lounge, full bar, gaming area and a desk/office zone. This version of the wheelhouse has a large settee, nav station and large helm area. We also have a version with a captain's cabin behind the wheelhouse without the full bar in the skylounge.

### PILOTHOUSE/SKYLounge DECK



The flybridge has either a layout with or without a helm station. Both have a full bar, seating area, sunning area and Jacuzzi.

There are complete details and optional layouts available.

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Bradford Marine's Fort Lauderdale shipyard has a workforce of over 170 of the finest craftsmen and technicians in the industry who work with state-of-the-art equipment to provide the very best skilled service. They are world renowned for providing top-quality yacht paint jobs, among the best in the world. Their machine shop is equipped to straighten or

***Their covered slips can handle vessels up to 180 feet in length and 45 feet in height.***

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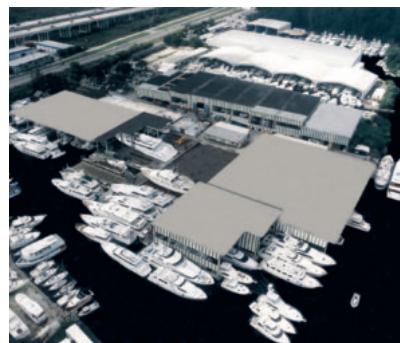
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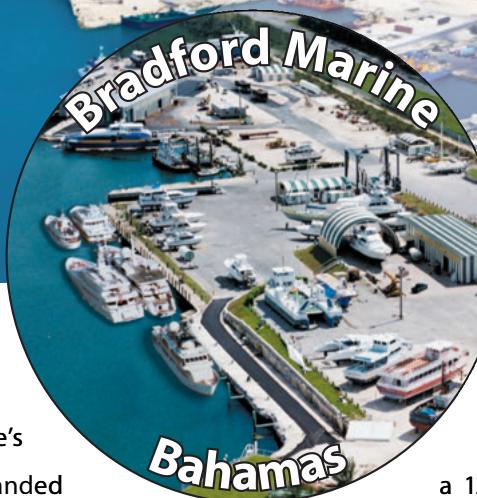
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deep-water shipyard. Bradford Marine Bahamas has a team of over 90 tradesmen, along with a 1200 ton floating dry dock to haul vessels up to 230 feet, a 150-ton Travelift™ to haul smaller vessels, and 2,000 lineal feet of dockage to service yachts and commercial vessels.

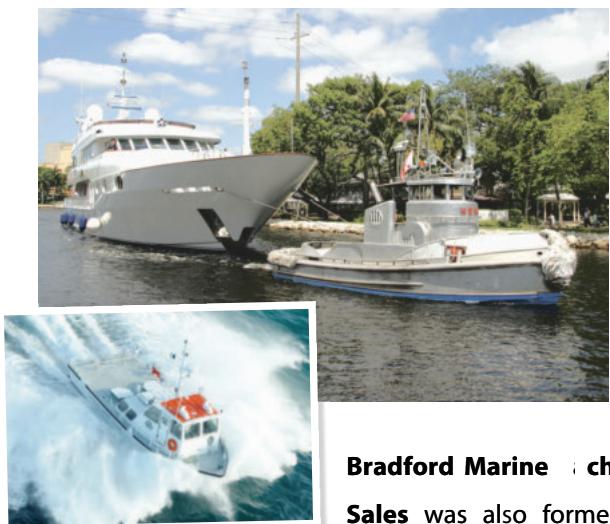
In 2009, Bradford Marine Bahamas signed a service agreement with its neighbor Grand Bahama Shipyard, to utilize its dry docks to haul the world's largest megayachts, regardless of length or weight. At Bradford Marine Bahamas' 2,000 feet of deepwater docks, these larger yachts can easily clear customs and immigration and be prepared for their haulout at Grand Bahama Shipyard. It's a much needed service previously unavailable in South Florida and the Bahamas. Combining both companies' resources and skilled work forces, Bradford Marine Bahamas has expanded its capabilities to provide the finest service to the world's largest mega-yachts.

*Diversified. Dynamic & Growing...**Here's more...*

In 2004, the Company opened **Bradford Marine Towing**, that provides towing and salvage services to the yachting community on the New River and South Florida waters. In 2006, **Bradford Marine Bahamas** formed a towing division that now provides these same services throughout the Bahamas.

*Next on the horizon...*

When asked what's next, Paul Engle, Bradford Marine's President, said, "Our management team is always evaluating new business opportunities, and we've challenged ourselves to stay innovative. Having a diversified, well-balanced, skilled company gives us a solid foundation to work from. This promotes flexibility and helps us stay ahead of our ever-changing industry." Mr. Engle added, "Bradford Marine has long stood for service excellence, and our goal is to continue to be a one-stop place for quality yachting-related service, sales, and charter needs."

**Bradford Marine Charter Sales** was also formed

in 2004 and has grown into a full service yacht sales and charter organization. With its unique undercover **Charter Showroom**, a Complimentary Dockage program for central listings and generous Listing and Charter Rewards programs, their expert sales and charter professionals have sold and chartered an ever-growing cadre of luxury yachts of all sizes. In addition, the Company provides professional services to the yachting community like naval architecture, charter management and more.

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in South Florida  
& the Bahamas****Full Service  
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Charter****Undercover  
Yacht Showroom****One Stop Place  
for All Yachting-  
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Upper Salon



Lower Salon



Master Stateroom

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Builder: **Riva**

Model: **Splendida 72'**

Refit: **ELBA Yachts**

Year: **2004/2009**

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Model: **Azimut 116'**

Year: **2010**

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92' Broward MY 1989  
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87' West Bay Sonship 2003  
Andrew Miles, C.A.



86' Burger MY 1981  
Central Agents



82' Jefferson 2004  
Andrew Miles, C.A.



80' Lazzara 2006  
Bryan Long, C.A.



80' Hatteras 2007  
Mark Peck/Claude Racine, C.A.'s



74' Jones-Goodell Pilothouse MY 1990  
Bryan Long, C.A.



74' Hatteras SD 2000  
Andrew Miles, C.A.



74' Hatteras 1998  
Mark Peck, C.A.



70' Azimut 2000  
Andrew Miles, C.A.



70' Viking 2007/2008  
Andrew Miles, C.A.



68' Ferretti 2003  
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1996 extension cost exceeds her present asking price! Recent upgrades include stairs to flybridge, recently re-built main engines, new electronics, etc. aft deck and extended Flybridge add substantial value. Call Jeff Stanley, Central Agent.



**HORIZON SAMPLES**

74' 2000	Twin helms, shallow draft, CATs.....	\$1,845,000
76' 2001	Shiny Navy hull, teak decks (above).....	\$1,595,000
76' 2006	Hide-away lower helm, MTU CRs.....	\$2,795,000

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**66' GRAND ALASKAN FLUSH DECK 2005**

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Low hours on 1676 hp CAT C-32s, 4 cabin/3 head layout, beautiful satin finish cherry interior, twin gensets, Pipewelder's tower, ice chipper drops ice into drink box, exterior FBG spiral staircase leads to bridge. Next 63' to be sold. Call Jim McKee at 954-232-2980



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### **NEPENTHE 110' 1987 Feadship Cockpit Motoryacht**



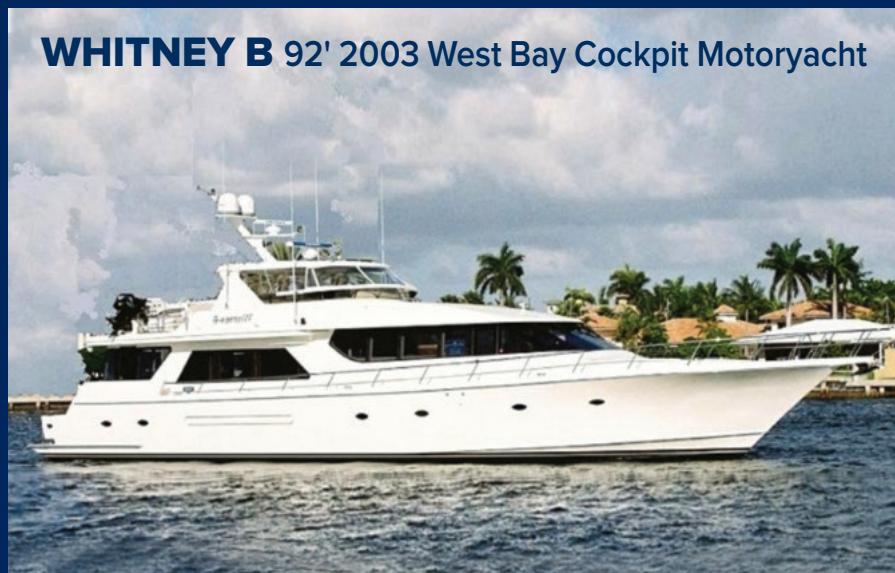
With an extensive refit in 2007/2008, she sparkles from exterior finish, outstanding interior appointments and flawless bright work to her spotless Engine Room. Showcasing an open air Aft Deck with casual dining, full walk-around decks, on-deck Study and comfortable 12 knot cruise with Trans Atlantic capabilities, NEPENTHE will appeal to the most critical and demanding yachtsman. Fully found and ready to cruise. For complete particulars call Wayne Cannava, Central Agent.



WHITNEY B has just completed a professional interior update. Her unique Main Deck one level layout features a custom air conditioned Aft Deck with informal dining, open Galley, traditional mahogany paneled Main Salon, full walk-around decks, aft Crew Quarters, reliable 3412 CATs, 1400 hp with 825 hours, bow and stern thrusters, and stabilizers. Exceptional condition, great styling in a pedigree yacht. Quality trades considered. Asking \$2,900,000. For full details, call Wayne Cannava, Central Agent.



### **WHITNEY B 92' 2003 West Bay Cockpit Motoryacht**



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# Tom George Yacht Group



"Kelly Sea" 112' Westport RPH, 2006



FOR CHARTER

See At The Fort Lauderdale Boat Show Pier 66 Slip B-41



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

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



FOR CHARTER



5 SR, 5 heads, 2 crew qtrs, twin MTU 16V2000/2000HP, low hours, new paint 2007, Crestron AV, marble and granite throughout. New tender, 2 Sea Doos. Located in Charleston, SC

"Khaki Blue" 100' Hatteras RPH, 2006



See At The Fort Lauderdale Boat Show Pier 66 Slip B-42



5 SR, 5 heads, and 3 crew SR, MTU 16V2000/2000HP, walk around deck house. Seller to consider all trades and offers. Low hours, ext warr. till 2011. Located in Ft Lauderdale, FL

"Daddy Rabbit" 77' Hatteras Convertible, 2009



See At The Fort Lauderdale Boat Show Pier 66 Slip B-38



Custom interior, 2 master SR, 2 BR, 4 heads, 16V2000/2400 HP, resin infused hull, teak deck, high end nav. and AV pack, night vision, ext warr. till 2013. 3000 gal fuel. Located in St Petersburg, FL

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## "Freedom" 64' Hatteras RPH, 2006



3 SR , 3 heads, plus aft crew qtr, C-30 Cat twin 1550HP, most well equipped and meticulously maintained 64MY on the market, Long Boat Key Moorings. Located In Sarasota, FL



## 60' Hatteras Convertible , 2002



3 SR, 3 heads, 3412E Cat twin 1400HP, desirable athwart ship master king, full tower, teak cockpit, like new cond., nicest 60 plus in its class. Located In Ft Lauderdale, FL



## "Oh Reely" 54' CV Hatteras 2004



3 SR, 2 heads, high gloss cherry int, twin 1000 HP C-18 CAT with CAT ESC warr., Maverick flats boat with davit on bow, lightly fished, all opt. Located In Ft Lauderdale, FL



## "Smile Maker" 51' SeaRay Sundancer 2002



2 SR, 2 heads, sought after Cummins QSM-11 engines, Legacy warr. until Nov. 2010. Dingy w/ hydraulic lift, new in Nov. 2007 cockpit canvas, eisenglass, and carpet. Located in Clearwater, FL



## "Svengali" 41' Express, Albemarle 2005



Cat C12 twin 700 HP , 30 knot cruise, marlin tower, cockpit air, fighting chair, lightly fished. Nicest 40 plus ft Express with a price that says sell!, Located in Boca Raton, FL



## "Fishin Machine" 60' GT Hatteras CV, 2008



3 SR, 3 heads, C-32 Acert 1800HP, ext warr., athwart ship master king, 40 + knot, full teak cockpit, all options, heavy AV & nav sys. Trades considered. Located in Ft Pierce, FL



## "Spencer's Toy" 56' SeaRay Motor Yacht, 2002



3 SR, 2 heads, CAT 3406E 776HP, teak cockpit, hydraulic swim platform, high tech camera system. Excellent condition. Owner is motivated to sell! Located in Dunedin, FL



## "Dingy Mon" 54' SeaRay 1999



2 SR, 2 heads, CAT 3196 640HP, hydraulic swim platform, new cockpit upholstery, canvas, eisenglass and carpet. Amazing value. Located in Clearwater, FL



## "Iron Trader" 45' Cabo Express, 2008



"Los Suenos Edition" 2 SR, MAN 1100HP CR. New updated VEEM 5 blade for easy 30 knot and efficient cruise. Teak cockpit and full tower. Loaded. Located in Costa Rica



## Hawker 750 2008 Brand New



Recently purchased, Nov 2008 from Raytheon, 100 hrs total time! Loaded, all options and comforts, will consider trades and possible financing. Located in Orlando , FL

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**MIRAGE, 132' HEESEN (1999)**  
5 stateroom enclosed photo se high speed M/Y. One of the fastest yachts in the world! Her meess nes are one of a kind. Three 3500hp MTI's. O de k master Sky nge  
**Contact John Ciullo**



**H-TERAS 80'**  
4 stateroom plus crew aft, Country kitchen layout, Enclosed sky lounge, Full beam master stateroom. 21.3' beam – 5.8' draft. TWO MAGNIFICENT 80's FOR YOU TO CHOOSE FROM  
**Contact Kevin McCarthy**



**GIGI, 97' HARGRIVE (2005)**  
5 state room a sed plothouse M/Y h g oss che y wood a d Absolute back g an te te o Lw 400hp C l's Na ad Stabilize s.  
**Contact John Ciullo**



**PERFECT LIFE 84' H-TESS (1997 98)**  
3 state room flybridge M/Y + crew a d walk aounds aft deck power ed by C i 34 2 Ls w/ ow hou s. Updated te on new part 07 bow th uset flybr dge Jacuzz tw gens a d HRO.  
**Contact Steve Bozas**



**AZIMUT 68S (2005)**  
The state room spo t M/Y. Low hou s a d captia ma ta ed 1360hp MAN's 36 kts many upg ades n pe fect cond to  
**Contact John Ciullo**



**LAUREN EL ZABETH 65' MARQUIS (2006)**  
3 stateroom p us crew flyb dge M/Y w th tw n 1550hp C l's 330 ho rs. Cleanest 65 Marquis current y on the market  
**Contact Kevin McCarthy**

## CONTACT:

**Mike Busacca**

954.609.8245

**John Ciullo**

954.494.1075

**Kevin McCarthy**

954.798.0969

**Steve Bozas**

954.646.5600

mbusacca@platinumyachtcollection.com

jciullo@platinumyachtcollection.com

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sbozas@platinumyachtcollection.com





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**LAZZARA 110' (2007)**  
5 stateroom cockpit M/Y. Gloss and satin cherry wood throughout. Full beam master stateroom w/full bath. Port, starboard and mid-VIP staterooms w/private, full baths, Twin 2000hp MTU's.  
Contact: John Ciullo



**NER 55 HATTERAS (2000)**  
3 stateroom sportfisher gloss maple interior or  
30 knot cruise rate 400hp Cummins  
fighting chair, Pewe deck, tow  
Contact Agent Kev McCathy



**SALUTE 54' SEA RAY (1999 2000)**  
2 stateroom cruiser with twin 660hp Cummins  
This boat is ready to cruise with every option, making this 54' the best in its class. Looks like it just came from the showroom  
Contact Agent John Ciullo



**XENA B, 44' REGAL (2007)**  
2 stateroom features twin Volvo D-6 diesels with IPS drives, low hours (225), generator, hard top, cockpit A/C, upgraded electronics. Shows new  
Contact Agent Steve Bozas



**JAMI, 48' SEA RAY (2006)**  
2 staterooms, use met up, sys maintained  
517hp Cummins with only 350 hours  
added by him and many added parts  
Best value in a 48' Sun dancer  
Contact Agent John Ciullo



**GABRIEL, 38' TARA (2002)**  
1 stateroom open mode. Tack a that sleeps four  
450hp 3126B Cummins  
Tow, 70 sq ft cockpit, open deck, a great fisherman  
NEW CENTRAL LISTING  
Contact Agent Kev McCathy



**MISS MALLOW, 77' HATTERAS (1989)**  
3 stateroom cockpit M/Y features custom  
oversized aft deck, low hours, major  
127 hours, bow thruster, two gens and new  
paint 05, interior upgrade  
Contact Agent Steve Bozas

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59' GB ALEUTIAN PILOTHOUSE M/Y 2007. Accommodates 6 guests in 3 staterooms. Twin CAT's, Cruise 20 knots, Max 24 knots. Contact Owner's Agent, David C. Lacz, (401) 641-2951 or dclacz@bartbrak.com.



52' SEARAY SEDAN FLYBRIDGE 2007. Low hours, plenty of electronics. Bristol Condition - great value. 3 well appointed staterooms and 2 large heads with sep. Stall showers. Contact Central Agent, Drew Donald (401) 855-2641 or drew@bartbrak.com



63' WHITICAR 1964 - One-of-a Kind! Superbly crafted teak interior, sleeps 4, full-width Master, guest staterom, each w/ pvt bath. Very seriously for sale. Contact Central Agent: David Lacz (401) 641-2951 or dclacz@bartbrak.com



53' CAT CAY 2004. Fine yacht elegance. Cat performance. Composite construction by Lazzara. Stunning space, amenities, finish, 2-3 s/r's, two heads w/ stall showers. Lavish galley, entertainment center. 5-zone AC/heat, 42 knot cruise, 500 mile range. Worldwide service support. AUTH. N.E. REPS. Contact Central Agent: Dick Thursby (203) 613-8381 or dickthursby@bartbrak.com



65' HALMATIC LIMITED M/Y 1967 [refit 2003] Complete Refit from hull to overheads. Engine Room is immaculate. Max 19 knots/ Cruise 13.5 knots. Sleeps 6 + full crew quarters fwd. Full Beam Master Cabin. Updated Electronics and Wiring throughout the yacht. Priced to sell. Contact Central Agent: Alex Clarke h (203) 722-3047 or aclarke@bartbrak.com



82' CNP Naumachos - 6,000nm range, Lloyds/MCA/RINA, full displacement/ steel hull, optional diesel electric hybrid propulsion system, 4 or 5 cabin layouts, completely customized interior, open build slot for June 2010 delivery - €4.7m. Contact Central Agent: Alex G. Clarke (203) 722-3047 or aclarke@bartbrak.com



40' GRAND BANKS, EAST BAY FB SEDAN 1997. Immaculate. 2 SRs - island queen, AC/Heat, Generator, Top Electronics including Sony PC/Nobletec. Many custom features. Efficient 370 hp Volvos average 15 gph total. Contact Central Agent, Dick Thursby (203) 613-8381 or dickthursby@bartbrak.com



61' MATHIS TRUMPY MOTOR YACHT 1938. Completely restored 1999-2003, including new bottom, tanks, etc by her present owners of 26 years. 3 staterooms w/ ensuite heads, plus crew quarters. "Sea Tabby" is a very special, unique yacht. Contact Central Agent, Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com



60' FD TRUMPY 1964. Beautifully maintained two owners stateroom w/ ensuite baths GM power, stabilized updated electronics, ready to cruise. Asking \$375,000. Contact Central Agent, Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com.



60' FLORIDA BAY COASTER 2000. Recent \$350k refit. 3 staterooms + crew, large interior and exterior volumes, great bay boat, listing price \$725,000. Contact Central Agent, Alex G. Clarke (203) 722-3047 or aclarke@bartbrak.com



57' TRUMPY M/Y 1962. Beautifully restored to near original condition. Bright work wood, interior redone, updated electronics. Owner will consider trades. \$385,000. Contact Central Agent: Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



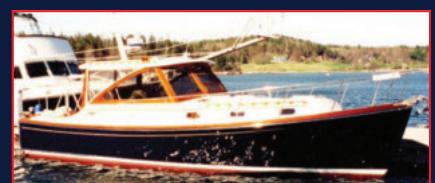
38' GRAND BANKS EASTBAY 1995. Accommodates four in air conditioned interior. Twin Cat 3208-325hp's. New bow thruster 2004, very well equipped. Many additions & upgrades 2004/2007. Contact Central Agent: Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com



36' HINCKLEY PICNIC BOAT 1996. Brightwork recently redone. Maintained in yacht condition PRICED TO SELL. Contact Central Agent: Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



36' LITTLE HARBOR EXPRESS, 1996. Twin 335 HP Cummins produce speeds to 30 knots. Well equipped and maintained. Realistically priced. Contact Central Agent Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com



36' ABLE 1999. Wonderfully conceived & beautifully executed down east gentleman's yacht. Winter stored indoors & maintained in fresh water since new. Twin 370 hp Cummins diesels, 210 hrs. 24kt cruise/ 30kt top. Top of the line systems throughout. OWNER WANTS SOLD! Contact Central Agent, Dick Thursby (203) 613-8381 or hdickthursby@bartbrak.com

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116' AZIMUT 2005/2009. 5 Staterooms plus crew. 2 MTU16V2000 series M91, 2000 HP each. 1500 hrs. Contact: David C. Lacz (401) 641-2951 or dclacz@bartbrak.com



112' WESTPORT 2001. Country galley. Full beam owner's stateroom. VIP plus two guests. Large saloon. Jacuzzi. MUST Sell. Contact Central Agent, David C. Lacz, (401) 641-2951 or dclacz@bartbrak.com



132' WESTSHIP 2000. Owner's s/r on main deck + 4 spacious cabins below, ensuite. 1 cabin converted into a gym. Exterior refit. MTU 12V396TEs. New bow thruster. New Nautica 22'. New Trac on anchor zero speed stabilizer. Contact Central Agent David C. Lacz (401) 641-2951 or dclacz@bartbrak.com



72' BURGER M/Y 1988: Sleeps 6 guests in three en suite staterooms and crew area. Complete Awlgrip paint on hull 2008. C. Raymond Hunt design, striking lines. Powered by twin M.A.N. 2842LE diesels, 760 hp. 50 hrs. SMOH. Contact Central Agent, David C. Lacz: (401) 641-2951 or dclacz@bartbrak.com



87' BROWARD MARINE 1996. 6 guests in 3 comfortable s/r's. Lg owner's s/r w/private entrance. Refurbished galley w/all new appliances. Extended seating outboard & aft w/cushions & canvas covers. 2xDetroit Diesel 12V92 DDECs, 900hp. New Atlas shorepower converter. Contact Central Agent David C. Lacz (401) 641-2951 or dclacz@bartbrak.com



90' DEREKTOR EXPEDITION M/Y1979, 3 Owner's s/r's include en suite master s/r. Twin CAT 3408, 500 hp ee., transatlantic range, stabilized. Complete enclosed flybridge designed & built at Derektor's, along with new exterior paint job, new swim platform. MUST SEE. Contact Central Agent David C. Lacz (401) 641-2951 or dclacz@bartbrak.com  
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126' VAN LENT FEADSHIP 1982. A magnificent yacht with a rich history and world cruising pedigree. Extensively refit over the last four years. Engines majored in September 2009. New paint and soft goods. Her condition reflects the owner's fastidious attention to detail and unstinting financial commitment. A classic masterpiece. Contact Dick Thursby (401) 846-7355 or dickthursby@bartbrak.com



105' & 115' CNP Naumachos - 7,500-9,000nm range, Lloyds/MCA/RINA, full displacement/steel hull, optional diesel electric hybrid propulsion system, 4-5 cabin layouts, 24ft. tender, delivery available for 2010 - €9.5-10.5m. Contact Central Agent: Alex G. Clarke (2043) 722-3047 or aclarke@bartbrak.com



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



94' FERRETTI CUSTOM LINE 2002. Distress Sale. Recent yard period including paint. Four staterooms (on deck master) plus crew. 21/26 knots from MTU 16V 2000 M90's - 1,800 HP each. Two 32kw generators. Zodiac Jet Tender and WaveRunner. Spa of flybridge. Call Tom Babbitt (401) 447-2373 or tbabbitt@bartbrak.com



85' MATHIS YACHT BUILDING COMPANY HOUSEBOAT 1935. Refit: 2002. John Trumpy Design. Full width owner's s/r-ensuite. 2 guest s/r's. All new updated galley Large pantry. Coast guard approved for 80 passengers + crew. Perfect for day, evening or term charters or a special yacht for family use. Magnificent vintage masterpiece, fully restored. Contact Central Agent, Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



74' PAINE DESIGN, KANTER 2004. High quality long range aluminum motor yacht. Proven offshore capability. Caterpillar power and Northern Light generator. Three double staterooms and heads. Very special. Contact Central Agent, Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com



72' TRUMPY HOUSEBOAT 1972. Professionally maintained, in beautiful condition. 3 ensuite double s/r's. Crews quarters for 3. Updated electronics, new décor. On deck galley. Ready for a new owner to move aboard. Contact Central Agent, Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



71' TRUMPY FLUSH DECK M/Y 1939. "ELEANOR" evokes the charm and prestige of a by-gone era. With a near original interior and exquisite care, she is most desirable. Three s/r's plus crew. Lovely teak aft deck. "ELEANOR" has enjoyed a recent refit and mechanical rebuild. This is a spectacular offering in a pre-war Trumpy. Contact Central Agent, Tom Babbitt (401) 447-2373 or tbabbitt@bartbrak.com



66' CHEOY LEE LRC 1994. with full walk around and 5 staterooms. She has been continuously updated including Maple interior, new galley with all stainless appliances and teak and holly flooring. Cherry master stateroom and new master head in 2009. New exterior paint in 2004/2005. Contact: Tom Babbitt (401) 447-2373 or tbabbitt@bartbrak.com

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174'/53M Oceanfast 2004 **SEA BOWLD\***

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295'/90M Corsair 2008 **NERO\***



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



212'/64M Amels 2007 **MY SHANTI\***



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



204'/62M Feadship 2000/07 **FORTUNATO\***



183'/56M Benetti 2005/09 **ALLEGRO\***



174'/53M Proteksan Turquoise 2008 **VINYDREA\***



170'/52M Benetti 2001/09 **QUANTUM OF SOLACE**



168'/51M Feadship 1993 **ENTERPRISE V**

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164'/50M Hakvoort 2006 **JeMASA\***



164'/50M Schweers 1986 **SHANDOR\***



157'/48M Christensen 2005 **NICE N' EASY**



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



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



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



151'/46M Vicem 2010 **VICEM 46M\***



150'/45M Trinity 2003 **MY IRIS**



145'/44M Heesen 2007 **ONE O ONE\***



142'/43M Marinteknik 1994/07 **GRIFF**



128'/39M Oceanfast 1990/08 **BEELIEVER**



127'/39M Feadship 1986/06 **GOLDEN RULE**



126'/38M Trident 1999 **SAVOY**



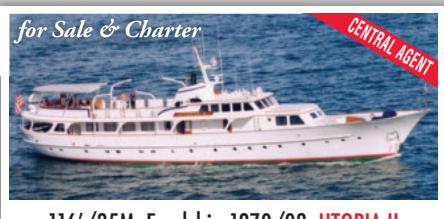
125'/38M Broward 1989/03 **SHOWTIME**



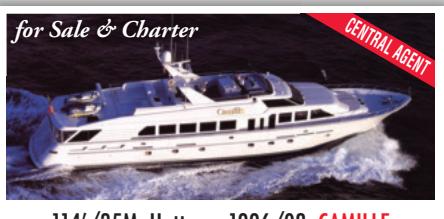
120'/36M Benetti 2007 **MAMMA MIA\***



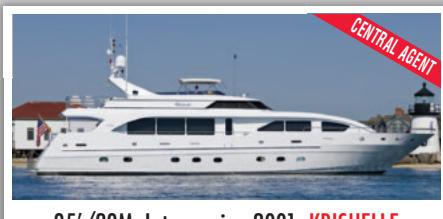
118'/35M Broward 2000 **DOUBLE G**



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



114'/35M Hatteras 1996/08 **CAMILLE**



95'/29M Intermarine 2001 **KRISHELLE**



76'/23M Lazzara 1999 **IMPETUOUS**



62'/18M Azimut 2003 **URANES\***

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Energy and fuel efficient . . . Classification RINA Charter Class and MCA.



125' Palm Johnson Motor Yacht 2003 . . . Huge main salon in American cherry with Cuban mahogany highlights . . .  
Five spacious staterooms including a full-width, on-deck master . . . Interior and exterior refit in 2008 . . . In class, Lloyds and MCA compliant . . .  
Zero speed stabilizers, passerelle, dive compressor, tender, toys and more . . . Truly a "must see" . . . Seriously for sale.

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John Todd  
Julien Efenbein  
Ron Tedeschi



116' (35m) Burger RP H/Y 2005

Spectacular interior! 4 staterooms plus crew. Twin CAT power with low hours. Med-ready systems include passarelle, Atlas, Quantum hydraulics, hi capacity watermaker, waste treatment, night scope, etc. Flawless condition. Central Agent.



106' (32m) Burger Raised Pilothouse M/Y 2004

Caterpillar diesels. Stunning dark oak interior. Spectacular "country kitchen" galley main deck forward. Every conceivable option. Special warranty offer. Owner will consider smaller yacht trade. Central Agent.



127' (39m) Burger Tri-Deck M/Y 2003

Six staterooms plus excellent crew quarters. Full amenities for long range cruising including zero speed stabilizers. Elevator across from main deck to sun deck. Lightly used. Estate sale situation with "must sell" mandate. Tremendous opportunity!

106' (32m) Burger Flush Deck M/Y 1998  
Owner of Burger Boat Company's Personal Yacht!

Spacious wide beam yacht with 3 staterooms plus a convertible office. Separate crews quarters. Lengthy list of updates including most electronics and many engine room details. Absolutely fresh and ready to go in all respects.

Offered with special one year limited warranty.



122' (37m) Burger Tri-Deck M/Y 2002

Beautifully executed tri-deck with fresh paint, DDC/MTU 12V4000's, an elegant Dee Robinson interior with four guest staterooms and on deck master. Ready for long range cruising. Central Agent.



107' (33m) Burger Raised Pilothouse M/Y 1998

Wide beam, large volume yacht with 4 stateroom layout plus generous crew quarters. Natural cherry woodwork throughout. Maintained to perfection by long time yachtsman. Estate sale. Central Agent.



85' (26m) Burger Flush Deck M/Y 1999

Pride of the fleet. Exquisite condition. Interior a work of art. All of Burgers talent is combined here. Open aft and walkaround decks. Generous flybridge with hardtop. Low hours on finest engines. Totally equipped. Central Agent.

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## BEOTHUK



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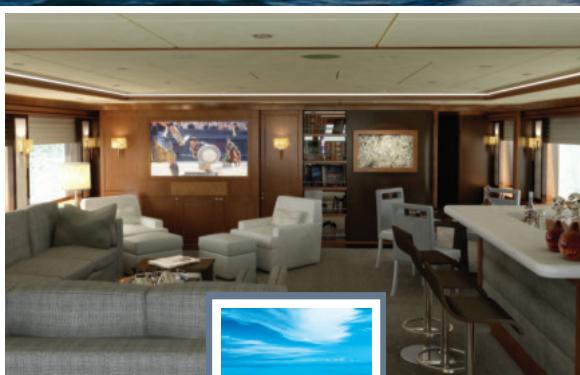


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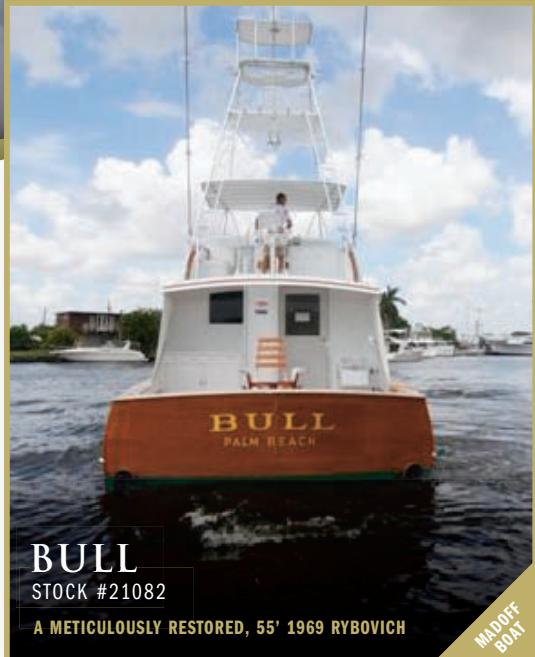
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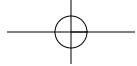
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Natale Russo - [nrusso@aimmedia.com](mailto:nrusso@aimmedia.com)

#### RESEARCH DIRECTOR

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#### NORTHERN, CENTRAL & EASTERN EUROPE MARINE ACCOUNTS ADVERTISING MANAGER

Alexandre Lombard Zepellini - Tel.: +33 153 86 89 06  
[a.lombard@luxmediagroup.com](mailto:a.lombard@luxmediagroup.com)

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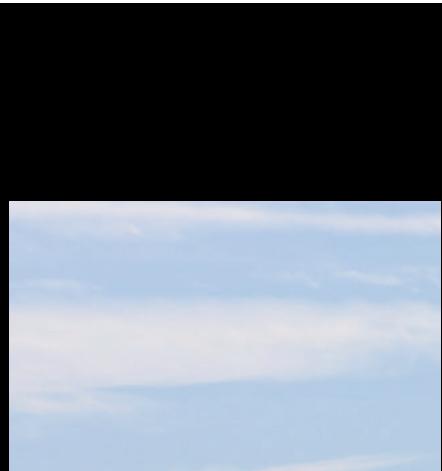
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