

YACHTS

INTERNATIONAL

A World Apart

PATRICK KNOWLES DESIGNS
THE ULTIMATE VACATION RETREAT
ABOARD **ISA'S 63M** FLAGSHIP



190' TRINITY
MI SUEÑO
DEEP LUXURY,
SHALLOW DRAFT

AMELS 171
BEL ABRI
NORWAY GETAWAY

BERTRAM 800
GENTLEMEN,
LET'S GO FISHING!

PLUS

INTO THE WILD
THE CHANNELS OF CHILE

THE RYBOVICH STORY
BUILDING BOATS AND A LEGACY

Expect space. Expect beautiful view. Expect perfection.

EXPECT RESPECT.





70

NEW DESIGN REVEALED

SORAYA 70 boosts spacious salons with astonishing 3,6m high ceiling & full-height windows, 6m swimming pool overlooking the sea, owner's deck with over 50m2 terrace, an impressive 10m diameter helipad and more superb features of this brand new concept. Dynamic and modern, yet timelessly elegant lines are contrasted by vertical glass section - a dramatic visual statement and functional asset of the latest design by SORAYA and UNIPELLÉ studio.

SORAYA
— YACHTS —

ONE NEW
YACHT WILL
APPEAR AT
THE MONACO
YACHT SHOW





50 METRES
(CLUE)

SKY IS A NEW 50M STEEL YACHT FROM HEESEN. A YACHT SO FULL OF NEW IDEAS THAT MONACO
WILL HAVE A BREATH OF FRESH AIR. TO INSPECT SKY PLEASE TELEPHONE +31 (0)412 66 55 44
WWW.HEESENYACHTS.NL SALES@HEESENYACHTS.NL





OCEAN ALEXANDER®
BY *Christensen*

RESET YOUR EXPECTATIONS

120

An alliance of strengths can change everything.

Evan K. Marshall has endowed the 120 with the spaciousness of a much larger boat, including an enormous master stateroom on deck and an observation pilothouse with adjoining captain's cabin. Christensen brings its formidable finesse and skill to the build, and it comes ABS/MCA certified. Ocean Alexander has engineered every detail, generously fitting the 120 with world-class components, systems, luxury finishes, and the smooth, safety-conscious performance you've grown to expect from us.

Our obsession has hit a brand-new stride. Find out where it can take you.



EVAN K. MARSHALL
US NAUTICAL

800-815-4081 | WWW.OCEANALEXANDER.COM

SEATTLE, WA FT. LAUDERDALE, FL MIAMI, FL NEWPORT BEACH, CA STURGEON BAY, WI ANNAPOLIS, MD PUERTO RICO PANAMA



The NORDHAVN 86



Visit nordhavn.com for a list of fall boat shows which feature Nordhavns on exhibit.

NORDHAVN
POWER • THAT • IS • OCEANS • APART

WHERE LONG RANGE
MEETS LUXURY.



40 43 47 52 55 56MS 60 62 63 64 68 72 75EYF 76 78 86 120

Pacific Asian Enterprises • 34179 Golden Lantern, Suite 101 • Dana Point, CA 92629
949.496.4848 Fax 949.240.2398 www.nordhavn.com

ULYSSE NARDIN

SINCE 1846  LE LOCLE - SUISSE



BLACK SURF

SELF-WINDING CHRONOMETER CERTIFIED MOVEMENT.

WATER-RESISTANT TO 200 M. 18 CT ROSE GOLD CASE.

AVAILABLE ON RUBBER STRAP WITH CERAMIC ELEMENTS.

LIMITED EDITION OF 500 PIECES.

MONACO YACHTSHOW
20thYS

CONTENTS

October 2010



84
102



- 14 **SeaKeepers** A glitzy gala onboard *Alfa Nero* kicked off a full program of fundraising events to support the International SeaKeepers Society's serious commitment to the oceans
- 21 **MAKING WAVES**
Industry news from our international correspondents
- 51 **FALL BOAT SHOWS**
Cannes Boat & Yacht Show Sending the opening salvo of the busy boat show season, the show attracts many new models; we bring you a sampling of the boats expected there
- 65 **Monaco Yacht Show** This annual milestone for the megayacht sector is now 20 years old and everyone wants to be there
- 81 **First Person** Oceanco recently changed ownership; we interview Chairman Mohammed Al Barwani and Marcel Onkenhout, the newly appointed CEO
- 84 **DEBUT**
Q 52 Speedy and maneuverable, this stylish Vripack-designed 52' tender built in Holland proves quite a performer
- 88 **Texas T** A serious vessel, packed with innovations, this custom-built passagemaker will soon charter in the Asia Pacific region
- 94 **Bertram 800** Bertram's new flagship confirms that it is possible to combine fishing with other fun activities such as diving, cruising and entertaining
- 102 **ONBOARD**
Predator 84 We feel the wind onboard a Sunseeker Predator 84 equipped with arneson drives



158
134
110



- 110 COVER STORY**
This stunning long-range 63m yacht, ISA's new flagship, was custom built and designed to be the ultimate getaway
- 122 Trinity Mi Sueño** The first of a new wide-beam series, this yacht features functionally inventive use of space and a Patrick Knowles interior
- 134 Amels 171 Bel Abri** A meticulously crafted yacht of *Bel Abri*'s caliber is not a common sight in Norway, but this brand new charter yacht may have set a trend
- 146 CHARTER BUSINESS**
If you're planning to list your yacht on the charter market for the first time, here's what to expect
- 152 ENCORE**
SuRi Another refit transformed this former escort vessel into a gifted long-range cruiser designed for exploration and family fun, now available for charter in the Pacific
- 158 DESTINATION**
Tom Zydler brings us an account of his 1,000+-mile journey from Ushuaia and Puerto Montt onboard the 94' *Whale Song*, a trip he says is a challenge but a feast for the eyes
- 168 Rybovich** A gifted Old World carpenter started an adventure in boat building several generations in the making; the saga inspired a loving tribute and collectors' book
- 174 DESIGN FORUM**
Interior designers from both coasts tell us what inspires them as they toil in the service of their clients

SL³⁹

Available now



Feadship offers the chance to enjoy a brand new Feadship without having to wait several years. The third SL39 "GO" offers great volume and supreme quality you only find on Feadships.

FEADSHIP
ROYAL DUTCH SHIPYARDS

Feadship Holland: Henk de Vries – Bas Nederpelt +31 297 388 900
Dick van Lent – Koos Zitman +31 252 547 123 | info@feadship.nl
Feadship America: +1 954 761 1830 | info@feadshipamerica.com | www.feadship.nl

SUTHERLAND®



Available to interior designers and
architects through fine showrooms
+1 214.638.4161

SUTHERLANDFURNITURE.COM

Peninsula Lounge Chairs & Occasional Table
designed by Terry Hunziker

NEW YORK | LOS ANGELES | DANIA | DALLAS | CHICAGO | HOUSTON
ATLANTA | BOSTON | DENVER | PHILADELPHIA | SAN FRANCISCO | SANTA FE | SEATTLE | WASHINGTON DC
AUSTRALIA | BELGIUM | CANADA | FRANCE | HONG KONG | JAPAN | MEXICO | NETHERLANDS
NEW ZEALAND | SPAIN | SWITZERLAND | TURKEY | UNITED ARAB EMIRATES | UNITED KINGDOM
CUSHIONS IN PERENNIALS® HIGH PERFORMANCE OUTDOOR/INDOOR FABRICS | PERENNIALSFABRICS.COM

PARVIS PISCINE • QP24 • EMAIL: ONLINE@DAVIDSUTHERLANDINC.COM

EDITORIAL



LITTLE COMPETITION IS HEALTHY FOR BUSINESS. But there is much to be gained from sensible cooperation, even in the context of competition. Plus, in a business world in a state of flux, you never know if today's competitor won't be tomorrow's ally. On that note, we recently welcomed Gary DeSanctis, who joins Karlene Pack as publisher of *Yachts International Magazine*. The two of them make a dynamic duo. Karlene focuses on events, such as the star-studded fundraiser onboard *Alfa Nero* to benefit our partners at the International SeaKeepers Society. Gary has already put his boundless energy to good use on the business side. Until recently, he was publisher of a competing title in the small world of big yacht magazines. We ran into him frequently at events and shows. He seemed to be everywhere and, more importantly, always pleasant. Try as you might, it was hard to dislike him even as he had the potential to divert business from us. Whenever we met him, he would make a point of saying hello. A smile on his face, a twinkle in his eye, he would approach, peer from the top of his thin-rimmed silvery glasses and extend a firm handshake. Then, he'd say something like, "The magazine looks great." So when the door swung open one morning and he walked into our office, it was easy to say, "Welcome—it's great that you're here".



Cecile Gauert EDITOR IN CHIEF

SOIRÉE FOR THE SEAS

A STYLISH BENEFIT FOR THE INTERNATIONAL SEAKEEPERS SOCIETY ONBOARD THE ONE-AND-ONLY ALFA NERO

PHOTOS: Renaud Jourdon and Claude Charvin



Yachts International hosted a sizzling-hot party to raise awareness for the International SeaKeepers Society aboard the one-and-only 82m Oceanco *Alfa Nero*. The May 21 gala event was the "it" party to wrap up the Cannes Film Festival. Swank J Craft tenders and private boats brought the "crème de la crème" to *Alfa Nero*, moored a few feet away from the famed Croisette. A delectable spread of the ocean's bountiful gifts, champagne and music greeted arriving guests, royalty, yacht owners, film stars and marine industry movers and shakers. Designer-clad ladies forfeited their spike-heeled Jimmy Chos to join the fun on several decks. The condition of our oceans is a serious matter, but what better way to create good will and raise funds to bolster the organization's scientific initiative? *Alfa Nero*, made available by its gracious owners, was in many ways the perfect venue: exclusive and stunning, the yacht also is able to gather valuable scientific data as it cruises around the world.



Oceanco, builder of iconic superyachts, installs its units aboard all of its new builds.

The International SeaKeepers Society was founded 12 years ago by Paul Allen, Steve Forbes and other yacht owners. Its mission is to provide real-world scientific solutions to the problems plaguing our seas. SeaKeepers Chairman Michael Moore and CEO Dean Klevan hosted the party along with *Yachts International* Publisher Karlene Pack, Editor At Large Jill Bobrow and Peter Vogel of Triple S. The *Alfa Nero* party was the first of a series of high-profile events that *Yachts International* and the International SeaKeepers Society have planned for the coming months. Mark you calendar for the "Bal de la Mer" to be held September 23rd in Monaco. An in-depth interview with Chairman Michael Moore is featured in *Yachts International's* August edition, now available online at yachtsmagazine.com.

For additional information or to contribute, please visit seakeepers.org.







YACHTS INTERNATIONAL MAGAZINE

IN CONJUNCTION WITH

The International SeaKeepers Society

AND

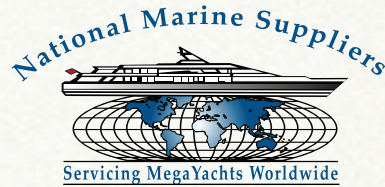
Triple S

WOULD LIKE TO THANK THEIR SPONSORS FOR MAKING THE MAY 2010 EVENT ONBOARD ALFA NERO A RESOUNDING SUCCESS. THEIR CONTRIBUTIONS MADE ALL THE DELICIOUS FOOD, DELECTABLE CHAMPAGNE, MUSIC, LIGHTING, FIRST-RATE TRANSPORTATION AND IMPECCABLE SERVICE AND ORGANIZATION POSSIBLE.

THEY ARE:

Gold Mesopelagic Sponsors:

IYR / THE CHARTER CLUB
MANSUETO
NATIONAL MARINE SUPPLIERS



Silver Bathypelagic Sponsors:

BLACK RIVER CAVIAR
J CRAFT
LIVESTYLE ENTERTAINMENT
MARSH
RONI FLEURS
TRIPLE S EVENTS



Bronze Abyssopelagic Sponsors:

BELVEDERE
CRAGGY RANGE
CREW NETWORK
DECO FLAMME
ECELLENCE IN SERVICE
GL EVENTS
GLOBAL BARTENDING
MAJESTIC BARRIERE
QUANTUM LEAP DESIGN GROUP
STELLA BEER
THE WINE GUIDE
VO. CONCEPT



CRAGGY RANGE



Quantum Leap Design Group



HOTEL MAJESTIC BARRIERE CANNES

FOR INFORMATION AND FURTHER SPONSORSHIP OPPORTUNITIES, PLEASE CONTACT KARLENE PACK, CO-PUBLISHER AND VP OF EVENTS FOR YACHTS INTERNATIONAL VIA E-MAIL: [KARYACHTS@AOL.COM](mailto:karyachts@aol.com)

Save the date...



Bal de la Mer

TO SAVE THE SEA

Presented by
Yachts International Magazine

Monaco Yacht Show, September 23, 2010

For more information, in the U.S.,
contact Karlene Pack, Yachts International Magazine,
karyachts@aol.com

In Europe, contact Peter Vogel, Triple S,
peter@tripleSconsultancy.com



A 501(c) 3 not-for-profit marine conservation charity.

www.seakeepers.org



YACHTS
INTERNATIONAL



DONALD
STARKEY
DESIGNS

YACHT INTERIORS
AND
DESIGN CONSULTANTS



47.5M KINGSHIP

REFINED ELEGANCE
FOR TODAY

Under 500 gt



Donald Starkey Designs
Azure Engineering



Top Asian Yacht Builder | ISO 9001 | 2008 | Lloyds & MCA

info@kingship.com | www.kingship.com


KINGSHIP

DONALD
STARKEY
DESIGNS
YACHT INTERIORS
AND
DESIGN CONSULTANTS



47.5M KINGSHIP

REFINED ELEGANCE
FOR TODAY

Under 500 gt



Donald Starkey Designs
Marine Engineering



Asian Yacht Builder | ISO 9001 | 2008 | Lloyds & MCA

@kingship.com | www.kingship.com



{ MAKING WAVES }



FAMILY DAY



FRAMURA 2



LADY LAU

Codecasa shows range New launches have distinct personalities

Cantieri Navali Codecasa's 185th year is proving fruitful. Before summer, the historic shipyard in Viareggio, Italy, already had launched three stunning new yachts: 65m *Family Day*, 45m *Framura 2* and 65m *Lady Lau*.

"I promised myself to give birth to a special boat, with a strong personality," said shipyard owner Fulvio Codecasa when *Family Day* was launched. Indeed, the 213' yacht has a distinctive profile. The original bridge deck layout incorporates a large exterior lounging area with spa pool forward and a dining salon with a table for 16 guests where the skylounge typically would be. Anna Maria and Franco Della Role collaborated with the owner on *Family Day's* modern, uncluttered interior design, in harmony with the yacht's contemporary exterior styling.

Next to launch was the Andre Bacigalupo-designed Codecasa 45 *Framura 2*, the open series' new flagship. This 148' yacht includes a large flybridge with helm and alfresco dining for up to 10 guests. The main deck features a hydraulic sunroof, and an automatic awning shades the bow seating area. Spacious crew quarters lie in a new location aft. *Framura 2's* interior décor, created by Anna Maria and Franco Della Role in collaboration with Margherita Gozzi, juxtaposes dark wengé wood and light ivory leather. The yacht also showcases a new Australian gyro stabilizer for increased

comfort at anchor. Three 2,400 hp MTU main engines mated to two KaMeWa 71 S3 water jets and a booster KaMeWa 63 B3 propel the yacht, which has a maximum 32-knot speed in light displacement mode.

Also 65m in length, *Lady Lau* is very different from *Family Day*. This displacement yacht features a more traditional styling, and the classic interior incorporates mahogany joinery and a variety of marbles. An owner's suite occupies the upper deck; two guest staterooms and a staff cabin lie on the main deck, with a fourth guest cabin on the lower deck. "The owner expressly asked to have each room in a different style: Thai, Chinese, Egyptian [and] minimalist, so to be able to host his many foreign guests in an even more comfortable atmosphere," said Codecasa's Roberta Bartali. Two Caterpillar 3516B engines provide a 17-knot cruise and give *Lady Lau* a transoceanic range of 5,000 nm at 12 knots.

Codecasa isn't resting on its laurels. Before summer 2011, the shipyard plans to launch Hull C 116, a new Codecasa 51 (similar to *Emelina*) and the first Codecasa 42 Vintage series (Hull F 73). More new designs are in the works, including a 50m open motoryacht with aggressively modern lines. Meanwhile, the Codecasa Due shipyard is building Weather Rescue Boats for the Italian Coast Guard.

FOR MORE INFORMATION, VISIT CODECASAYACHTS.COM



Perini Navi's first motoryacht *Exuma* to be seen in Monaco

Perini Navi, renowned Italian builder of super sailing yachts, has just launched its first motor yacht. The 50m *Exuma* is an efficient long-range cruiser, the first of three sold sisterships, born of the collaboration between Vetruius Ltd, Philippe Briand and the Perini Navi Group. With the official launch of this yacht, there has also been a reorganization of Italian Shipyards; Cantieri Navali Beconcini, the La Spezia yard where *Exuma* was built and christened, has been renamed Picchiotti. Perini plans to dedicate this yard to the construction of its line of motor yachts. A gala event held during the summer marked the christening of *Exuma* and the newly organized Picchiotti yard. A full report on this exciting new yacht will follow in our next issue.

FOR MORE INFORMATION: PERINAVIGROUP.IT; VETRUVIUSYACHTS.COM

Tracking the oil spill SeaKeeper 1000 now supports hydrocarbon sensors

The International SeaKeepers Society has responded to the oil spill crisis in the Gulf of Mexico. The non-profit organization's SeaKeeper 1000 (an oceanographic and atmospheric data acquisition system) with the addition of special sensors, can help scientists track those now infamous "plumes" of dilute hydrocarbon (oil) spreading from the collapsed Deepwater Horizon oil rig, an event that may last long after the leak is capped. The Society's engineering partner, YSI Inc., and the University of South Florida helped adapt proven sensor technology from Turner Designs Hydrocarbon Instruments, Inc. to work in conjunction with the SeaKeeper 1000.

SeaKeepers corporate partner, Carnival Cruise Lines, has agreed to underwrite installation of sensors on three of its cruise ships. Cruise liners, commercial ships, private yachts and smaller vessels equipped with these units and sensors can help collect valuable data supporting oceanic scientific research, such as temperature, salinity and now traces of oil. "The more data that can be gathered from the open and coastal waters of the West Coast of Florida, the Keys, and the East Coast of the United States, the better equipped scientists will be to provide answers on the effects of the oil spill," said SeaKeepers President Dean C. Klevan.

FOR MORE INFORMATION, VISIT SEAKEEPERS.ORG



More Princesses in America Viking Sport Cruisers to show new models

Viking Sport Cruisers and Princess Yachts International are planning impressive displays for the upcoming Fort Lauderdale International Boat Show and the 2011 Miami Yacht & Brokerage Show, including six models never before shown in the U.S. The two companies also recently announced a joint effort to "re-brand" their product line in this part of the world. Since 1995, when Princess and Viking Sport Cruisers first formed their strategic marketing alliance, all Princess models built in the U.K. and exported to North America, Central America and the Caribbean were sold under the Viking Sport Cruisers' umbrella. Starting with the 2011 model year, boats sold in these markets will sport the Princess brand name. Viking Sport Cruisers (a division of Viking Yachts) remains sole distributor of the Princess lines (including V class, flybridge and Motor Yacht series) in these markets and will continue providing sales and service support through its extensive dealer network. In 2008, Princess raised its international profile by becoming part of the LVMH family of luxury brands. And 2010 saw the debut of several exciting new models, soon to be seen in America.

FOR MORE INFORMATION VISIT VIKINGSPORTCRUISERS.COM



WHEN YOUR EXPECTATIONS ARE HIGH



ODESSA

PHOTO BY STEPHEN CRIDLAND



Work in progress at Dunya Yachts Lifting the veil on *Blade*

While work progresses on Turkish shipyard Dunya's 72m "Red Square" (DY003), the shipyard has released a few details of this interesting 88m project, which was developed in conjunction with Ken Freivokh Design. The design is pleasantly unconventional. Shell doors opening into platforms and extensive use of glass help bring the guests in contact with the marine environment. A pool, surrounded with glass, will span two decks. The owners will enjoy a private deck, located at the top for expansive panoramic views. If work is required, outstanding office space will no doubt make it a more than tolerable experience. Guests will also enjoy several salons, a skylounge and gym facilities. In the unlikely event they'd run out of things to do, the yacht's large garage has room for a vast array of toys and several auxiliary vessels, including a 12m cabin tender and a 10m sports tender. Plus, for longer trips offshore, the yacht's bow will accommodate a helipad. The shipyard has not released specifications at this time.

FOR ADDITIONAL INFORMATION, VISIT DUNYAYACHTS.COM

Composite rewards Christensen signs new contracts

Christensen Shipyards recently received an order for two 50-meter yachts. The yachts' exterior styling will feature raised forward full-shear bulwark and vertical pilothouse windows, as other vessels in Christensen's 50m Custom Series, including *Casino Royale* and *Odessa* (pictured). Known (for now) as "Perfect Pursuit" and "Deputy Dog," the yachts will feature custom interior designs, including joinery and stonework crafted in-house. Identical in layout, each voluminous yacht will accommodate up to 12 guests in supreme comfort. The American owners intend to have the vessels U.S.-flagged. The yachts will be built in all composite to ABS + AI AMS standards.

Christensen Shipyards applied its composite boatbuilding skills to the renewable energy market with success. Seattle Business magazine and Impact Washington recently rewarded the newly created Renewable Energy Composite Solutions (RECS) with their 2010 Manufacturing Innovation of the Year Award in the midsize company category. Sister company RECS, located in Vancouver, Wash., manufactures wind turbines and hydrokinetic composite components.

FOR MORE INFORMATION, VISIT CHRISTENSENYACHTS.COM

LENGTH: 164' (50M)
BEAM: 29' 6" (9M)
DRAFT: 7' 9" (2.36M)
GROSS TONNAGE (APPROX.): 550 TONS
RANGE: 4,300 NM
POWER: DETROIT DIESEL 12V 4000



CODECASA 51



CODECASA



Atlantic Yachts selects Nobiskrug Rolls-Royce design and engineering

Launching a new project in this climate may seem daring, but for some this is the perfect time to succeed through innovation and solid thinking. Paul Madden is the founder of Florida-based Atlantic Yachts. He has selected well-known partners for an interesting 85m project combining a pre-engineered platform and custom interiors signed by the biggest names in yacht design. Recently, German shipyard Nobiskrug GmbH announced it had been selected as the European builder of NVC 85Y, a superyacht project Atlantic Yachts developed in collaboration with Rolls-Royce Marine. "The German-built version of the NVC 85 Y is all about design, technology, safety at sea, and comfort," Madden said. "Rolls-Royce Marine's design team in Norway has worked diligently with us to create a yachting platform without equal." Rolls-Royce designed and tested the hull form and will provide all power and propulsion systems. NVC 85Y's interior design will be built in accordance with the owner's wishes. Accommodating 12 guests and up to 22 crew and staff, the project is designed to have all the necessary certificates and outfitting for worldwide operations. Killian Yacht & Ship Brokers is representing this new line of yachts to the brokerage community.

FOR MORE INFORMATION, VISIT ATLANTICYACHTS.US OR KILLIANYACHT.COM

More signs of *Eclipse* World's largest yacht will never be out of touch

Blue Ocean Yacht Management selected MTN Satellite Communications, which specializes in providing communications to remote locations worldwide, along with partners Jetstream and e3 Systems, to provide VSAT services for the 557-foot MY Eclipse, an e3 Systems press release said.

The superyacht's state-of-the-art communications system seamlessly supports Internet, voice and data services, online trading and IPTV using The Jetstream media hosting solution, no matter how far it may voyage. VSAT system installation provider e3 Systems has been MTN's Master Maritime Service Partner (MMSP) since 2005.

FOR MORE INFORMATION, VISIT SEAMOBILE.COM

News from Feadship's yards Evolution and expansion

The next generation of the De Vries family has taken over the directorship of the 104-year-old Feadship Koninklijke De Vries Scheepsbouw yard in Aalsmeer, the Netherlands. The first De Vries yard was started in 1906 and has been run by a continuous line of family members ever since. The five-member board overseeing the shipyard now includes Rob and Roderick de



Tom De Vries

Vries in addition to three experienced directors from outside the family. Managing Director Tom De Vries (who is responsible for production and quality at the shipyard) and CEO Henk De Vries (who oversees sales and other business areas) can now devote their full attention to the entire De Vries Group, which consists of two Koninklijke De Vries yards in Aalsmeer and Makkum plus subsidiaries Slob, Akerboom, STI Engineering and ITS.

This summer, another of Feadship's shipyards, Royal Van Lent, announced plans to expand its historic footprint on Kaag Island. Due to the limited space, the yard will have to go underground in order to build even larger yachts.

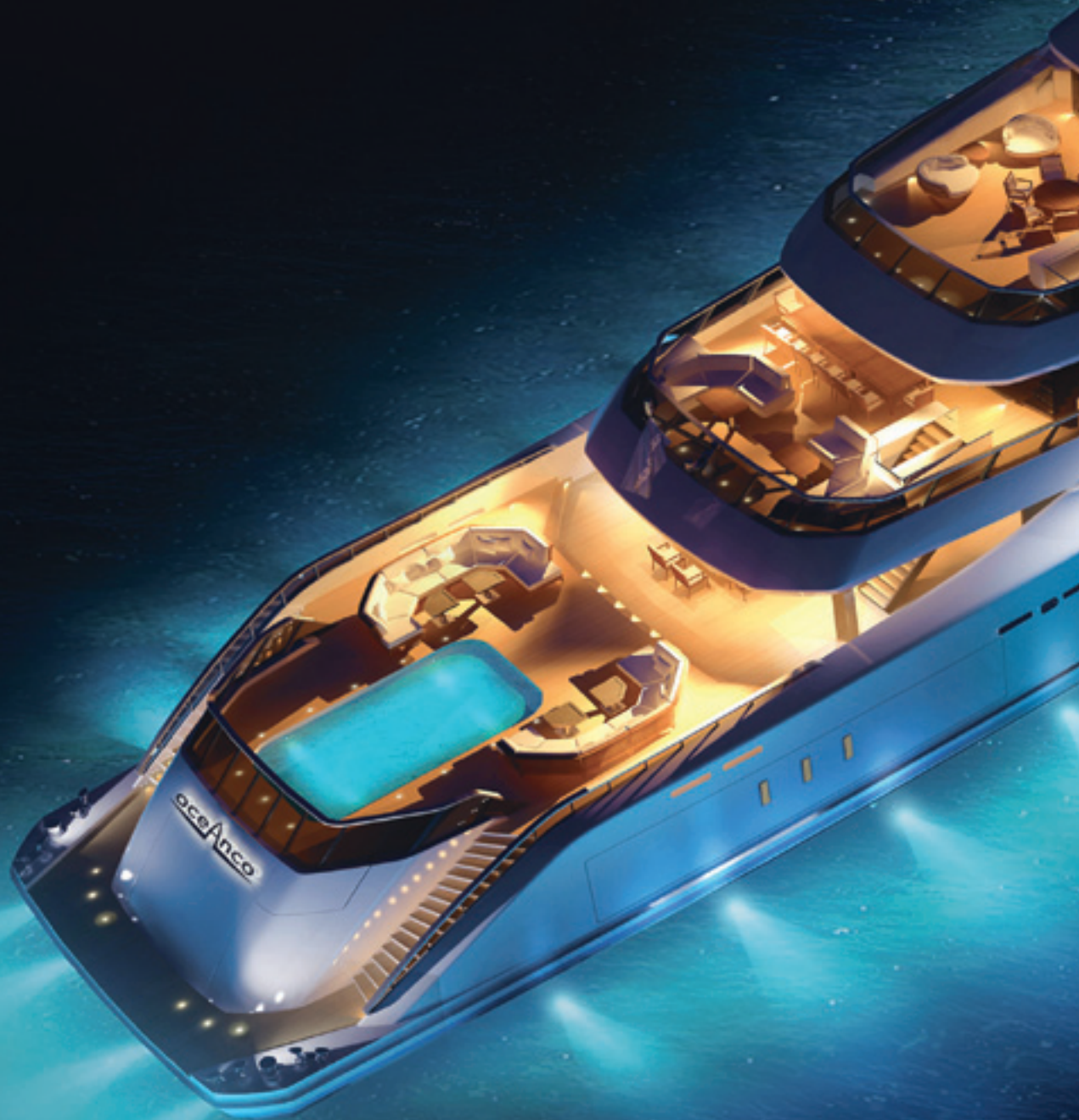


Henk De Vries

Several construction projects are planned, including modernizing and expanding one of the yard's two slipways downwards in order to accommodate yachts over 60m. Royal Van Lent also will oversee widening the locks in the nearby town of Gouda and the bridges in Oude and Nieuwe Wetering with an expected completion date of 2012.

FOR MORE INFORMATION, VISIT FEADSHIP.NL

Imagine...



Delta to complete 151' Project Monarch Cat Financial is providing support

This custom megayacht, which boasts exterior and interior styling by Jonathan Quinn Barnett, will finish construction at the Delta Marine shipyard in Seattle. Caterpillar Financial Services Corporation (Cat Financial), with whom Delta has enjoyed a long working relationship, will provide financing for Project Monarch, which was started at Northern Marine in Anacortes, Wash.

The motoryacht's wide beam provided Barnett with a large interior canvas. "The interior for this yacht will be a great departure from any of my previous work," the designer said. "We have developed a modern approach to the detailing using traditional satin paint finishes, almost with the appearance of being 'hand brushed'." Design highlights include a parchment-paneled and mirrored stainless steel staircase, a four-deck elevator and a skylounge with a turn-of-the-century "gentleman's club" feel.

Project Monarch's flared hull has a hard chine to deflect spray and a high sheer line forward of amidships. Its bulbous bow increases efficiency. Powered by twin Cat 3512 B series engines, the yacht will reach speeds of up to 21 knots. It is ABS- and MCA-certified and wheelchair-navigable.

**FOR MORE INFORMATION,
VISIT DELTAMARINE.COM**

LOA: 150'8" (46.2m)

BEAM: 30'9" (9.4 m)

DRAFT (HALF LOAD): 7'0" (2m)

DISPLACEMENT: (HALF LOAD): 320 LONG TONS

ENGINES: 2 X CAT 3512B @ 2,250 BHP

MAXIMUM SPEED: 21 KNOTS

FUEL CAPACITY: 12,500 U.S. GAL. (47,300L)



Burger launches Sea Owl The 142' custom yacht has impeccable credentials

Custom designed and built for an experienced American yachting family, the 142' (43.3m) trideck motoryacht had its first taste of water in Manitowoc, Wisc. The Burger design team, Vripack Engineering and Andrew Winch Designs collaborated on the design and construction of this full-displacement yacht. Nautical and traditional, *Sea Owl* features several varieties of teak, hand-carved wildlife motif as decorative elements and an elegant staircase with hand-woven leather banister. Alfresco dining on two separate decks, a hot tub and outdoor wicker sun lounges combine with built-in seating and sun pads to provide the ultimate in relaxation. A garage holds tender and water toys, freeing up deck space for other leisure activities. Caterpillar engines rated for maximum continuous operation power the yacht, equipped with zero-speed stabilization. Desalination, fuel oil purification, waste treatment, and oil water separation systems allow the vessel to operate independently and responsibly.

FOR MORE INFORMATION, VISIT BURGERBOAT.COM

Westport launches Global Response Cutter GRC-43 makes case for composite

Westport Shipyards recently returned to its commercial roots with the launch of the Global Response Cutter (GRC-43). Built utilizing Westport's advanced composite construction methods, the GRC-43 series-built patrol vessel offers U.S. and foreign agencies a number of benefits over aluminum and steel craft, including superior weight-to-strength ratios, thermal advantages and non-corrosive properties, while significantly reducing maintenance costs and increasing operational on-station time. The GRC-43 was built to meet U.S. Coast Guard requirements using ABS rules for high-speed craft.

FOR MORE INFORMATION, VISIT WESTPORTYACHTS.COM/COMMERCIAL



PANORAMA ITALIANO



BRUNO MAGLI

THE ITALIAN INGENIOUS AND TWO HUNDRED YEARS OF EXPERIENCE SHAPED THE PERFECT PROCESS TO MAKE YOUR DREAM COME TRUE.

FINCANTIERI

YACHTS



ITALIAN ART ON THE SEA

Viale San Bartolomeo, 446 - 19126 Muggiano (SP) Italy - Phone +39 0187 543 238 e-mail: fincantieriyachts@fincantieri.it

Eel Kant joins Jongert

Eel Kant, most recently with Oceanco, is the new managing director of the Jongert Shipyard BV. Kant's extensive background includes 16 years with Royal van Lent, following experience in the commercial shipbuilding industry. Kant, whose career saw the development and launch of many prestigious motor yachts says he is looking forward to devoting more attention to sail boats, which have largely contributed to Jongert's reputation. "It is obvious that I have never said it out loud, but to be honest, as far as I'm concerned there should be a mast on a yacht and sails are not only for show, but should be used as often as possible! I, myself sail a small sailing yacht and seize every opportunity to go out on the water. At Jongert's, where beautiful sailing yachts and motor yachts are being built, I really feel at home," Kant said.

After facing difficulties exacerbated by the financial crisis, Jongert was acquired by a syndicate that includes the VeKa Group. Recent launches at Jongert include the yard's first large motor yacht, the 3900 *Lucia M* and the Jongert 2400 *Uisge Beatha* (or water of life).

FOR MORE INFORMATION,
VISIT JONGERT.COM



MCP's big project Hemisphere 140 features Vripack touch

Brazilian shipyard MCP Yachts will soon embark on the construction of its largest ever yacht. The Hemisphere 140 is a 42.5-meter aluminum tri-deck motoryacht and likely the largest all-aluminum motoryacht to be built in Latin America to date. Dutch naval architecture firm Vripack worked with MCP's in-house design and engineering teams to create a semi-displacement vessel capable of transoceanic voyages, while providing a 19-knot top speed with twin Caterpillar 32 ACERT main engines. They gave the Hemisphere 140 a well-thought-out interior layout featuring a full-beam master suite with a meeting room and his-and-hers heads sharing a central Jacuzzi. Lower-deck guest accommodations include four large, equivalent suites and a private laundry, making this yacht well suited for charter. Offered with an average build time of just 24 months, the Hemisphere 140 has Lloyds Register hull certification and MCA/MI Commercial compliance is an available option. Hull one is slated to started cruising in 2012.

FOR MORE INFORMATION, CONTACT MCPYACHTS.COM.BR

LOA: 139'6" (42.5M)
BEAM (MAX): 26'11" (8.2M)
DRAFT (MAX): 6'11" (2.1M)
FUEL CAPACITY: 9,246 GALS. (35,000 L)
FRESH WATER CAPACITY: 2,133 GALS. (8,000 L)
TOP SPEED: 19 KNOTS
CRUISING SPEED: 15 KNOTS

Florida Boat Sales-Use Tax Cap Legislation seems effective as stimulus

A new legislation capping the Florida sales-use tax on boat purchases took effect this summer. The measure seems to have had the desired effect on reviving a sluggish marine industry, which sustains many jobs in the State of Florida (220,000 by some estimates). "We've already seen the effects of the Sales Tax Cap legislation with a flurry of [yacht purchase] closings immediately following enactment of the bill on July 1st," said Bob Saxon, chief executive of the Florida Yacht Brokers Association, whose membership's lobbying efforts helped to pass the bill. "As important is the fact that many of those owners who opted to pay the sales tax also have elected to keep their yachts in Florida waters which, in essence, was the theme behind this important legislation. It's not only about collecting sales taxes that have eluded the state in the past, but about support for the yachting and boating infrastructure in terms of marine industry jobs," he said. \$18,000 is the new maximum tax on boat sales. In the past, a six percent sales tax was applied to the full purchase amount of a boat, creating a big disparity with other states or regions with more favorable policies.

FOR MORE INFORMATION, VISIT FYBA.ORG



NOBISKRUG

| ABU DHABI MAR

Masterpiece of craftsmanship. Made in Germany.

| M/Y JAMAICA BAY:

Traditional motor yacht designed by Felix Buytendijk, delivered in 2010.

Length: 60 m | Beam: 11.4 m | Draft: 3.5 m

www.nobiskrug.com



4 | 5,267 | 2,052 | 4,500 | 2,450 | 3,302 | 5,641 | 3,567 | 1

First a vision.

Then a statement. And finally, a new level.

50 | 3,302 | 5,641 | 3,567 | 1,005 | 2,548 | 3,204 | 4,292 |



78,4m Motor Yacht
EMINENCE, launched 2008

Phone: 49-(0)421-67 33-531
Fax: 49-(0)421-67 33-115

www.abeking.com
e-mail: yacht@abeking.com

ABEKING & RASMUSSEN





Attessa IV A sneak preview

This spectacular 330' yacht is *Attessa IV*, the new incarnation of the old *Evergreen* (see *Top 100* – August 2010). The project, three and a half years in the making, will culminate in the October 1, 2010 unveiling in Vancouver, B.C., Canada. Reconstruction work, which included a hull extension and complete interior and exterior redesign by Glade Johnson Design, was carried out at the Washington Yachting Group. The yacht was brought to Lloyds and MCA class.

Soraya Yachts New design revealed

Soraya Yachts continues construction of its 152' yacht, due to debut in early 2010. Meanwhile the company has released an image of its next project, the Soraya 70. The company, building yachts in Turkey under parent company Gentech's name, once more turned to young designer Jure Bukavec of Uniellé, whose Slovenia-based design studio collaborated in the design of the sleek-looking Soraya 46, featured in past issues. The larger sistership shares a few traits with hull #1, including sleek, modern and slightly aggressive lines. Like the Soraya 46, it features a helipad on the foredeck. But the increased size allows for even more interior volume. High ceilings and full-height windows will emphasize the size of the salons. An eye-catching 20' swimming pool overlooks the ocean from its location on the main aft deck. The owner's deck features a sizeable private terrace.

FOR MORE INFORMATION, VISIT SORAYAYACHTS.COM



Palmer Johnson's 50m benchmark First PJ 170 launched

Palmer Johnson recently launched the first PJ 170, known as PJ-501, for a repeat client. Her looks are sure to attract attention as she cruises the Mediterranean. Aggressive lines, large round portholes, an open foredeck area with lounge and pool and a vertical bow (for a "dry ride") give this aluminum yacht a distinctive personality. Aside from its looks, the PJ 170 features technical advancements, including, for the first time in the large sports series, dual Gyro stabilizers. Two more yachts in this recently introduced series are already under construction. Three-D modeling and modular construction ensure a relatively quick delivery time. Although it is the largest sportyacht PJ has launched to date, there is more to come with two 210' sportyachts already under construction. "This significant launch certainly cements Palmer Johnson's Sportyacht concept by passing the 50-meter benchmark and further confirms the appeal of the Sportyacht genre," said company President Mike Kelsey.

The PJ Sportyacht era began in 2004 with the 120' *Cover Drive*. The "family" has continued to grow with the 135, 150, 170 and 210 models, all developed in conjunction with Nuvolari-Lenard. The Nuvolari-Lenard design studio also worked with Palmer Johnson on a completely different yacht, the 82m PJ World. This steel-hulled long-range explorer currently is under construction in Norway.

FOR FURTHER INFORMATION, VISIT PALMERJOHNSON.COM



To achieve perfection,
we are prepared to invest a great deal of time. But not your time.

68m Motor Yacht
Aviva, launched 2007

»»» Admittedly, when it comes to figures, calculations and deadlines, we are extremely precise. But that is the only way to create a yacht that fully lives up to the strict expectations of our clients.

Phone: 49-(0)421-67 33-531
Fax: 49-(0)421-67 33-115

www.abeking.com
e-mail: yacht@abeking.com

ABEKING & RASMUSSEN



Wally tells more about WHY Smaller model introduced

If the Wally WHY, first unveiled last year, raised eyebrows and questions, it is a project well worth pursuing as far as Wally is concerned. Wally, in fact, has continued to work on the series, perfecting its initial design and releasing details of a second, smaller project in this revolutionary yacht series, designed for “unprecedented stability, unparalleled volume and sustainability”. Wally has signed a business partnership with YCO and Yachting Partners International (YPI) to market the WHY series.

As part of an intensive R&D program, which included construction of a full-size mockup, Wally's design team has perfected the original WHY 58x28 concept. For instance, the “Venetian blind” sliding roof that supports photovoltaic panels was flattened to maximize efficiency. The wheelhouse deck has a new layout featuring two guest lounges along with cabins for the captain and first officer. The upper and owner's decks feature increased interior volume to accommodate a master suite, two double cabins and six guest staterooms, for up to 16 guests in total. The designers also reduced the gradient of the on-deck promenade and widened the swimming pool by moving the helipad slightly aft.

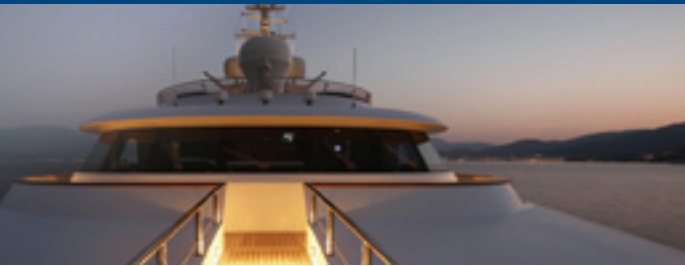
Norwegian naval engineer Roar Ramde, along with naval architects Mauro Sculli and Claudio Cicconetti worked on the new WHY 37x24 (37m long by 24m wide). It has three decks and accommodates up to 10 guests and 15 crewmembers. Target price for the smaller WHY is between 42 and 46 million euros. One shipyard in the U.S. and two in Europe will have the opportunity to bid on the new project.

FOR MORE INFORMATION, VISIT WALLY.COM



COMPLIANCE, ADMINISTRATION AND CREW SOLUTIONS FOR LARGE YACHTS

Vantage is the large yacht services and support group of Döhle Private Clients Limited which provides a comprehensive range of services designed specifically for the luxury yacht industry. We are part of one of the world's largest shipping companies, which employs over 3,500 seafarers on over 300 vessels, so we understand ships and the sea.



VANTAGE

Our Service. Your Advantage.

Our mission is to be a trusted partner supporting those involved in owning, crewing and managing superyachts.

Registration and Administration Services

- Yacht Registration
- Administration and Financial Services
- Yacht Importation
- Representative Person
- New Build and Consultancy
- Aircraft Registration and Management

Compliance and Technical Services

- ISPS Services/ISM Services/Mini ISM
- MARPOL/SOPEP Services
- Emergency Response
- Media Response Organisation

Employment, Contracts and Payroll Services

- Crew Payroll
- Employment and Contracts
- Crew Recruitment
- Bookkeeping, Bank Accounts
- Credit and Cash Cards

Döhle Private Clients Limited, Fort Anne, Douglas, Isle of Man, IM1 5PD, British Isles
Tel: +44 1624 653050 • Fax: +44 1624 653097 Email: info@dohle-yachts.com www.dohle-yachts.com



The Large Yacht Support Group of Döhle Private Clients Limited



Elegance 88

Celebrating all that is best.

Featuring a performance-oriented hull by John Lindblom optimized for low resistance and high maneuverability, this quality yacht offers elegant living without compromise. Separate crew quarters and excellent systems are features of this world-class yacht.

Recognized among the world's ten largest yacht builders, Horizon Group combines professionalism, expertise, creative vision, and imagination to bring your yachting dreams to life.

WWW.HORIZONYACHT.COM





ABOVE: Areal view of Sanctuary Cove.

Fort Lauderdale-Style Multi-Venue Gold Coast Premier Yachts Shows

Plans are afoot to turn the Sanctuary Cove Boat Show and its satellite Sovereign Islands and Marina Oceanus events, on Australia's Gold Coast, into a Fort Lauderdale-style multi-venue Gold Coast Premier Yachts Shows in 2011. Sanctuary Cove, with 424 exhibitors and 576 boats this year, is already the southern hemisphere's leading import-export showcase, and it is felt that the combined concept will attract more Asian, Middle East, European and American visitors.

The Gold Coast and Fort Lauderdale have long been sister cities. They look alike, from the beachfront high-rises, intra-coastal marinas and canal moorings to the pelicans that skim waters offshore, and in the hinterland, Florida alligators give way to Queensland crocodiles. Sister city parties are often held, and many Gold Coasters cross the Pacific and continental America for the annual Fort Lauderdale International Boat Show.

So it seems natural for the boat shows to develop along similar

lines. Sanctuary Cove, which has an ambient setting as Australia's largest master-planned resort, and at 28 S has a mild sunny winter, launched its boat show in 1988. Sydney Boat Show, beside the CBD in Darling Harbor, attracts a higher numbers of visitors, but Sanctuary Cove is known as the place where the boating industry does business. It is the heartland of Australian boat building, and local owners and salesmen often arrive by helicopter or stretched limousine.

A decade ago superyacht dealer Grant Torrens, who represents Christensen and Lazzara among other builders, started his own show at a nearby also ultra-wealthy enclave, Sovereign Islands. When Sanctuary Cove closed after 5 pm, the Sovereign Islands would light up for an ongoing evening session, and it also ran for a week or so longer.

Australia's doyen superyacht dealer Geoff Lovett, who handles new builds by Benetti and Hatteras as well as big brokerage yachts,

LUXURY UNLIMITED



JADE YACHTS

DESIGNAGENTUR



Jade 95' Exploration
Built in Steel and Aluminium
Available for Sale



JADE 95'



Length 28.47 m
Beam 7.65 m
Depth 3.80 m
Draft 2.30 m



Engines C18x2
Range 4.000 n.miles



JADE YACHTS INC. 77, Shang Chu Lane, Shang Chu Li, Ci Jin District, Kaohsiung, Taiwan, Post Code 805 Contact: memphis@jade-yachts.com, phone: +886-927.568.465

www.jade-yachts.com

realized that this formula worked well, so he became the anchor of another boat show at what is now Marina Oceanus, part of the Marina Mirage complex, beside the exclusive Sheraton Mirage and Palazzo Versace resorts. The wonderfully rustic Regency Hyatt Sanctuary Cove is always fully booked at boat show time, so many important people also stay at these resorts or the adjacent Marriott Surfers Paradise.

Christopher Murray, formerly with Royal Queensland Yacht Squadron and a regular boat show visitor at home and abroad, has now taken over as General Manager of Events and Marina at Sanctuary Cove, and he understands the value that combined marketing could bring internationally.

Larger superyachts are unable to reach Sanctuary Cove anyway, because it is up the sometimes silt-affected Coomera River, so the other two venues would offer wider scope. Adding fourth and perhaps fifth venues to the Gold Coast Premier Yachts Shows appears likely in the years ahead. The events are always held in the third week of May, which is late autumn Down Under. Wealthy Middle East visitors fill upmarket hotels at this time, escaping the searing heat of the Gulf summer; and Australia has its own steadily increasing superyacht fleet.

FOR MORE INFORMATION, VISIT
SANCTUARYCOVEBOATSHOW.COM
GRANTTORRENSINTERNATIONAL.COM
GEOFFLOVETTINTERNATIONAL.COM
MARINAOCEANUS.COM



ABOVE: All-girl band on aft platform of a Sunseeker 98', which was sold. **BELOW:** Grant Torrens giving the thumbs up from part of his display at Sovereign Islands



ARGOS GULFSTREAM 92



* Actual photo.
Argos cruising at 23-knots in 8-foot seas.



The Explorers' Performance Yacht.

Exquisite styling. Rugged strength. 30kt speeds. Trans-atlantic efficiency.

PH: +1-416-907-0869 - www.triconmarine.com - argos@triconmarine.com
Nassau, Bahamas - Palm Beach, USA - Hong Kong, S.A.R - Athens, Greece



Styled for Fun. Built to Conquer.



Out of administration Riviera report strong sales and exports



CEO John Anderson

Australia's leading motor yacht exporter to the U.S., Riviera, came out of voluntary administration mid-year. CEO John Anderson said at the Sanctuary Cove Boat Show that the yard had sold 117 vessels worldwide in the prior 12 months (about 2.2 boats per week). Staff levels at the company's Coomera Marine Precinct premises were back up to 380 and rising to handle a surge in orders in 2010.

Anderson, who previously was Four Winns' CEO, added that Riviera had released four new models during its year in administration, latest of which is the Riviera 43 Open Flybridge with IPS, and had taken part in 10 international boat shows recently to expand market for its 20 models (ranging from 36' to 85'.)

Australia, with vast mineral resources, did not go into recession, and the decline of the Australian dollar against the U.S. dollar has made exports more attractive again.

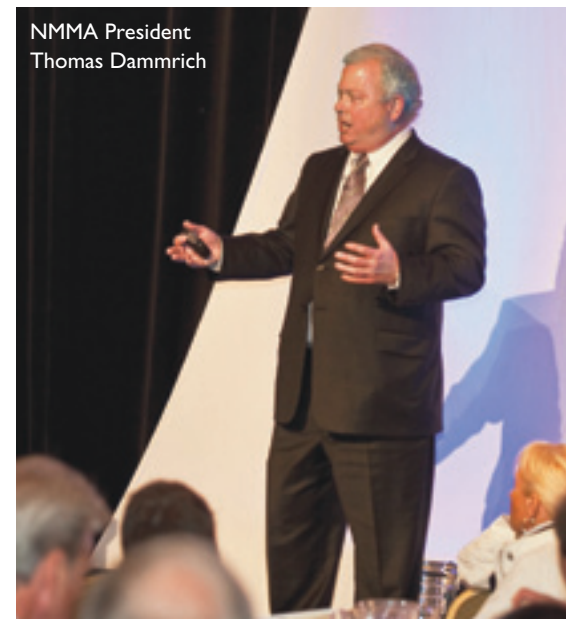
FOR MORE INFORMATION, VISIT RIVIERA.COM.AU

Sanctuary Cove Boat Show NMMA chief sends upbeat message

National Marine Manufacturers Association President Thomas Dammrich was the keynote speaker at a marine industry breakfast during the Sanctuary Cove Boat Show, where he briefed trans-Pacific cousins on the state of play in America in 2010. Surprisingly bullish, he said the U.S. recession had ended, and "things are not getting worse in boating," although full recovery may wait until 2011.

Sales of smaller boats far outnumbered those of larger vessels, and outboard engine shipments were way down, but against this there was solid evidence of first-time boat buyers returning. He anticipated "traditional 2010 boat sales" to be up 60 to 80 percent at wholesale level, and flat at retail. Inventories would be well under control by the end of 2010. New boats would cost more as engine emission requirements get tougher.

Dammrich laid emphasis on the NMMA's ongoing Discover Boating program to help stimulate sales, saying its target audience of first-time boaters is being reached, with 73 percent of inquiries coming from people with no prior boating history, and 19,267 traceable boat sales as a result, achieved during a time of "unprecedented headwinds".



NMMA President
Thomas Dammrich



VICEM YACHTS

THE NEW SHAPE
OF PERFORMANCE.

VISION LINE | 46-35-32



Perfect balance between power and elegance.

- Maximum speed 25 kn
- Impeccable craftsmanship
- RINA & MCA classifications
- Naval architecture by Frank Mulder
- Interiors by Art-Line Design

More performance at vicemyacht.com
sales@vicemusa.com - ph. (954) 462-8828


VICEM
THE YACHT FOR YACHTSMEN



Maritimo The search for “the perfect” cruisers

Maritimo CEO Bill Barry-Cotter, a doyen of Australian boatbuilding and offshore powerboat racing, is well known for his attention to details and constant research. So when he says a new model is packed with innovations, as he did at the launch of the Maritimo 470 Offshore Convertible at the Sanctuary Cove Boat Show, boaters and builders alike tend to listen carefully. This particular vessel, he said, has the largest cockpit and salon in its class. “It is a combination of hull shape, weight distribution and more advanced engines, but working with Volvo Penta, we have produced a highly efficient sportfisherman capable of exceptional 34-knot performance.” He said sea trials had shown Volvo Penta’s claims of 30 percent improvements using their IPS system were correct. Twin Disc also worked closely with Maritimo to create custom joystick controls.

Another problem Barry-Cotter has been pondering is the buoyancy of motoryachts in this range, following accidents involving other craft off Australia’s Pacific East Coast. Discussions with naval architect Stuart Ballantyne resulted in a space-efficient buoyancy tank installation that increases safety aspects of Maritimo vessels considerably.

Maritimo currently builds and exports 14 models, including the flagship M73 Motoryacht. This year Barry-Cotter bought distressed Mustang, which also used to export to the U.S., and he plans to continue the brand with modified 28’, 38’ and 50’ models under a new brand name. Mustang had earlier acquired the moulds for Warren Yachts, but it remains unclear if these builds will resume when their market improves.

FOR MORE INFORMATION, VISIT MARITIMO.COM.AU



European style Monte Fino introduces the 100 RPH

Latest model in the Monte Fino series, the Monte Fino 100 RPH made her debut in the Med this summer. Britain’s Humphreys Yacht Design created her distinctive European-Italian styling. The builder offers many custom features. For this model, an open flybridge-cum-sky-lounge is standard, while an open radar arch set-up or enclosed upper deck are possible options. This yacht’s owner chose to have a large master stateroom on the main deck, with all other guest staterooms below. Crew quarters are aft, with private access to the lower helm station so as not to disturb guests. The Monte Fino 100 RPH has zero-speed stabilizers, Onan generators, and is powered by Cat C32s. Fuel capacity is 3,600 U.S. gallons, and certification is to RINA and MCA LY2 if required.

ADDITIONAL INFORMATION IS AVAILABLE FROM MONTEFINO.COM



WORLD
CLASS
YACHTS,



owen marine marketing

LEO FUN

WORLD CLASS LOCATION,



WORLD CLASS FACILITY.

In ten years the Proteksan-Turquoise yard has produced over 650 metres of world class yachts and seen them sail on to achieve outstanding charter success and resale value. Our ultra modern facility near Istanbul has currently in build a further five vessels, totalling over 300 metres worth of luxury yachts.

Get in touch to become the next world class owner.

PROTEKSAN TURQUOISE

ON THE WATER TURQUOISE 50M MOSAIQUE 50M VAJOLIROJA 47.5M
CAMELEON B 42.5M PEGASO 53.4M VINIDREA 39.5M TALISMAN C 54.2M
PETARA 58.2M HAIDA G 71.1M ODESSA 49.9M VINYDREA 53M
LEO FUN 53.9M SEQUEL P 54.7M

IN THE SHED
NB49 60.2M **SOLD**

BARAKA 58.2M **SOLD**

TURQUOISE 55.4M **SOLD**

TALISMAN II 70.5M **SOLD**

NB54 72.6M **SOLD**

PROTEKSAN TURQUOISE
YACHTS INC.

www.proteksan-turquoise.com
telephone. +90 216 474 25 90
e-mail. main@proteksan-turquoise.com



Black Pearl joins long-range fleet

Another New Zealand-built long-range motoryacht launching late 2010 is the 104' *Black Pearl*, fitted out in Whangarei by Specialist Marine Interiors (SMI), a group that also contracts to South American yards and to Trinity Yachts in Gulfport, Miss. Interior design is by Australian Chris Connell, while ISS award-winning Kiwi Craig Loomes and Andre Moltschanivskyj of LOMocean Design did the naval architecture and exterior styling. *Black Pearl* is the eighth venture of Diverse Projects of



Auckland, which showed an earlier build, Adagio, at this year's Sanctuary Cove Boat Show. Former America's Cup campaigner John Vitali owns the company. Profab Engineering built the all-aluminum boat's hull at Palmerston North, where high quality of build and engineering services are available. Transported over land to Napier in two pieces, the welded boat was then towed up the coast to Whangarei for final fit-out. It sounds complex, but Vitali tells us his flexible approach provides best possibly quality and prices for owners.

This particular owner plans a year of Pacific cruising, within striking distance of New Zealand if any fine-tuning is needed, then 2012 in the Med. "We are focusing on long-range motoryachts now," says Vitali, "although we also handle brokerage, charter and refit work." *Black Pearl* is powered by twin Caterpillar C 18s, and is built to Germanischer Lloyd 100 A5 class and MSA survey.

FOR ADDITIONAL INFORMATION, VISIT DIVERSEPROJECTS.COM



Dili East Timor Marina mooted

An unusual staging post along Asia-Pacific's exotic seas and straits may be established in Dili, East Timor; the world's most recent independent republic, which occupies half an island in the Indonesian archipelago near the northern coast of Australia. The island's odd history stems from maritime explorations of the Portuguese, who also had bases in Goa, Malacca and Macau, and like the Dutch were trying to establish trade with the East Indies' fabulous spice islands.

A three-time superyacht owner from Singapore, Edward Ong has spent nearly two decades developing the amazing Sutera Harbour superyacht marina and resort and six-star Magellan and Pacific Sutera resorts at Kota Kinabalu in Sabah, East Malaysia, on the North Borneo Coast. He also is the potential savior of East Timor's fragile tourist economy as talks are under way to develop another Sutera Harbour-style project there. A longer runway able to accommodate more international flights into Dili could form part of the breakwater for a serious marina that would attract passing big boats. Ong estimates the project could take five years to complete.

East Timor, which also has some offshore oil interests, is located at the eastern end of the Indonesian archipelago, and is only a short distance from Darwin in Australia, so the development may be of considerable significance to vessels plying this principal route.



Latest superyachts visiting Sutera Harbour

MONTE FINO

Y A C H T S



The New Monte Fino 100 RPH

LUXURIOUS. QUALITY. VALUES

AFFORDABLE LUXURY YACHTS BUILT TO YOUR IMAGINATIONS

The new Monte Fino 100 RPH is one of the 12 new Monte Fino models available that are created by the world's leading designer including Rob Humphreys, Ward Setzer, Ed Dubois. All models can be customized to meet your specific needs.

For more information, please visit our website or your nearest Monte Fino dealers.

Kha Shing Enterprise Co., Ltd. | 10 Kuang Yang Street, Hsiao Kang, Kaohsiung, Taiwan R.O.C

Tel: +886-7-8020345 ext.110 | Fax: +886-7-8021138 | e-mail: sales@khashing.com.tw



Making a splash Launch party greets *Big Fish*

Auckland, New Zealand's largest city, saw its Viaduct Harbor lit up during a spectacular three-day launch party for the 157' Luxury Expedition Vessel (LEV) *Big Fish*, prior to her departure for French Polynesia and an appearance at the Fort Lauderdale International Boat Show. City strollers were treated to a preview of the LEV concept, which includes a 270-degree aft "beach", extending side platforms, revolutionary stone decks, cinemascope windows, an amazing 20-screen Planar video wall in the atrium, and a 28' tender with a 200nm range. *Big Fish*, which can travel 10,000 nm at 8 knots, is scheduled to make Antarctic and Arctic passages, as well as Atlantic and Pacific cruises, and is available for charter. A slightly larger LEV, *Star Fish*, is already under construction. A Pacific Rim consortium has undertaken the project. Owner Richard Beattie is a senior marketing executive based in Hong Kong. Greg Marshall and Gordon Galbraith of Gregory C. Marshall Naval Architect, Ltd. are located in Victoria, Canada, while project director David Darwent and marketing guru Jim Gilbert both live in Seattle (Darwent also has offices in Fort Lauderdale). The builder, McMullen & Wing of Auckland, specializes in such innovative custom builds. A full review of *Big Fish* will appear in the Fort Lauderdale Boat Show issue of *Yachts International*.

VISIT AQUOSYACHTS.COM FOR ADDITIONAL INFORMATION

Tricon's NISI 2400 Fall launch

Tricon Marine's innovative NISI 2400 motor yacht is scheduled for an autumn U.S. launch. Apart from outstanding performance, handling and comfort, Tricon Chairman & CEO Christos Livadas lists "a plumb bow, an observation deck atop a covered wheelhouse cloaking 21st-century engineering, a wave-piercing hull, pod propulsion, stabilizers and the cutting-edge SkyHook system," as other features.

"The best yachtsmen hold a special place in their hearts for the simple yacht that connects them with the sea," he says. "The pleasures of casual elegance and open-water performance are realized in NISI." The name means "island" in Greek, which is Livadas' heritage.

Tricon Marine introduced the Argos Gulfstream 92 last year in the U.S., and potential purchasers for this and similar custom vessels have been doing trials in coastal and Bahamian waters. Palm Beach-based Dave Adams of Premier Yacht and Ship, who is also Tricon Marine vice president, looks after sales in Florida.

**FOR MORE INFORMATION, VISIT
TRICONMARINE.COM**





Be our guest. Do your research.
You'll quickly find that our yachts are
better conceived, better designed and better built.
After all, we've been mastering our craft for over 140 years.

BRavo 78 by **CHEOY LEE SHIPYARDS**
SERIES



Bravo 68



Bravo 78



Bravo 88



Bravo 95 / 103



CHEOYLEE.COM
CHEOY LEE NORTH AMERICA (954) 527-0999
SINCE 1870 FAMILY OWNED & OPERATED





Cannes

International **Boat & Yacht**
Show

8-13 sept. 2010



WWW.SALONNAUTIQUECANNES.COM



Crédit photo: J. Kelloggplan



www.benettiyachts.it

SIMPLY IMPECCABLE.

Benetti Custom: Steel - Aluminium Yachts over 45 metres
Special thanks go to the owner of M/Y Meamina

Benetti
ITALIAN EXCELLENCE SINCE 1873



HELD IN WHAT IS PERHAPS THE RIVIERA'S MOST FAMOUS TOWN, the Cannes International Boat & Yacht Show sends the opening salvo for the busy fall season. The 33rd edition of the Cannes boat show takes place **September 8 to 13, 2010**. Numerous in-water exhibits and open-water access makes it easy for exhibitors to offer potential buyers sea trials. This has been one of the show's signatures. While it traditionally had a strong focus on semi-custom and production boats, the show added a brokerage and charter section in nearby Port Pierre Canto a few years ago, opening up space for larger yachts (up to 180' in length) and major brokerage houses. But for many, Cannes still is about showcasing new models. In an effort to reignite a sluggish market, builders strive to innovate, which means new models and new names will be in Cannes again this year. The show will also feature two new sections for tenders and "performance" boats. Starting on the next page is a small sample of new boats expected in Cannes. For more information, visit salonnautiquecannes.com.

HEESEN YACHTS *Perle Noire*

Perle Noire (ex *Willpower*), the newest example in the 3700 series, maxes out at 31 knots, thanks to two MTU 16V 4000 M90 diesel engines. The yacht's five staterooms include a main-deck master suite. A semi-shaded aft cockpit, a huge sun deck with bar adjacent to the hot tub forward, plus large mattresses located in front of the wheelhouse invite relaxation.

YEAR: 2010
 LOA: 122'4" (37.30M)
 BEAM: 24'7" (7.50M)
 DRAFT: 7'2" (2.20M)
 DISPLACEMENT: 165 TONS

FUEL CAPACITY: 8,700 GAL. (32,933 L)
 MAIN ENGINES: 2 × MTU 16V 4000 M90 DIESELS
 DESIGN: HEESEN YACHTS, OMEGA ARCHITECTS, GABRIEL BERNARDI
HEESEN YACHTS.NL

COUACH *3700 Fly*

The French shipyard introduces a flybridge version of its current flagship. The 3700 Fly has an impressive 31-knot top speed and a garage large enough for a 16' tender. The spacious sundeck features an optional Jacuzzi or sunbathing area aft.

YEAR: 2010
 LOA: 120'9" (36.8M)
 BEAM: 24' (7.3M)
 DRAFT: 6' (1.85M)
 DISPLACEMENT: APPROX. 110 TONS

FUEL CAPACITY: 5,812 GAL. (22,000 L)
 POWER: 2 × MTU 12V 4000 M90 @
 2,735 HP (2,039 kW)
 DESIGN: COUACH
COUACH.COM

LOGOS MARINE *Meya Meya*

This stylish 115' motoryacht built in composite features two full-beam master cabins, an attractive raised pilothouse and a spacious flybridge with a well-integrated hardtop. A 10' transom door that doubles as a swim platform opens out to reveal a 15' tender and a Jet Ski housed in the lazarette.

YEAR: 2010
 LOA: 114'9" (35M)
 BEAM: 26'3" (8M)
 DRAFT: 5'10" (1.8M)
 DISPLACEMENT: 175 TONS

POWER: 2 × 2,400 HP (1,790 kW) 16V 2000 M93
 FUEL CAPACITY: 4,223 GAL. (15,986 L)
 DESIGN: ED FRY (FRYCO), H2 DESIGN
LOGOSMARINE.COM

LEOPARD YACHTS *Mariellina*

The 112' motoryacht *Mariellina* is the first of Leopard Yachts' projects completely managed under the Picchiotti family and CEO Vincenzo Moccia's stewardship. *Mariellina* accommodates nine guests in a lower-level midship master and three guest staterooms, plus five crew. The yacht boasts a top-end speed of 45 knots.

YEAR: 2010
 LOA: 111'11" (34.11M)
 BEAM: 24'1" (7.35M)
 DRAFT: 4'5" (1.35M)
 FUEL CAPACITY: 3,962 GAL. (15,000 L)

DISPLACEMENT: 130 TONS (FULL LOAD)
 POWER: 3 × MTU 16V 2000 M93 2,400 HP
 (1,790 kW) @ 2450 RPM
 DESIGN: ANDRÉ BACIGALUPO, CRISTIANO GATTO
LEOPARDYACHTS.IT



SANLORENZO *Mentxu*

Sanlorenzo unveils its first SL100 New. The motoryacht is available with or without the completely redesigned hardtop. A novel shower system is available on the bathing platform. *Mentxu* boasts a maximum speed of 29 knots and a continuous cruising speed of 25 knots.

YEAR: 2010	DISPLACEMENT: 105 TONS
LOA: 104' (31.70M)	POWER: 2 x 2,435 HP (1,816 kW) MTU 16V 2000 M93
BEAM: 23'4" (7.10M)	DESIGN: SANLORENZO SPA, FRANCESCO PASZKOWSKI
DRAFT: 6'7" (2.0M)	
FUEL CAPACITY: 3,302 GAL. (12,500 L)	SANLORENZOYACHT.COM



SUNREEF YACHTS *lpharra*

Claiming the title of the biggest-ever luxury yacht built in Poland and one of the world's biggest cruising catamarans to date, *lpharra* is also the first double deck sailing catamaran, and the second-biggest, sloop-rigged catamaran. With all that, *lpharra* boasts plenty of space to accommodate 12 guests and four crew.

YEAR: 2010	DISPLACEMENT: 115 TONS
LOA: 102' (31.09M)	POWER: 2 x 455 HP (339 kW) CUMMINS
BEAM: 42'8" (13.0M)	DESIGN: SUNREEF YACHTS
DRAFT: 10' (3.05M)	SUNREEF-YACHTS.COM
FUEL CAPACITY: 2 x 1,585 GAL. (6,000 L)	



BENETTI *Delfino 93*

Benetti unveils the first model in its new Benetti Class. Reprising a name it used 40 years ago, Benetti has created something new with something old. The all-new Delfino 90, a displacement hull in composite, features four lower-deck staterooms plus a spacious on-deck owners' suite. Stefano Righini styled the yacht, and Carlo Galeazzi created the modern interior.

SPECS NOT AVAILABLE BENETTIYACHTS.IT



VICEM YACHTS *Vicem 78 Cruiser*

Vicem has updated the 78 Cruiser inside and out. The 2010 78 Cruiser features cleaner lines, satin-finish mahogany interiors instead of a high-gloss finish, larger windows, a bigger swim platform and sun bathing area. A hardtop for the flybridge helm station comes standard. The 78 Cruiser sleeps 12 guests and three crew.

YEAR: 2010	DISPLACEMENT: 55 TONS
LOA: 82'6" (25.15M)	POWER: 2 x 900 HP (671 kW) MAN V8 COMMON RAIL
BEAM: 21' (6.4M)	DESIGN: VICEM YACHTS DESIGN TEAM
DRAFT: 5'9" (1.75M)	VICEMYACHT.COM

FERRETTI YACHTS *Ferretti 800*

Experience and know-how are evident in the newest flybridge model by Ferretti Yachts. A flexible layout that includes a panoramic breakfast nook and a plethora of details make it especially livable and fun to drive and ride. A full account of our sea trial will be featured in a future issue.

YEAR: 2010	FUEL CAPACITY: 1,783 GAL. (6,749 L)
LOA: 81'2" (24.74M)	POWER: 2 x 1,800 HP (1,342 kW)
BEAM: 20'7" (6.3M)	MAN V12
DRAFT: 6'2" (3.2M)	DESIGN: AYT, ZUCCON INTERNATIONAL PROJECT
DISPLACEMENT (LIGHT SHIP): 72 TONS	FERRETTI-YACHTS.COM





BURGER[®]

CUSTOM YACHTS OF DISTINCTION SINCE 1863.


Imagine...
no restrictions,
no boundaries

Imagine no restrictions to your ideas. Imagine no boundaries to your destinations.

This unique approach to building custom yachts is the reason Burger is trusted and recognized worldwide for its distinctive styling and superior quality yachts.

Discover Burger. Discover yachting.

USA +1 920 686 5117
Monaco +377 97 97 29 70
burgerboat.com

 CUSTOM BUILT IN THE USA

SANLORENZO *Mentxu*

Sanlorenzo unveils its first SL100 New. The motoryacht is available with or without the completely redesigned hardtop. A novel shower system is available on the bathing platform. *Mentxu* boasts a maximum speed of 29 knots and a continuous cruising speed of 25 knots.

YEAR: 2010	DISPLACEMENT: 105 TONS
LOA: 104' (31.70M)	POWER: 2 x 2,435 HP (1,816 kW) MTU 16V 2000 M93
BEAM: 23'4" (7.10M)	DESIGN: SANLORENZO SPA, FRANCESCO PASZKOWSKI
DRAFT: 6'7" (2.0M)	
FUEL CAPACITY: 3,302 GAL. (12,500 L)	SANLORENZOYACHT.COM



SUNREEF YACHTS *lpharra*

Claiming the title of the biggest-ever luxury yacht built in Poland and one of the world's biggest cruising catamarans to date, *lpharra* is also the first double deck sailing catamaran, and the second-biggest, sloop-rigged catamaran. With all that, *lpharra* boasts plenty of space to accommodate 12 guests and four crew.

YEAR: 2010	DISPLACEMENT: 115 TONS
LOA: 102' (31.09M)	POWER: 2 x 455 HP (339 kW) CUMMINS
BEAM: 42'8" (13.0M)	DESIGN: SUNREEF YACHTS
DRAFT: 10' (3.05M)	SUNREEF-YACHTS.COM
FUEL CAPACITY: 2 x 1,585 GAL. (6,000 L)	



BENETTI *Delfino 90*

Benetti unveils the first model in its new Benetti Class. Reprising a name it used 40 years ago, Benetti has created something new with something old. The all-new Delfino 90, a displacement hull in composite, features four lower-deck staterooms plus a spacious on-deck owners' suite. Stefano Righini styled the yacht, and Carlo Galeazzi created the modern interior.

SPECS NOT AVAILABLE BENETTIYACHTS.IT



VICEM YACHTS *Vicem 78 Cruiser*

Vicem has updated the 78 Cruiser inside and out. The 2010 78 Cruiser features cleaner lines, satin-finish mahogany interiors instead of a high-gloss finish, larger windows, a bigger swim platform and sun bathing area. A hardtop for the flybridge helm station comes standard. The 78 Cruiser sleeps 12 guests and three crew.

YEAR: 2010	DISPLACEMENT: 55 TONS
LOA: 82'6" (25.15M)	POWER: 2 x 900 HP (671 kW) MAN V8 COMMON RAIL
BEAM: 21' (6.4M)	DESIGN: VICEM YACHTS DESIGN TEAM
DRAFT: 5'9" (1.75M)	VICEMYACHT.COM

FERRETTI YACHTS *Ferretti 800*

Experience and know-how are evident in the newest flybridge model by Ferretti Yachts. A flexible layout that includes a panoramic breakfast nook and a plethora of details make it especially livable and fun to drive and ride. A full account of our sea trial will be featured in a future issue.

YEAR: 2010	FUEL CAPACITY: 1,783 GAL. (6,749 L)
LOA: 81'2" (24.74M)	POWER: 2 x 1,800 HP (1,342 kW)
BEAM: 20'7" (6.3M)	MAN V12
DRAFT: 6'2" (3.2M)	DESIGN: AYT, ZUCCON INTERNATIONAL PROJECT
DISPLACEMENT (LIGHT SHIP): 72 TONS	FERRETTI-YACHTS.COM



YACHT SPIRIT, YACHT COUTURE



700 FLY 3700 FLY 37

2100 OPEN / 2300 FLY / 2800 OPEN / 3000 FLY / 3500 FLY / **3700 FLY** / 5000 FLY



Couach Cannes - 19 Quai St Pierre - 06400 Cannes, France
Tel : + 33.6.72.15.17.25 or + 33.4.93.38.03.53
www.couach.com / info@couach.com

YACHTS
Couach

ALU MARINE Noah 76

This one-of-a-kind trawler based on a catamaran hull built in aluminum will no doubt make a notable debut. Throw all pre-conceived notions out the window and explore three decks of spacious living areas (about 2,800 sq. ft) with a chic loft-style interior that includes an open galley. Climb to the top deck for navigation in the open air. Fuel reserves and efficient naval architecture allow exploring far and wide. Maximum range is about 3,000 nautical miles.

LOA: 76' (23M) POWER: 2 x 500 HP (373 kW)
 BEAM: 32'2" (9.8M) DESIGN: VAN PETEGHEM LAURIOT PRÉVOST,
 DRAFT: 3'9" (1.2M) ANNE-MONIQUE BONADEI
 DISPLACEMENT (UNLADEN): APPROX. 45 TONS ALUMARINE.FR
 FUEL CAPACITY: 3,170 GAL. (12,000 L)



MONTE CARLO YACHTS 76 MCY

Not only is this a new model, this is a whole new yard. How do you venture into this market with a new product and a new name? You choose your partners wisely. Award-winning designers Nuvolari-Lenard designed this innovative project created by Monte Carlo Yachts for French giant Beneteau. This 76-footer, introduced in its Fly version, is the first of a full range with Italian style, solid engineering and technical innovation. Solid Kevlar construction, integrated carbon solar panels, multidirectional joystick for ZF pod operation, a 27-knot cruising speed and a state-of-the-art sewage treatment plant make this a must-see.

YEAR: 2010 DISPLACEMENT: 51 TONS
 LOA: 75'7" (23.05M) POWER: 2 x 1,400 HP (1,044 kW) MAN V12
 BEAM: 18'6" (5.65M) DESIGN: SEAWAY, NUVOLARI-LENARD
 DRAFT: 5'5" (1.65M) BENETEAU.COM
 FUEL CAPACITY: 1,057 GAL. (4,000 L)



ALLIAURA MARINE Privilege 745

Alliaura Marine Group worked with Diedre Design and Marc Lombard to produce this newer version of its 2006 model. Sharp lines, glass elements, well proportioned spaces, plus a lounge atmosphere with an attractive wood floor (maple, cherry or walnut) are all part of the new design.

YEAR: 2010 POWER: 2 x 200 HP (149 kW) YANMAR
 LOA: 74'5" (22.70M) DESIGN: MARC LOMBARD, ALLIAURA MARINE,
 BEAM: 35'8" (10.90M) DIEDRE DESIGN
 DRAFT: 7'3" (2.20M) ALLIAURA.COM
 DISPLACEMENT: 44 TONS



MOCHI CRAFT Dolphin 74 Cruiser

Mochi Craft's new flagship may be related to an earlier model, but changes made are significant in terms of space and everyday use. An extended flybridge adds room and shade without taking anything away from the boat's delightful Italian lobster-boat looks. Conveniences include a separate crew entrance from the standalone galley, an integrated navigation system and a garage.

LOA: 74' (22.58M) POWER: 2 x MAN COMMON RAIL @ 1,550
 BEAM: 22'6" (6.85M) HP (1,156 kW)
 DISPLACEMENT (UNLADEN): APPROX. 54.5 TONS DESIGN: STUDIO VICTORY DESIGN, AYT
 FUEL CAPACITY: 1,493 GAL. (5,650 L) MOCHICRAFT-YACHT.COM



**BOERO YACHTCOATINGS OVER 670 SUPERYACHTS,
MORE THAN 600.000 m² OF PROTECTION AND BEAUTY.**

SUPERYACHT



**Challenger High Solid polyacrylic topcoat,
more than 2.000 colours including metallics,
glossy, matt, pearlescent and special effects.**



179 YEARS
www.gruppoboero.it

ITALY / EUROPE +39 010 5500 1 » yacboero@boero.it
USA + 1-800-221-1961 » info@boeroUS.com
FRANCE + 33 4 92 389088 » boero.france@boeroyachtpaint.com
NEW ZEALAND + 64 7 541 1221 » boero-nz@altexcoatings.com
AUSTRALIA + 64 7 541 1221 » boero-aust@altexcoatings.com
www.boeroyachtcoatings.com



PRINCESS YACHTS 72 Motor Yacht

This new model in Princess Yachts' motoryacht range, well represented in Cannes, can be best described as a speedy sports cruiser with a flybridge. Motoryacht amenities include spacious cabins – a full-beam master with large hull windows –, crew quarters for two, a galley and two fully equipped helm stations. Its contemporary design also means plenty of open space.

LOA: 73'4" (22.35M) POWER: 2 x MTU 10V 2000 M93 @ 1,479 HP
 BEAM: 18' (5.49M) (1,103 kW)
 DRAFT: 5'6" (1.68M) DESIGN: PRINCESS YACHTS
 DISPLACEMENT: APPROX. 45 TONS PRINCESSYACHTS.COM
 FUEL CAPACITY: 1,100 GAL. (5,000 L)



GALEON Raptor 700 Skydeck

The Polish builder Galeon premieres the Skydeck version of the Raptor 700, introduced last year. It retains the dynamic lines Tony Castro gave the first iteration of the Raptor 700. A retractable ladder and a sliding glass door that disappears into the deck are other attractive features. Top speed is 36 knots.

SHIPYARD: GALEON DISPLACEMENT: 37 TONS
 YEAR: 2010 POWER: 2 x 1,550 HP (1,156 kW) MAN
 LOA: 71'4" (21.74M) DESIGN: TONY CASTRO
 BEAM: 17'3" (5.25M) GALEON.PL
 DRAFT: 3'10" (1.16M)



AZIMUT YACHTS Azimut 64

The Azimut 64 exudes a sporty design and boasts Class A certification for safety. Suitable for any sea or weather condition, it's equipped with an Easy Docking system, Seakeeper gyro-stabilizers, plus features natural light and thoughtful use of space. The 64 tops out at 33 knots and cruises at 28 knots.

YEAR: 2010 ENGINES: 2 x CAT C18 1,150 HP (847 kW) @ 2300 RPM
 LOA: 66'11" (20.15M) DESIGN: STEFANO RIGHINI, CARLO GALEAZZI
 DISPLACEMENT: 39 TONS AZIMUTYACHTS.COM



FAIRLINE Targa 58 Gran Turismo

The Targa 58 Gran Turismo makes its show debut this year. This model from Fairline offers up three spacious ensuite cabins with an optional fourth cabin for crew. The new Targa 58 also features bright, open and light-filled accommodations.

YEAR: 2010 FUEL CAPACITY: 660 GAL. (2,500 L)
 LOA: 59'3" (18.07M) POWER: 2 x FROM 1,706 HP (1,272 kW) TO 2,367 HP (1,765 kW)
 BEAM: 16'6" (5.03M) DESIGN: FAIRLINE
 DRAFT: 4'4" (1.31M) FAIRLINE.COM





Moore & Company, P.A.

Maritime • Art • Aviation Law

www.moore-and-co.com

GRAND BANKS 53 Aleutian RP

Grand Banks introduces a trawler packed with amenities. This 53-footer has three spacious cabins, a formal salon and dining area and space for a laundry room (which can be converted into a crew cabin if the owners prefer). Two helm stations, give options for cruising in any weather. The engine room provides good access.

LOA: 53'10" (16.39M) DISPLACEMENT (HALF LOAD): 37 TONS
BEAM (MAX): 17'9" (5.4M) FUEL CAPACITY: 1,000 GAL. (3,785 L)
DRAFT: 4'9" (1.45M) GRANDBANKS.COM



SESSA MARINE C54 Sport Coupé

In its brand-new C54 Sport Coupé, Sessa Marine blends amenities and style that made its C68 such a noted new model. Equipped with IPS, this open model is sporty and spacious. The master suite, one of three cabins, features great volume and a hull window for premium views.

LOA: 53'8" (16.36M) DESIGN: SESSA MARINE, CHRISTIAN GRANDE
BEAM: 15'5" (4.70M) SESSAMARINE.COM
POWER: 2 x VOLVO IPS 900



ATLANTIS YACHTS Atlantis 48

The Atlantis 48, featuring two guest cabins, renews the Atlantis sport cruiser range. Larger exterior spaces with better protection from the elements, plus more quality, functionality and livability, combine with materials selected to be durable. Maximum speed is 35 knots.

YEAR: 2010 DISPLACEMENT: 14 TONS
LOA: 52'4" (15.94M) POWER: 2 x 600 HP (447 kW) CUMMINS QSC 8.3
BEAM: 14'6" (4.42M) DESIGN: ATLANTIS, NEODESIGN
FUEL CAPACITY: 453 GAL. (1,700 L) ATLANTISYACHTS.IT



MARQUIS YACHTS Marquis 500SB

This European-styled yacht built in the U.S. makes its European show debut. Assets include simplified lines like a stylish roadster plus a small flybridge, which seems right at home atop what still looks like the original sports coupe, introduced in 2008. Volvo Penta IPS, electronic commands make the yacht responsive.

LOA: 49'6" (15.09M) ENGINES: 3 x IPS 500 OR 3 x IPS 600
BEAM: 15'7" (4.7M) DESIGN: NUVOLARI-LENARD
DRAFT: 3'10" (1.14M) MARQUISYACHTS.COM
FUEL CAPACITY: 506 GAL. (1,915 L)



WALLY 47 wallypower

The 47 wallypower is a twin-cabin cruiser sporting a practical size and lightweight construction. It is designed to be fast, safe and easy to handle. A hydraulic boarding ladder ensures easy access for swimming. Down below is a full-beam king-size bed forward and full standing headroom. The 47 maxes out at 38 knots.

LENGTH: 48'2" (14.70M) POWER: 2 x VOLVO PENTA IPS 600 435 HP
BEAM: 14'7" (4.50M) (324 kW) EACH
DRAFT: 4'1" (1.25M) DESIGN: WALLY, ALLSEAS
DISPLACEMENT (FULL LOAD): 13 TONS WALLY.COM
FUEL CAPACITY: 476 GAL. (1,800 L)





Hit the waves and keep your cool.

The Mitsubishi Anti Rolling Stabilizer 'Rules The Waves' with over a decade of experience creating stable situations on Pleasure and Commercial Craft all over the world. The ARG Stabilizer reduces roll at zero speed and trolling speeds. The Mitsubishi ARG is the simplest and easiest stabilizer to install on your boat. Just bolt it down, plug it in, and keep your cool.

For more information go to antirollinggyro.com or call 1-877-416-2673




ARG125T



ARG250T



ARG375T

 ANTI ROLLING GYRO

AMERICAN  SPINDOCTORS  MITSUBISHI
HEAVY INDUSTRIES, LTD.

SO EXCLUSIVE

100 yachts from 25 to 90 meters in length

The industry's leading 500 companies

30,000 high profile guests & participants

The support of international environmental projects since 2005

A continued commitment to research to help children with Duchenne Muscular Dystrophy

One destination
Monte Carlo

Official
Sponsors



The MYS
supports



Some secrets are worth sharing



USAT 24

- ▶ Commercial quality 60 cm (24") Ku-band
- ▶ Broadband in SCPC or TDMA networks
- ▶ Meets FCC's and ETSI's specifications
- ▶ Offered on Hughes, Viasat and iDirect
- ▶ Robust voice, data & communications
- ▶ Perfect match with Coastal 24 TV dome



Sea Tel
COBHAM

Cobham SATCOM Marine Antennas
USA: (01) 925-798-7979
Europe: 44 (0) 2380 671155
www.cobham.com/seatel

Enabling the Maritime Community Through Connectivity for 30 Years!



DEREKTOR SHIPYARDS
Cakewalk

After whetting our appetite for this, the largest yacht (by volume) to be built at a U.S. shipyard since the 1930s, the American owner of *Cakewalk* decided to draw the veil over the final stages of the project. This only makes the debut of this promising steel-hulled, high-volume vessel—designed by Tim Heywood as a milestone in good taste and built at Derektor in Connecticut—more of an event.

YEAR: 2010
LOA: 281' (85.6M)
BEAM: 46'11" (14.3M)
DRAFT: 13'1" (4M)
FUEL CAPACITY: 97,000 GAL. (370,000 L)
DISPLACEMENT: 2,800 TONS

POWER: 2 x 3,306 HP (2,465 kW) MTU 4000
DESIGN: AZURE NAVAL ARCHITECTS, TIM HEYWOOD, DALTON DESIGNS, INC.
DEREKTOR.COM



UPDATE: *Cakewalk* is now slated to debut at the Fort Lauderdale International Boat Show.

CRN
Azteca (ex Clarena 2)

This yacht will be a landmark in the shipyard's history as its largest built to date, featuring a gigantic beach platform aft. This is one of the features the owners asked designers Nuvolari-Lenard to create for their family yacht, which aptly blends practicality and pure design.

YEAR: 2009
LOA: 236'3" (72M)
BEAM: 44'3" (13.50M)
DRAFT: 11'6" (3.50M)
FUEL CAPACITY: 66,043 GAL. (250,000 L)

DISPLACEMENT: 1,600 TONS
POWER: 2 x 2,682 HP (2,000 kW) CAT 3516B
DESIGN: CRN SPA, NUVOLARI-LENARD
CRN-YACHT.COM



FEADSHIP ROYAL VAN LENT
Lady Christine

The 223' *Lady Christine*, one of the latest yachts to launch from Royal Van Lent, features a detailed interior by Rodney Black Design. Delicate wood inlays decorate murals and custom furnishings. A two-deck owner's suite with an observation lounge and a top-deck "Key West" room offer panoramic views. An eye-catching waterfall effect from the pool to the swim platform is one of many distinctive exterior features.

YEAR: 2010
LOA: 223'1" (68M)
BEAM: 41' (12.5M)
DRAFT: 11'10" (3.60M)
FUEL CAPACITY: 47,400 GAL. (179,500 L)
POWER: MAIN ENGINES: 2 x MTU 12V 4000

M60, 1,770 HP (1,320 kW) @ 1800 RPM
DESIGN: DEVOOGT NAVAL ARCHITECTS, RODNEY BLACK DESIGN
FEADSHIP.NL



NOBISKRUG
Sycara V

Sycara V is a graceful, high-volume, long-distance cruiser offering superior comfort for owners – accommodated in their private suite forward of the main deck – 12 guests and up to 18 crewmembers. With a range of 7,000 nautical miles at 10 knots, the steel-hulled yacht with bulbous bow is gifted for long journeys. Maximum speed is 17 knots.

YEAR: 2010
LOA: 223' (68M)
BEAM: 39'4" (12M)
DRAFT: 11'8" (3.55M)
FUEL CAPACITY: 52,306 GAL. (198,000 L)

DISPLACEMENT: 1,500 TONS
POWER: 2 x 2,100 HP (1,566 kW) CAT
DESIGN: CRAIG BEALE, PURE DETAIL, NOBISKRUG
NOBISKRUG.COM



Under the High Patronage of His Serene Highness Prince Albert II of Monaco

MONACOYACHTSHOW

2010

22 / 25

September 2010

Port Hercules
Principality of Monaco

monacoyachtshow.com

"Sea Tel's market share... is currently around 75% globally." - 2008 Comsys report

Something new is happening at Sea Tel®



NEW! USAT24.
Ultra-small 60cm
broadband.

NEW! 2406.
Commercial quality
60cm broadband.

NEW! ST14.
New design.
Better performance
HDTV.

Same company. Advanced technology. Strengthened by Cobham.

Sea Tel's logo has changed with the addition of Cobham's name, but Sea Tel's superior products and service remain the same. Along with the new logo and the recently released 2406 60cm antenna, Sea Tel is pleased to announce a smaller, lighter 60 cm Tx/Rx antenna system, the USAT 24, an Ultra Small Aperture Terminal. Plus the new ST14 TV-at-Sea antenna features an advanced pedestal assembly, made of durable nylon polyamide injection molding used on aircraft antennas. Tests reveal 1.3 dB more signal than competitors. Sea Tel... new look, new products, and a strong commitment to keep you connected at sea.



Sea Tel
COBHAM



Cobham SATCOM Marine Systems
Sea Tel, Inc.: (01) 925-798-7979
Sea Tel Europe: 44 (0) 2380 671155
www.cobham.com/seatel

"Sea Tel's market share... is currently around 75% globally." - 2008 Comsys report

Something new is happening at Sea Tel®



NEW! USAT24.
Ultra-small 60cm
broadband.

NEW! 2406.
Commercial quality
60cm broadband.

NEW! ST14.
New design.
Better performance
HDTV.

Same company. Advanced technology. Strengthened by Cobham.

Sea Tel's logo has changed with the addition of Cobham's name, but Sea Tel's superior products and service remain the same. Along with the new logo and the recently released 2406 60cm antenna, Sea Tel is pleased to announce a smaller, lighter 60 cm Tx/Rx antenna system, the USAT 24, an Ultra Small Aperture Terminal. Plus the new ST14 TV-at-Sea antenna features an advanced pedestal assembly, made of durable nylon polyamide injection molding used on aircraft antennas. Tests reveal 1.3 dB more signal than competitors. Sea Tel... new look, new products, and a strong commitment to keep you connected at sea.



Sea Tel
COBHAM



Cobham SATCOM Marine Systems
Sea Tel, Inc.: (01) 925-798-7979
Sea Tel Europe: 44 (0) 2380 671155
www.cobham.com/seatel

Something new is happening at Sea Tel



SMALL Ultra-compact, ultra-small high bandwidth

SMALL MMR, Commercial quality ultra bandwidth

SMALL MMR, High-bandwidth, High performance 100%

Same company. Advanced technology. Strengthened by Cobham.

Sea Tel has been strengthened with the addition of Cobham's own Sea Tel's superior professional service teams the world. Along with the new high end the recently released 2-100 4000 series, Sea Tel is pleased to announce exciting lighter 100 series Traffic-communications, the MMR-MR, an MMR Small-Aperture Terminal. Plus the new 100-1000 series antenna systems an advanced payload assembly, made of durable ultra-polymer-composite making small as small as small. These small 100 are more rigid than competition. Sea Tel... our best, our products, and a strong commitment to keep you connected above.



Sea Tel

COMM



Cobham SATCOM Marine Systems
Sea Tel, Inc. 4700 400-540-5400
2000 Millington Rd. St. Louis, MO 63103
www.seatell.com



THE MONACO YACHT SHOW

DURING ITS 20-YEAR HISTORY, THE MONACO YACHT SHOW (MYS) HAS MANAGED TO EXPAND WITHIN THE RELATIVE CONFINES of the one-and-only Port Hercules. The show, held in one of the Riviera's busiest ports, has become the annual event of reference for the megayacht sector. Floating docks, including a central T, were added to complement land exhibits filling nearly every available space around the port and Monaco's famous pool. As news went out in May that the 20th edition of the show (**September 22 to 25, 2010**) was sold out once again, Luc Pettavino also announced he was leaving the helm after 18 years to his long-time colleague Gaëlle Tallarida, now managing director.

Each year, without fail, hundreds of yachts from under 100' and up to 295' attract around 30,000 visitors to the principality. And this year is no exception; 30 superyachts are expected to make their debut in Monaco, including the largest yacht (by volume) to be built in the United States since 1930. Please see our sneak preview, starting next page.

The MYS also is a show with a conscience, and one of its causes has been the environment. The organization this year joins forces with the Prince Albert II of Monaco Foundation to promote a campaign against deforestation.

For more information, visit monacoyachtshow.com

DEREKTOR SHIPYARDS
Cakewalk

After whetting our appetite for this, the largest yacht (by volume) to be built at a U.S. shipyard since the 1930s, the American owner of *Cakewalk* decided to draw the veil over the final stages of the project. This only makes the debut of this promising steel-hulled, high-volume vessel—designed by Tim Heywood as a milestone in good taste and built at Derektor in Connecticut—more of an event.

YEAR: 2010
LOA: 281' (85.6M)
BEAM: 46'11" (14.3M)
DRAFT: 13'1" (4M)
FUEL CAPACITY: 97,000 GAL. (370,000 L)
DISPLACEMENT: 2,800 TONS

POWER: 2 x 3,306 HP (2,465 kW) MTU 4000
DESIGN: AZURE NAVAL ARCHITECTS, TIM HEYWOOD, DALTON DESIGNS, INC.
DEREKTOR.COM



CRN
Azteca (ex Clarena 2)

This yacht will be a landmark in the shipyard's history as its largest built to date, featuring a gigantic beach platform aft. This is one of the features the owners asked designers Nuvolari-Lenard to create for their family yacht, which aptly blends practicality and pure design.

YEAR: 2009
LOA: 236'3" (72M)
BEAM: 44'3" (13.50M)
DRAFT: 11'6" (3.50M)
FUEL CAPACITY: 66,043 GAL. (250,000 L)

DISPLACEMENT: 1,600 TONS
POWER: 2 x 2,682 HP (2,000 kW) CAT 3516B
DESIGN: CRN SPA, NUVOLARI-LENARD
CRN-YACHT.COM



FEADSHIP ROYAL VAN LENT
Lady Christine

The 223' *Lady Christine*, one of the latest yachts to launch from Royal Van Lent, features a detailed interior by Rodney Black Design. Delicate wood inlays decorate murals and custom furnishings. A two-deck owner's suite with an observation lounge and a top-deck "Key West" room offer panoramic views. An eye-catching waterfall effect from the pool to the swim platform is one of many distinctive exterior features.

YEAR: 2010
LOA: 223'1" (68M)
BEAM: 41' (12.5M)
DRAFT: 11'10" (3.60M)
FUEL CAPACITY: 47,400 GAL. (179,500 L)
POWER: MAIN ENGINES: 2 x MTU 12V 4000

M60, 1,770 HP (1,320 kW) @ 1800 RPM
DESIGN: DEVOOGT NAVAL ARCHITECTS, RODNEY BLACK DESIGN
FEADSHIP.NL



NOBISKRUG
Sycara V

Sycara V is a graceful, high-volume, long-distance cruiser offering superior comfort for owners – accommodated in their private suite forward of the main deck – 12 guests and up to 18 crewmembers. With a range of 7,000 nautical miles at 10 knots, the steel-hulled yacht with bulbous bow is gifted for long journeys. Maximum speed is 17 knots.

YEAR: 2010
LOA: 223' (68M)
BEAM: 39'4" (12M)
DRAFT: 11'8" (3.55M)
FUEL CAPACITY: 52,306 GAL. (198,000 L)

DISPLACEMENT: 1,500 TONS
POWER: 2 x 2,100 HP (1,566 kW) CAT
DESIGN: CRAIG BEALE, PURE DETAIL, NOBISKRUG
NOBISKRUG.COM



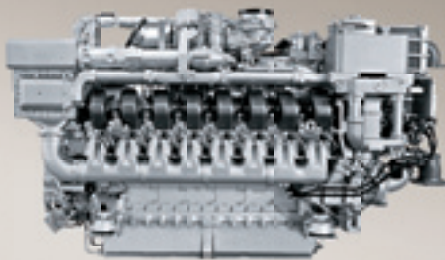


MTU meets even the most demanding propulsion requirements.

There is a reason MTU is considered the world's premier yacht engine manufacturer: our single-minded dedication to providing the right solution for each customer. It's good to know that there are propulsion systems that perform just as you want them to - reliably and safely regardless of operating conditions. Whether you'd like to speed up or kick back, we have the perfect propulsion solution for your yacht. With our expert global service, we are your reliable and strong partner. In every situation.

www.mtu-online.com

MTU Series 4000



Power. Passion. Partnership.

HJB *Athos*

This Andre Hoek-designed sailing yacht holds the honor of being the world's largest privately owned two-masted schooner. The 203' main mast also is the longest built in Holland and by manufacturer Rondal to date. Other firsts and highlights are too numerous to list here. *Athos* accommodates 10 guests in five staterooms.

YEAR: 2010
LOA: 203'5" (62M)
BEAM: 35'8" (10.88M)
DRAFT: 11'7" (3.52M)
FUEL CAPACITY: 10,752 GAL. (40,700 L)

DISPLACEMENT: 435 TONS (FULL LOAD)
POWER: 2 x 601 HP (448 kW) VOLVO D16
DESIGN: HOEK DESIGN
HOLLANDJACHTBOUW.NL

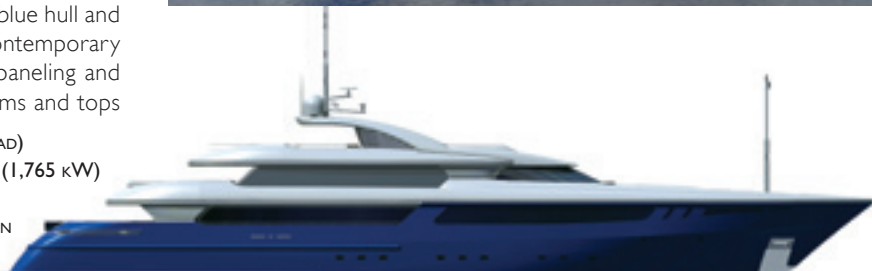


ISA *Mary-Jean II*

Sure to stand out in a packed marina, ISA's *Mary-Jean II* sports a blue hull and oyster-white superstructure. This displacement yacht features a contemporary interior, with teak flooring and bulkhead panels, split bamboo paneling and limestone mosaics. *Mary-Jean II* sleeps 12 guests in six staterooms and tops out at 16 knots.

YEAR: 2010
LOA: 198'6" (60.50M)
BEAM: 39'4" (12M)
DRAFT: 10'10" (3.3M)
FUEL CAPACITY: 35,399 GAL. (134,000 L)

DISPLACEMENT: 1,042 TONS (FULL LOAD)
POWER: 2 x CAT 3512 C, 2,367 HP (1,765 kW)
@ 1,800 RPM
DESIGN: ISA, MARK BERRYMAN DESIGN
ISAYACHTS.COM



LÜRSSEN YACHTS *Solemates II*

Launched as *Katie Sue II*, this yacht features a design by Espen Øino and interior by Glade Johnson. A wide beam makes room for a huge master suite and six guest cabins. This is the third in the German builder's 60m series after sisterships *Linda Lou* and *Arkley*.

YEAR: 2010
LOA: 196'10" (60M)
BEAM: 37'6" (11.43M)
DRAFT: 11'6" (3.50M)
FUEL CAPACITY: 39,626 GAL. (150,000 L)

DISPLACEMENT: 1,070 TONS
POWER: 2 x 1,951 HP (1,455 kW) CAT
DESIGN: ESPEN ØINO, GLADE JOHNSON
LUERSSEN.DE



CMN *Cloud 9*

The third of CMN's 60m series (following *Netanya 8* and *Slipstream* shown in Monaco last year), *Cloud 9* was designed entirely by Andrew Winch. The décor is that of a comfortable beach house with a water theme, best exemplified by a towering glass structure in the guest lobby.

YEAR: 2009
LOA: 196' (59.90M)
BEAM: 37'5" (11.10M)
DRAFT: 11' (3.35M)
FUEL CAPACITY: 34,342 GAL. (130,000 L)

DISPLACEMENT: 867 TONS
POWER: 2 x 2,201 HP (1,641 kW) CAT
3516B
DESIGN: ANDREW WINCH DESIGNS
CMNYACHT.COM



When the journey is as much of the experience as the arrival

We're there with you.



Marsh Private Client Services has the expertise to help manage risk and protect your voyage through life. We specialize in luxury yachts and the lifestyle that goes with them — identifying exposures, creating comprehensive solutions, and managing them with customized insurance programs for all your assets and exposures. At Marsh Private Client Services, our professionals provide worldwide service so you can enjoy the lifestyle you've chosen — wherever you travel — with confidence.

MARSH



MARSH MERCER KROLL
GUY CARPENTER OLIVER WYMAN

877-MMC-AHOY
www.marshpcs.com

TRINITY YACHTS

Mi Sueño

The first example of Trinity Yachts' new wide-beam series is featured in this issue. The yacht made her debut charter season in the Mediterranean, but is equally suited for Caribbean waters.

YEAR: 2010	DISPLACEMENT: 482 TONS (LIGHTSHIP)
LOA: 190' (57.9M)	POWER: 2 x CAT 3516 HD, 3,384 HP (2,523 kW) @ 1800 RPM
BEAM: 33'6" (10.3M)	DESIGN: TRINITY YACHTS, PATRICK KNOWLES
DRAFT: 8' (2.44M)	TRINITYYACHTS.COM
FUEL CAPACITY: 22,000 GAL. (83,279 L)	



PERINI NAVI

Panthalassa

This is the eighth of the Viareggio-based shipyard's 56m ketch series. Ron Holland designed the aluminum hull to sustain high speed. Foster + Partners designed the custom interior, so not surprisingly it is said to be ultra modern. The interior boasts six cabins and a great salon.

YEAR: 2009	DISPLACEMENT: 540 TONS
LOA: 184' (56M)	POWER: 2 x 3,940 HP (2,938 kW) CAT C32
BEAM: 37'10" (11.52M)	DESIGN: RON HOLLAND, FOSTER + PARTNERS
DRAFT: 13' (3.95M)	PERININAVI.IT
FUEL CAPACITY: 14,001 GAL. (53,000 L)	

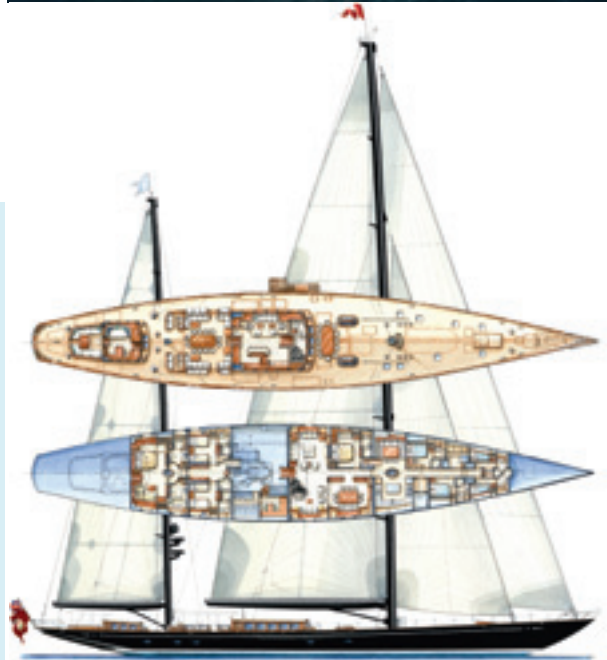


VITTEERS SHIPYARD

Marie

Hoek Design and David Easton created the sistership of the now-famous sailing yacht *Adèle*. This ketch, inspired by classic vessels of the past, has been updated to deliver astonishing performance. The yacht blends outstanding craftsmanship and classic woodwork with modern technology, including composite rigging. The owners will enjoy their own space, with a private suite aft, connected to an aft cockpit.

YEAR: 2010	DISPLACEMENT: 260 TONS
LOA: 180' (54.60M)	POWER: 1 x 1,100 HP (820 kW) CAT C 32
BEAM: 31'2" (9.50M)	DESIGN: HOEK DESIGN, DAVID EASTON
DRAFT: 15'9" (4.80M)	VITTEERS.COM
FUEL CAPACITY: 7,423 GAL. (28,100 L)	



AMELS

Limited Editions 171 *Bel Abri*

The sixth of the series but the first to be available for charter, Amels' *Bel Abri* (featured in this issue) combines the best of Dutch, British and Italian designs.

YEAR: 2010	DISPLACEMENT: 710 TONS
LOA: 171'7" (52.30M)	POWER: 2 x 1,408 HP (1,050 kW) MTU 16V 2000 M70
BEAM: 29'6" (9M)	DESIGN: AMELS, TIM HEYWOOD, LAURA SESSA
DRAFT: 11' (3.35M)	AMELS-HOLLAND.COM
FUEL CAPACITY: 30,380 GAL. (115,000 L)	



RAISE THE ANCHOR. WE'LL KEEP YOU CONNECTED.

RELIABLE. CONSISTENT. RESPONSIVE.



Over 50% of the World's Largest Yachts Rely on MTN's VSAT Services for Critical Communications and Onboard *e-comforts* Services. Do You?

With innovative and reliable products and services, MTN clients receive coverage no matter where they set sail. Our communication plans can be customized to address the mission critical needs of navigating and communication at sea and in port. In addition, "at home" solutions are also available for you, your crew and your owners!

Learn more by going to www.mtnsat.com/yacht_solutions or call us at U.S. toll free at 877.464.4686 today!

MTN
SATellite COMMUNICATIONS

INTERNET | VIDEO | NEWS | PHONE | TV

HEESEN YACHTS

Sky

This is a very large yacht, exceeding 500 gross tons. Despite its hefty interior volume, the yacht features graceful lines. This custom-built vessel features a resolutely modern interior with ebony and makassar woods contrasting with large surfaces in carbon and stainless steel.

YEAR: 2010
 LOA: 165' (50.50M)
 BEAM: 31'6" (9.60M)
 DRAFT: 10'2" (3.10M)
 FUEL CAPACITY: 21,134 GAL. (80,000 L)

DISPLACEMENT: 485 TONS
 POWER: 2 x 1,556 HP (1,160 kW) CAT 3508B
 DESIGN: OMEGA ARCHITECTS, MOJO STUMER ASSOCIATES, VAN OOSSANEN
HEESEN YACHTS.NL



PICCHIOTTI

Vitruvius Explorer Exuma

This is the first motoryacht of the Vitruvius range (44m to 73m), which approaches the explorer style from a fresh perspective. A number of military and commercial vessels inspired the designers – in a good way. The Picchiotti shipyard and designer Philippe Briand have created quite a vessel, able to navigate without refueling for some 4,500 nautical miles.

YEAR: 2010
 LENGTH: 164' (50M)
 BEAM: 31'2" (9.5M)
 DRAFT: 7'7" (2.3M)

DISPLACEMENT: 441 TONS
 POWER: 2 x 1,302 HP (970 kW) CAT C32
 DESIGN: PHILIPPE BRIAND, VITRUVIUS LTD., PERINI NAVI
PERININAVI.IT



MONDOMARINE

Toy-A

Designed to be enjoyed in the Med, this displacement yacht features four decks, with large outer spaces for relaxation in the sun. The master stateroom is forward on the main deck, and the VIP suite also has primo real estate on the bridge deck. Four more guest cabins are located on the lower deck.

YEAR: 2009
 LOA: 164' (50M)
 BEAM: 29'7" (9M)
 DRAFT: 7'7" (2.30M)
 FUEL CAPACITY: 21,134 GAL. (80,000 L)

DISPLACEMENT: 355 TONS
 POWER: 2 x 2,735 HP (2,039 kW) MTU 12V 4000 M90
 DESIGN: GIORGIO VAFIADIS
MONDOMARINE.IT



DELTA MARINE

Katya

This all-composite long-range displacement yacht, first seen in Fort Lauderdale, features intricate marble work, all done in-house in Seattle. The Delta Design Group also handled interior décor in connection with Jean-Claude Canestrelli. One of many noteworthy features is a tender-launching mechanism able to deploy a 19' diesel tender safely and quickly from the garage.

YEAR: 2009
 LOA: 151' (46M)
 BEAM: 31'10" (9.70M)
 DRAFT: 9'2" (2.80M)
 FUEL CAPACITY: 20,738 GAL. (78,500 L)

DISPLACEMENT: 451 TONS
 POWER: 2 x 1,000 HP (746 kW) CAT 3508B
 DESIGN: DELTA DESIGN GROUP, JEAN-CLAUDE CANESTRELLI
DELTAMARINE.COM





*100 slips open. 35-200 ft.
Flatwater sportfishing.*



*Casino nights. Shopping.
Walk to Quepos from marina.*



*Manuel Antonio. 5-star hotels.
Great restaurants.*

Now.

Open.

MARINA  PEZ VELA
QUEPOS COSTA RICA

Lease or Purchase Slips | Fuel | Marine Store | Customs/Immigration | Marina Office | Security | 866 PEZVELA (866.739.8352) | MarinaPezVela.com

PALMER JOHNSON
Vantage

Hull No. 7 of Palmer Johnson's PJ 150 series features an open-plan salon, bar and dining area for 10. The yacht's master stateroom boasts a private study, his-and-hers bathrooms and a walk-in dressing area. Two double cabins and two double twins with Pullmans round out the accommodations. *Vantage* sleeps 12 guests and eight crewmembers.

YEAR: 2010
LOA: 150' (45.7M)
BEAM: 27'6" (8.4M)
DRAFT: 5'10" (1.77M)

FUEL CAPACITY: 10,565 GAL. (40,000 L)
POWER: 2 x MTU 16V 4000 M90
DESIGN: NUVOLARI-LENARD
PALMERJOHNSON.COM



SANLORENZO
Lammouche

The new flagship of the Sanlorenzo fleet, and the builder's first vessel made in steel, tri-deck *Lammouche* sets itself apart with a technical tunnel from the stern to bow. Guests will love its beach club with fitness area and relaxation equipment facing a large bathing platform. *Lammouche* accommodates 10 guests and maxes out at 17 knots.

YEAR: 2010
LOA: 144'4" (44M)
BEAM: 29'5" (9.0M)
DRAFT: 8'2" (2.50M)
FUEL CAPACITY: 11,900 GAL. (45,000 L)

DISPLACEMENT: 345 TONS (HALF LOAD)
POWER: 2 x CAT 3512B, 2,012 HP (1,500 kW)
AT 1600 RPM
DESIGN: SANLORENZO SPA, FRANCESCO PASZKOWSKI
SANLORENZOYACHT.COM



HJB
Calliope

HJB built this semi-displacement yacht for a repeat client. His previous yacht was also named after a goddess (*Calliope* is the muse of music and epic poetry.) The yacht's interior contrasts classical architecture with modern furniture. A pair of offset reverse-spiral staircases provides a dynamic connection to the yacht's three decks. The forward owners' suite includes a library, full-beam lounge area and separate bathrooms with dressing rooms.

YEAR: 2010
LOA: 138'9" (42.28M)
BEAM: 27'7" (8.40M)
DRAFT: 8'4" (2.55M)

POWER: 2 x 1,931 HP (1,440 kW) MTU 16V 2000 M72
DESIGN: LANGAN DESIGN, RHOADES & YOUNG DESIGN
HOLLANDJACHTBOUW.NL



PERI YACHTS
Peri 41T Bibich II

This full-beam yacht hailing from the Turkish shipyard features an upper-deck owner's suite and four double cabins on the lower deck. A planing hull allows *Bibich II* to cruise at a fast 20 knots and top out at 25 knots. Dixon Yachts created the engineering, working with High Modulus on structural calculations.

YEAR: 2010
LOA: 135' (41M)
BEAM: 28'10" (8.80M)
DRAFT: 7'9" (2.35M)
FUEL CAPACITY: 10,567 GAL. (40,000 L)

DISPLACEMENT: 209 TONS
POWER: 2x 3,450 HP (2,573 kW) MTU 12V 4000 M93L
DESIGN: BILL DIXON, SCARO DESIGN
PERIYACHTS.COM



From concept to completion.

Comprehensive yacht interior design.



*The "total creative solution"
for new construction and refits.*

2012 SE 4th Avenue • Fort Lauderdale, Florida 33316
954.583.0392 • fax 954.316.0941 • www.DestryDarrDesigns.com
email: Destry@DestryDarrDesigns.com

FL ID #5202
1826001032

*Destry
Darr
Designs*
LICENSED INTERIOR DESIGNER

WESTPORT *Miss Michelle*

This is the first time showing in Europe for this newly redesigned and popular Westport 130. Expanded deck space includes a great new forward salon, which, together with a five-stateroom arrangement, on-deck master stateroom and large salon, make for enjoyable extended cruising. "Quiet acoustics" reduce sound levels to those of a high-end luxury car. ABS-classed and MCA-compliant, the 40m is equally well-suited for private use or charter service.

YEAR: 2009
LENGTH: 130' (39.6M)
BEAM: 26' (7.9M)
DRAFT: 6'6" (1.9M)

DISPLACEMENT: 198 TONS (HALF LOAD)
POWER: 2 x 2,735 HP (2,040 kW) MTU 12V 4000
DESIGN: WILLIAM GARDEN, TAYLOR OLSON, WESTPORT
WESTPORTYACHTS.COM



JONGERT *Lucia M*

The Dutch shipyard Jongert, known for its sailing yachts, presents its first large motoryacht, an aluminum semi-displacement tri-deck designed by Guido de Groot with naval architecture by Azure Naval Architects. The vessel combines sleek contemporary lines and a modern-yet-warm décor. Although speedy, the yacht will feature good range at its passage speed of 12 knots (able to cruise 2,400 nautical miles before refueling).

YEAR: 2010
LOA: 128' (39M)
BEAM: 25'5" (7.8M)
DRAFT: 6'7" (2.04M)

FUEL CAPACITY: 12,284 GAL. (46,500 L)
POWER: 2 x MTU 16V 4000 M90
DESIGN: AZURE, GUIDO DE GROOT DESIGN
JONGERT.COM



BALTIC YACHTS *Baltic 112 RPN*

Built for racing and fast cruising, the Baltic 112 has all the comforts expected from a sailing yacht of this size. The naval architecture ensures skippers will enjoy navigating and unleashing the carbon-composite yacht's potential for real performance.

YEAR: 2010
LOA: 112' (34.14M)
BEAM: 24'8" (7.52M)
DRAFT: 18' (5.50M)
FUEL CAPACITY: 1,585 GAL. (6,000 L)

DISPLACEMENT: 87 TONS
POWER: 1 x CUMMINS, 355 HP (265 kW) @ 2800 RPM
DESIGN: NAUTA YACHTS, REICHEL-PUGH YACHT DESIGN
BALTICYACHTS.COM



SOUTHERN WIND SHIPYARD *Thalima*

The goal here is fantastic sailing. Clean lines by Nauta Yachts, a super fine entry and naval architecture by Annapolis-based Farr Design have given *Thalima* all she needs to perform in style. A flush deck makes room for easy maneuvering. Five comfortable cabins accommodate guests in modern surroundings.

YEAR: 2010
LOA: 110' (33.60M)
BEAM: 23'11" (7.30M)
DRAFT: 13'9" (4.20M)
FUEL CAPACITY: 1,479 GAL. (5,600 L)

DISPLACEMENT: 86 TONS
POWER: 1 x 355 HP (265 kW) CUMMINS
DESIGN: FARR DESIGN, NAUTA YACHTS
SOUTHERNWINDSHIPYARD.COM



LATITUDE: 28° 00" N, LONGITUDE: 41° 70" W

and not a worry in the world



It's not one thing we
do that sets us apart,
it's everything we do.

That's what makes us
the most trusted name
in marine electric.

Call today or visit our website for more information or to schedule an appointment

SERVICES

- ▶ New Installations
- ▶ Modifications
- ▶ Custom Computerized
& Laser Engraving
- ▶ Custom Designed Switchboards
- ▶ In-house & Dockside Service
- ▶ Repairs
- ▶ Engineering
- ▶ Electrical & Corrosion Surveys
- ▶ Fire Surveys
- ▶ Panel Production

EQUIPMENT SALES

- ▶ AC Generators
- ▶ Transformers
- ▶ Battery Charging Equipment
- ▶ Panel Meters & Gauges
- ▶ Switches
- ▶ Cathodic Protection Systems
- ▶ Converters/Inverters
- ▶ Wire/Cable/Fuses
- ▶ Shore Cords & Adapters
- ▶ Lamps & Lighting
- ▶ Overcurrent Protection



HEADQUARTERS
617 S.W. Third Avenue
Fort Lauderdale, FL 33315
Phone: 954.523.2815
Toll Free: 800.545.9273
Toll Free Fax: 800.297.8240

WEST PALM BEACH
999 West 17th Street • Unit #3
Riviera Beach, FL 33404
Phone: 561.863.7100
Fax: 561.863.7008

www.wardsmarine.com

WHY CARRY A BUNCH OF KEYS WHEN YOU ONLY NEED ONE?



ACCREDITED



EXCELLENCE
IN SERVICE

VISIT US AT WWW.TRIPLESCONSULTANCY.COM



MOONEN SHIPYARDS

Livia

Livia is the third of Moonen's 97 series, after *Darsea* and *Sofia II*. The interior by Art Line was entirely customized to suit the owners' requirements. The inspiration was an elegant beach house. Not only comfortable and approachable, *Livia* is also a gifted cruiser with all the attributes of a much larger yacht.

YEAR: 2010

LOA: 98'5" (30M)

BEAM: 23'11" (7.30M)

DRAFT: 7'2" (2.18M)

FUEL CAPACITY: 7,304 GAL (27,650 L)

DISPLACEMENT: 185 TONS

POWER: 2 x 601 HP (448 kW) CAT C18

DESIGN: RENÉ VAN DER VELDEN, DIANA

YACHT DESIGN, ART LINE

MOONEN.COM



NAUTOR'S SWAN

Swan 80

The Swan 80 is an up-to-date interpretation of the maxi cruiser concept. It is a modern sailing yacht built to be reliable and fast, yet luxurious, with elegant lines and easy handling. The Swan 80 sleeps six guests and four crewmembers.

YEAR: 2010

LOA: 82'3" (25.08M)

BEAM: 19'11" (6.08M)

DRAFT: 12'1" (4M)

FUEL CAPACITY: 396 GAL (1,500 L)

DISPLACEMENT: 40 TONS

POWER: STEYR MO 196 K35, 190 HP (140 kW)

DESIGN: GERMAN FRERS, NAUTOR

NAUTORSWAN.COM

KARDINAL

www.kardinalmarine.com



Wired
Custom Lighting

WIRED-DESIGNS.COM



MIAMI LONDON NEW YORK LOS ANGELES





OCEANCO

TODAY AND TOMORROW

Oceanco one of the world's premier superyacht builders has recently undergone a change in ownership. When there is change, people are always curious: What is going on? Why did one party sell? Why did the other buy? How will the change affect the workings of the yard and its employees? What happens to Oceanco's current yacht owners? What are the advantages for prospective clients? What about the Oceanco brand and product itself? In an effort to discover what is transpiring at Oceanco, **Jill Bobrow** interviews Mohammed Al Barwani, the new Chairman and Marcel Onkenhout, the newly appointed CEO.

MOHAMMED AL BARWANI

Mr. Barwani, you are virtually an unknown name in the superyacht industry. Tell us a little about yourself.

I am an entrepreneur with diversified international business interests. I have lived in various countries including the U.S. and the U.K., but my home is the Sultanate of Oman, a beautiful peaceful country in the southeast corner of the Arabian Peninsula.

Do you travel a lot with your work?

Yes, I must say that I travel at least a week or two a month.

Do you have a family?

I have a close-knit family; a lovely wife who is my partner in all things, five grown-up children, three daughters, two sons, a wonderful daughter-in-law, two sons in law and two delightful one-year old grandchildren. My three elder children are in business with me and the other two are studying at international universities.

What is MB Holding Company LLC?

MB Holding is a privately owned investment company with subsidiaries operating across the Middle East, Europe, Asia, Australia and New Zealand. We have interests in oil, gas, manufacturing and minerals, among other investments.

Why did you decide to buy Oceanco? Why buy a yacht yard now, during these difficult times, and did you look at other yacht builders?

I did look at a few other yards. I bought Oceanco because it is a good investment. Oceanco is a remarkably strong brand, boasts a strong balance sheet and has a healthy order book. In our other businesses, we did well in difficult times; the best time to acquire a new business is in a recession. Evaluations are realistic, you do not over pay and when the global economy improves, business will escalate with the rising tide. Oceanco provides a good platform for growth. Who knows what we will do down the road; we are interested in consolidating our position and open to exploration.

Oceanco is a total departure from your other businesses.

Do you have any personal background in boating?

I grew up with pleasure boating in the clear azure waters of Oman; over the years my family had speedboats, cruisers and sportfishing boats. I currently own a few mid-size boats. I am a deep-sea game fishing enthusiast and I love diving and being on the water.

The former chairman of Oceanco, himself a knowledgeable yachtsman, was deeply involved in the day-to-day running of the company. Will you be a hands-on manager?

I have the utmost respect for what the former chairman achieved during his tenure at the helm of Oceanco. I am, by education, a petroleum engineer. I do not have experience in the yachting world, per se; however, I'm experienced in managing businesses and I enjoy working on projects. I am admittedly on a learning curve, but I am a quick study and I know when not to mess with a good thing. Oceanco has a superb campus with talented and experienced people. I will leave day-to-day operations in Marcel Onkenhout's capable hands; I will work with the board of direc-

GOLD COAST AUSTRALIA PREMIER YACHTS SHOWS

A sister city to Fort Lauderdale Florida

19-22 May 2011



SANCTUARY COVE INTERNATIONAL BOAT SHOW

The 23rd Sanctuary Cove International Boat Show is the southern hemisphere's leading import-export event, attended by Australian, New Zealand, Asian, Middle East, European and American buyers and boat dealers. It is located in Australia's largest planned resort, and the ambience of its central Marine Village is similar to the Cannes Festival de la Plaisance.
www.sanctuarycoveboatshow.com



Grant Torrens, one of Australia's largest big boat dealers, and an agent for brands such as Christensen and Lazzara, has run his satellite boat show at the very upmarket Sovereign Islands enclave for more than a decade. A 10 minute drive from Sanctuary Cove, it stays open later and longer, and also features luxury cars, helicopters and fashion parades.
www.granttorrensmarine.com



MARINA OCEANUS Marina Mirage[®] SUPERYACHT CENTRE

Marina Oceanus at Marina Mirage, in the heart of the Gold Coast's vibrant lifestyle and leisure CBD, is another 15 minutes away. Here are exclusive hotels such as Palazzo Versace, a residence of many Middle East sheikhs at this time of year, as well as Sheraton Mirage and Marriott Surfers Paradise. Geoff Lovett, doyen of Australia's superyacht dealers and the Benetti, Hatteras, Hargrave and Monte Fino agent, shares facilities with Fairline and Johnson. www.marinaoceanus.com.au, www.geofflovettinternational.com, www.raywhitemarine.net



■ FIRST PERSON

tors on strategic issues. Nonetheless, the more I am learning about this exciting world, the more enthusiastic I am, so I am extremely supportive of the management team at Oceanco.

What is your vision for Oceanco's future?

I will like to see Oceanco continuing to be at the cutting edge of innovation, technology and design, building iconic yachts, which are environmentally friendly, energy efficient and with a low carbon footprint. We will continuously invest and work with industrial partners in research and development. We are working on expanding our construction facilities to broaden the product range. At the end of the day, what is most important is that Oceanco exceed the expectations of our owners, as they are the most important stakeholders of the Oceanco brand.

MARCEL ONKENHOUT

Marcel, you have been at Oceanco for a long time, but perhaps our readers would like to know a bit more about you as well. Tell us about yourself.

I was born in Woudenberg, a small place in the middle of Holland. I studied industrial engineering in Tilburg. I now live in De Bilt (near Utrecht) with my wife and four young kids – the oldest being nearly 10 and the youngest has just turned one.

How long have you worked at Oceanco?

Sixteen years! I started in 1994 in the small Dreumel facility in the middle of Holland doing planning and calculations, followed by production coordination. In 1998, I moved to the new facility in Alblasserdam as yard manager to organize the yard to complete five yachts, including a 95m and two 80m yachts. Under the new ownership in 2003, I was responsible for sales and marketing. Then in 2009, I was appointed Deputy Managing Director. A few months ago when Mr. Al Barwani acquired the company, I was appointed CEO.

What significant changes have you seen at Oceanco over the years?

There have been a few key milestones in our relatively short history. Our company had its start in 1992 building 40/50m-ranged yachts partially in South Africa. 1995 was certainly a milestone; we were awarded contracts for a 95m and two 80m yachts, and the same year we acquired the current Alblasserdam facility. Another important landmark for Oceanco was the implementation of the current business model focusing on key partners, and lastly, the development of the 85m ranged superyachts.

What are the biggest challenges facing Oceanco for the future?

Demand for new technologies and more innovative yachts. Main-

taining our position as the builder of choice in the 85m/3,000 GRT range as almost all shipyards are now trying to imitate us in this niche (cannot be a better compliment though).

What is the most difficult part of building a superyacht?

Perhaps you should rephrase the question to: what is the easiest part of building a yacht? – There isn't one!

What do you think the future design trends will be? Will people continue building bigger and bigger?

There will always be demand for bigger. We are aiming at those owners who want the next step up from an 85m/3,000 GRT yacht, where they can comfortably accommodate more guests and features but still maintain the aura of a personal family and private yacht.

Will Oceanco continue to build only custom yachts or will you join the trend of building series or semi-custom yachts?

I think we will stick to what we know best. Trying to offer everything under one roof tends to dilute quality and effectiveness.

What intentions does Oceanco have toward sustainable technology?

We have a department dedicated to investigating new technologies with particular emphasis on cleaner and more efficient developments.

Will you continue to support the International SeaKeepers Society as you have done in the past?

Yes, we will continue to include a SeaKeepers unit at our own cost in all our new build projects.

Is there a particular profile of the superyacht owner of the next decade?

Superyacht owners will largely remain the same but their requirements will be different. I believe they will be more privacy- and security-conscious and will aim to be more considerate and aware of the environment they operate in.

What do you want people to say about Oceanco 10 years from now?

Well, for one thing that Oceanco is the best company to work for in the yacht industry. Also, that the yachts built by Oceanco are not only the best, but that the owners thoroughly enjoyed participating in a transparent build process. ■

I think we will stick to what we know best. Trying to offer everything under one roof tends to dilute quality and effectiveness.





LOVELY **Brandaris Q52** TENDER

Returning to a yacht at a mooring off the coast of Monaco is not always fun. Conditions in the bay can change on a dime and what may start as a quiet ride out of Port Hercules can quickly turn into a bouncy wet mess, making you wish you'd dressed in foul weather gear. Of course, it all depends on the craft you are riding in.

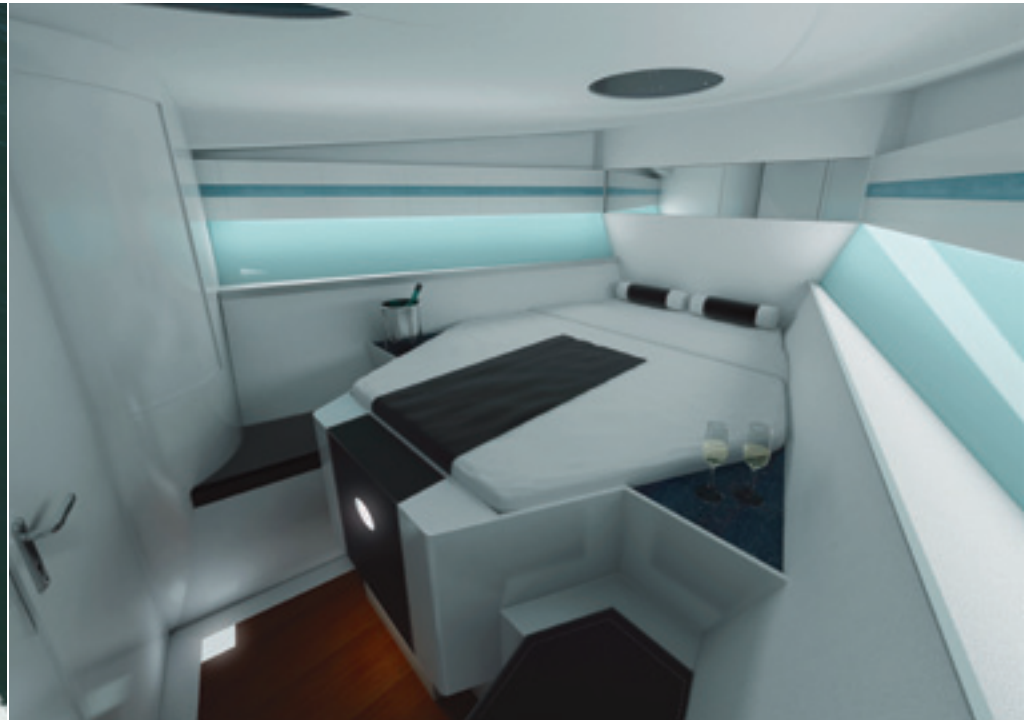
STORY Cecile Gauert | PHOTOS Brandaris Yachts



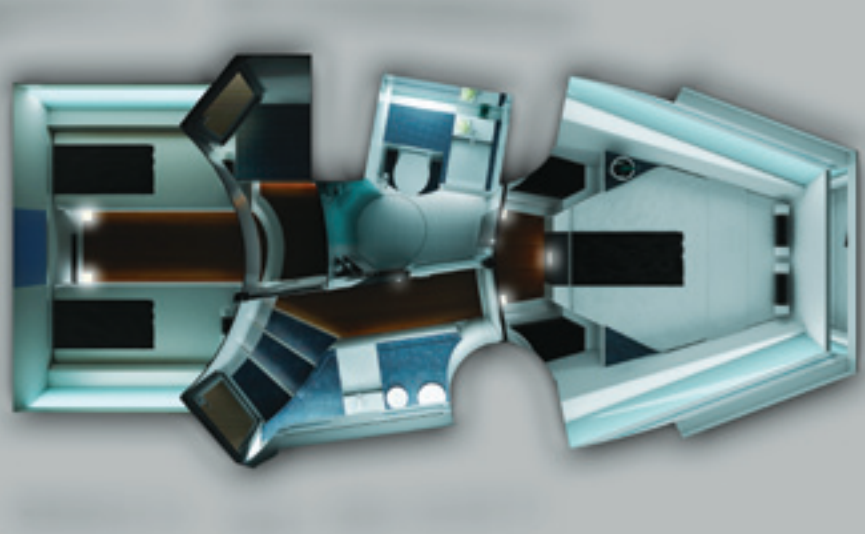
he Q52, which was used as a VIP tender at the 2009 Monaco Yacht Show, made the waves waiting at the entrance of the harbor quite exhilarating. Speedy and maneuverable, this stylish 52-footer built in Holland proved quite a performer in rough surf, especially with Arthur Oskamp, managing director of the 't Wije shipyard, at the helm. The yard, located in Loosdrecht, southeast of Amsterdam, builds a range of semi-custom tenders under the Brandaris name. The Q52, with naval architecture and design by Vripack, is the flagship.

Even novice Q52 drivers can get some fun out of this small yacht. It easily reaches 40 knots, but for a more serene and fuel-efficient ride, it excels at 30 to 32 knots. We crossed our own wake repeatedly just for the sheer fun of it. Passengers lounging on the sun pad and seated on the banquettes set against the boat's curvy aft deck did not even get wet, as the shapely hull is able to deflect spray efficiently. Only once a rogue wave leaped above the port side, landing on the teak railing and deck by the helm. Let's just say the driver had been asking for it.

Vripack conceived, designed and engineered the Q52, which features a planing hull and drives like a sporty automobile. Three comfortable seats face the console equipped with a nicely sized flat screen, electronic compass, GPS and easy-to-grasp



ABOVE: A bird's eye view of the Q52 in action reveals the sunpad and swim platform. **RIGHT:** A stylish master cabin, efficient galley and guest cabin, all aglow in LED diffused lighting



wheel. It must be the fact that being close to the action is so much fun that prompted the builder to install two companion seats flanking the comfortable pilot chair.

For close-quarters maneuvering, a joystick is also available. The Zeus counter-rotating props allow the boat to do that little sidestep away from the dock that never fails to amaze. With 600 mhp each and electronic fuel injection, the Cummins diesel engines have no trouble allowing the boat to reach its top speed in no time.

If the name Q52 evokes James Bond, so does the ride. In this craft, a spy would be able to evade villains in style. We attracted quite a few looks due to the boat's updated classic styling, enhanced with a silver finish (Bentley Silver Tempest) and composite hard top painted black (it looks like carbon fiber) with built-in tinted glass. Other color schemes are available, but this one is truly chic.

There is a large, comfortable white sun pad aft of the center console roomy enough for a bevy of "Bond girls," and even a comfortable and private retreat below deck. An automatic glass door keeps the elements out and natural light in. Inside, the design is contemporary (no varnished wood here), and the facilities surprisingly complete. Forward is a VIP with a double bed; the bathroom features a shower and head; there is a small but serviceable galley and, on the starboard side, counter space with built-in storage. Aft is a second

cabin with twin beds. For added fun, the interior features a versatile color scheme. To change your mood, just change the ambient color from white to turquoise to amber. Translucent panels diffuse the light from LED lights mounted behind them so that the walls appear to glow. To complete the mood, switch on a nice sound system by Bang & Olufsen.

Back up top, the large sun pad conceals an optional pop-up Jacuzzi. Once the cushion is off, the Jacuzzi, large enough for two, comes up on command. A glass door leading to the swim platform allows soaking in the sun with views of the water. Take a few steps aft and you can easily take a dive directly from the swim platform into the Med.

Vripack, based in lovely Friesland, offers a complete range of services. The firm does naval architecture, engineering, interior design, and exterior styling for both large and small craft. Sales Director Marnix Hoekstra seems to relish the side of the business, that allows designers to condense years of experience into tight spaces. Currently, the firm has 33 smaller boat designs on its drawing boards. "The great thing about small craft is that it pushes your engineering and design skills," Hoekstra said. The Q52 expresses that ability very well. Two more Q52s are currently under construction. ■



FOR MORE INFORMATION, VISIT
BRANDARISYACHTS.NL OR
VRIPACK.COM

Brandaris Q52

LOA: 52'6" (16M)
BEAM: 14'8" (4.5M)
DRAFT (INCL. PODS): 3'3" (1.02M)
FUEL CAPACITY: 449 US GAL. (1700 L)
WATER CAPACITY: 135 US GAL. (510 L)
CONSTRUCTION: COMPOSITE
HULL TYPE: PLANING

ENGINES: 2 x 600 HP CUMMINS ZEUS 3800 QSC
PROPULSION: ZEUS POD PROPULSION
MAX SPEED: 40 KNOTS
DESIGN: VRIPACK
NAVAL ARCHITECT: VRIPACK
ENGINEERING: VRIPACK
BUILDER: BRANDARIS YACHTS

*Original dimensions are provided in the metric system



KAREN LYNN INTERIORS

YACHTS ♦ RESIDENTIAL ♦ AIRCRAFT



Karen Lynn



164' Trinity | Main Salon Design Rendering



167' Trinity | Main Salon and Bar Design Rendering

We look forward to seeing you at the 2010 Fort Lauderdale International Boat Show! To schedule a design consultation for your next interior project please call 954.732.2387

Nominated for 2006 & 2007 Best Refit – Reconfiguration in Monaco by ShowBoats International



G III Private Aircraft Interior



164' Trinity | Master Suite Design Rendering



167' Trinity | Main Salon Design Rendering



Palm Beach Residence | Living Area

Marina Mile Business Park | 2890 Marina Mile Boulevard | Unit 106 | Building 3 | Fort Lauderdale, FL 33312 | USA

tel 954 583 1818 | fax 954 583 1894 | karen@karenlynninteriors.com

www.karenlynninteriors.com

WE MAKE YOUR DREAMS A REALITY

Texas T Passagemaker

Stewart Morland didn't like the classic displacement passagemakers already on the market. So he decided, with a little help from captains, naval architects and interior designers, to create a whole new look.

CUSTOM-BUILT INNOVATION

STORY Bruce Maxwell | PHOTOS Sulis Marine







F

our years later the result is the remarkable 80' *Texas T*, which we visited at Marina Oceanus after the Sanctuary Cove International Boat Show on Australia's Gold Coast. *Texas T* derives its name from the *Ballad of Jed Clampett* in the long-running comedy TV series *The Beverly Hillbillies*, with which Morland feels some affinity due to his day job in oil exploration.

Any lighthearted associations stop there. This is a seriously modern vessel, packed with innovations, which can be chartered by up to eight guests in fabled Great Barrier Reef waters, starting from only A\$10,000 (or about U.S. \$8,000) a day. Morland plans to position the yacht, during the December-February cyclone season, in Australia's largest East Coast cities – Brisbane, Sydney and Melbourne – and in the striking Kimberley region in the northwest, going on later to the Pacific, Alaska and Japan.

Texas T has a steel hull and aluminum decks, and is powered by twin 300hp Cummins engines driving five-bladed props. She carries 5,300 gallons of fuel and has a 4,500-nm range. The burn is a very economical one gallon per nautical mile at 8½ knots. Usual cruising speed is 10 knots.

"I looked at all the production passagemakers, but couldn't find anything I wanted," Morland said. "Then I saw a boat in New Zealand which wasn't for sale, but had many features I thought were attractive.

"I chartered her and made a list of 60 things that I would like or alter from this core model. I got on well with the captain, Kerry Alexander. We were on the same page. He wrote

down everything he thought worked well, or that he would change, and I later employed him as build skipper. Next I basically assembled my own boat-building team. Brisbane-based Rob Clubb, a naval architect with a portfolio of more than 100 vessels, came up with a great hull which, assisted by Naiad stabilizers, has since proved very kindly in a seaway.

“Peter Hogbin, another naval architect, did the exterior styling with me, and then an amazingly meticulous builder, Bob Cherry, put the steel hull and aluminum topsides together. Every weld is immaculate, a work of art. Finally, my wife Tracey and I worked with Steve Jones of Architectural and Marine Interiors to produce a modern, sophisticated, ultra high-quality interior that I think speaks for itself.”

It does. The main deck, for example, has a layout that leads seamlessly from alfresco dining astern, through an attractive and very practically thought-out galley and second stylish dining-lounge room, to a small library, powder room, central staircase and deckhouse. There, Morland has set up a well-equipped office and saved space by dispensing with a wheel and helm seat.

“My captain Tony McCaffery and his wife Clare started mid-year, augmented by two more crew when guests are aboard. They will usually have *Texas T* on autopilot, and can keep watch from the deckhouse lounge, or hold a brace rail when driving directly.”

The effect of being able to see straight through from aft deck to bridge increases the impression of space, and although it sounds like a cliché, this vessel really does have the feel of a 100' to 120' boat. The galley has name-brand equipment, from Kleenmaid and Liebherr, and there are lots of touches and ideas that would keep a commercial chef happy, while the outward appearance is of a smart kitchen that might grace any fine residence.

The salon's window fittings are cast in fiberglass; discreet lighting concepts are to highest standards and, of course, doors open and close, fabric blinds lower and raise, and wide screen TVs pop up electronically. The entertainment system is mostly Bose, and guests can choose between centrally-supplied music, hundreds of DVDs or their own music. Remember this is an 80-footer.

Steve Jones, working with Tracey and Stewart Morland, has done an immaculate job on the surprising interior. In particular he has used vacuum-bagged New Age Veneers to stunning effect. Bright orange fabrics provide contrast and help emphasize the sheer range of grains and colors these environmentally friendly materials offer. A German company developed the man-made New Age Veneers, which are distributed under license to interior decorators and outfitters.

“We were commissioned to provide a modern fitout for

OPPOSITE: The main deck features floors in American walnut

BELOW: The galley is practical and attractive; the master bedroom on the lower deck is in soothing earth tones, and has an ensuite with bath tub



BELOW: Several dining options include a well-protected lounge on the main aft deck, pictured, and a well-equipped flybridge with barbecue bar

this serious expedition yacht. Timber floors are three-mm American walnut on plywood substrate. The New Age Veneers used on the principal deck and in the guest accommodations are called charco and ashen, vacuumed to paneling using epoxy adhesives. The stairwell covering is Matrix microsuede, the deck head paneling Almeira vinyl, and the lounge and settee are in microsuede and hide,” Jones said. “The distinctive dining table is in American walnut with attractive charco and ashen inlays. Nycell is used in bulkhead paneling, pre-painted prior to installation, and in the ensuites, shower linings and sills are corian with ceramic tiles. The deckhouse has a metallic two-pack finish with charco veneers; the day lounge is macro hide, and the teppanyaki bar and aft cockpit table are both in teak.”

A superior guest suite, two upper-lower bunk cabins and the full-beam owner’s suite, all with private bathrooms, are on the lower deck. There are LCD TVs and iPod docks, and Tracey wanted a full bath in the owner’s suite, so naturally she got it. She also chose the distinctive wallpaper and fabrics in gently blended autumn colors. Crew quarters for four, including a small suite for the captain and his wife, are in lighter

Queensland silver ash veneers and solid timbers. Here too is the laundry and other storage space.

On the flybridge is an electric teppanyaki barbecue for eight, backed by a full-service kitchen, fridges and bar. Aft is a five-meter Swift tender with 60hp Mercury outboard plus two kayaks. All deck fittings are removable so that up to 30 corporate guests, chartering from A\$7,000 (US\$5,500) for day cruises, do not stub their toes, as so often happens.

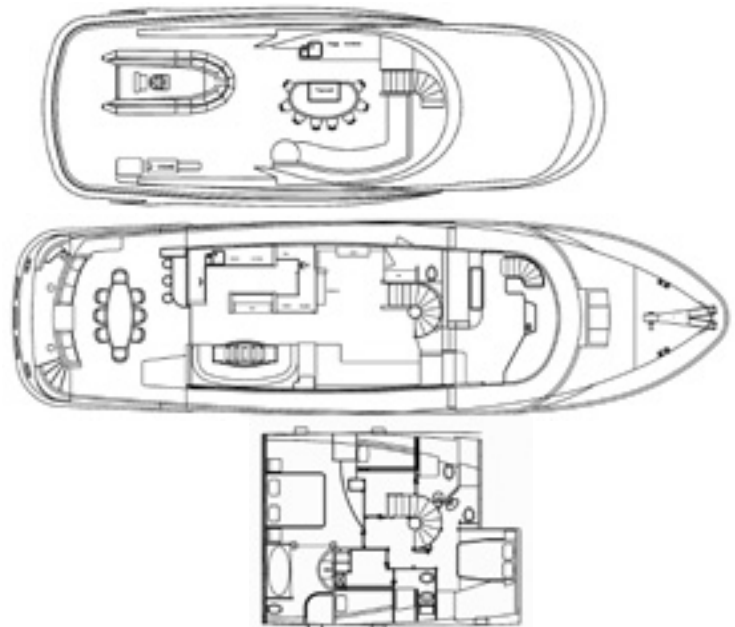
Sea Tel satellite gear and radar are above, while on the bridge or deckhouse there are two GB 60 Simrad systems (one used as a backup) with Furuno sonar. Eight security cameras, including one on the upper mast, scan various parts of the boat.

Morland was originally a mechanical engineer, and the engine room reflects this passion. It is spotless and exquisitely laid out, complete with its Cummins engines, Onan generators, fuel filters, oil changers, cross-tank valves and monitors and watermakers.

With the aft set up for big-game fishing, this is a very interesting custom boat, which some of the production long-range motor yacht builders may care to look at more closely. ■



FOR MORE INFORMATION, VISIT
 TEXAS-T.COM.AU, AMINTERIORS.COM.AU AND AURORAMARINEDESIGN.COM



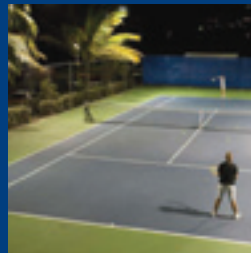
80' Texas T

LOA: 80'
 BEAM: 22'
 DRAFT: 6.5'
 FUEL: 5,300 U.S. GAL.
 ENGINES: 2 x CUMMINS QSM 11 @ 300 HP
 CRUISING SPEED: 10 KNOTS
 GENERATORS: 2 x ONAN 27 kW

STABILIZERS: 2 x NAIAD 12'
 NAVIGATION: 2 x SIMRAD + FURUNO
 COMMUNICATIONS: SEA TEL
 NAVAL ARCHITECTURE: ROB CLUBB
 INTERIOR DESIGNER: STEVE JONES
 BUILDER: SULIS MARINE, BRISBANE, AUSTRALIA

ARRIVE

AT THE WORLD'S PREMIER
HOME PORT DESTINATIONS



Great Destinations. One Global Network.

Experience our welcoming staff, unparalleled service, and signature IGY hospitality, and you'll understand why the top captains and crew choose IGY as their ultimate home port for nautical adventures.

ST. LUCIA:

Rodney Bay Marina

ST. MAARTEN:

Simpson Bay Marina
The Yacht Club at Isle de Sol

ST. THOMAS:

American Yacht Harbor
Yacht Haven Grande

THE HAMPTONS:

Montauk Yacht Club

NEW YORK HARBOR:

Newport Yacht Club & Marina



BOSTON:
Boston Yacht Haven

New Destination



MEXICO:

Marina Cabo San Lucas

For information or reservations

WWW.IGYMARINAS.COM 1.888.IGY.MARINAS

Become a fan of IGY Marinas on **facebook**
and follow us on **twitter**

ISLAND GLOBAL YACHTING

AMERICAS | CARIBBEAN | MIDDLE EAST

IGY Marinas feature the following amenities: *

- | | |
|-----------------------------------|-------------------------------|
| Berthing for Yachts up to 450' | On-Site Recreation Facilities |
| Well-Trained Staff | Up to 600 amp Power |
| Crew Facilities | Concierge Services |
| Transportation & 24-Hour Security | Airport Pickup/Drop-off |
| In-Slip Fueling & Pumpout | Telephone & wireless internet |
| Wet Refuse Incineration | Vessel maintenance |
| On-site Customs & Immigration | Provisioning |
| Shopping & Restaurants | Full-service Boatyard |

**Not All Amenities at All Locations*

A GENTLEMAN FISHERMAN

Bertram 800

With the introduction of the new 800 sportfisherman, Bertram, without straying too far from its legendary fishing pedigree, has embraced the motoryacht world, where owners can have as much fun diving, cruising, as they do fishing.

STORY Shaw McCutcheon

PHOTOS Forest Johnson (running), Shaw McCutcheon (interiors)







D

on Jones, Bertram’s director of sales, calls the 800 a “gentleman fisherman”. “The people looking to buy this kind of boat aren’t the hard-core fishing people,” Jones says. “We built a boat that can be both [a fisherman and a cruiser].” This strategy was already in place with the launch of the 540, but the 800 is a bold step in that direction. It also is the largest yacht ever built at Bertram’s historic Miami shipyard.

Die-hard fishermen have long found the physics of a 40’ to 60’ fishing boat to be optimal – big enough to handle half a dozen anglers comfortably – yet small enough to maneuver quickly in a fight with a fish. But a trend has emerged with builders trying to find a happy medium for yachts able to fish and able to take along the family. There is, inevitably, some sacrifice of agility for the sake of creature comforts, but Bertram has minimized this compromise on its new flagship. There’s still a huge cockpit with all the proper fishing accoutrements – a live bait well at transom, fish boxes, rod holders, a transom gate and a large rod locker – but the company also offers a smaller bait well and even optional bench seating along the transom that transforms the cockpit into a party arena.



Bertram consulted numerous customers to find out what they wanted to see in a larger version of the company's traditional sportfisherman, and many of their answers are illustrated on these pages. They wanted a boat the whole family could enjoy, a vessel meant to entertain friends and clients, a vessel big enough to carry a nice tender; a practical layout with a day head near the stern. Some even mentioned a laundry room.

The hull is classic Bertram, while Zuccon International Project, the design firm that has designed many vessels for the Ferretti Group, Bertram's corporate parent, designed the superstructure. Ferretti's Advanced Yacht Technology engineering division made further

design modifications and tested the 800 to ensure it performed to specifications. A refinement of the propeller shafting, first seen on the Bertram 540, is designed to reduce cavitation (which over time damages propellers). Air injected into the prop stream at the tail end of each shaft improves fuel economy and engine performance, Bertram says. The yacht also features underwater exhaust (again first seen on the 540), which helps the boat run more quietly and improves top-end speed.

The bottom is a modified V with a shallow 12-degree deadrise aft. The wide 22-foot beam and two Mitsubishi ARG 4000 anti-rolling gyros, strategically placed

CLOCKWISE: The main deck is an open space with a modern galley, comfortable lounge and a dining area; the Italian connection is obvious in the design of the master stateroom's portholes





ABOVE: A nice VIP and two additional cabins, including a twin, are one of several possible layouts

in the bilge area between two 2,400 hp V-16 MTU diesels, help achieve stability. The bottom also incorporates shallow propeller pockets to help the boat maneuver in fishing situations. The yacht's top speed at three-quarters load is 36.5 knots, which gives it a 435-nm range at its 30-knot cruising speed. An optional upgrade to two 2,600-hp MTU diesel engines could add up to two more knots. There is only one 3,000-gallon fuel tank, located just forward of the engines, and with a 186 gph total fuel use at cruising speed, the boat can run up to 16 hours without a stop.

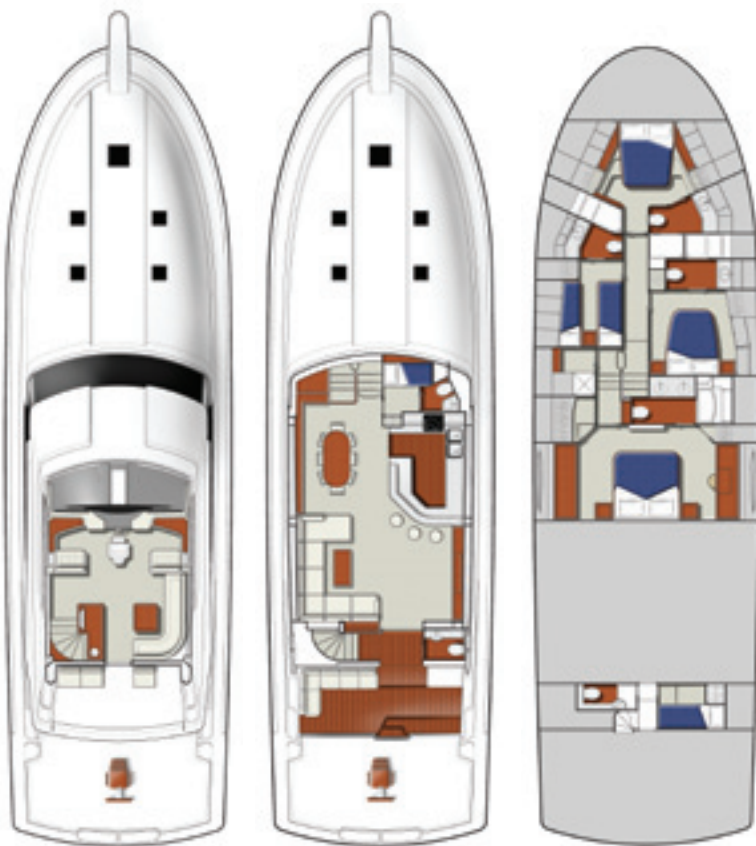
Richard Lamarre, Bertram's director of engineering, said the vessel was designed to weigh 185,000 pounds. When it was complete, however, it was more than four tons away from the target weight, largely because of the extra attention paid to squeezing out excess resin during the layup process, the light sandwich-cored interior and meticulous attention paid to the weight of interior materials.

White oak paneling against white carpeting and wall coverings dominate the yacht's bright interior (an African mahogany is also available as an alternative). The salon continues a trend increasingly seen in sportfish-

ing boats: forward windows that substantially brighten the salon and allow 360-degree visibility. Until recently, yacht windows were installed as framed units that were subject to leaks. Today's windows are made of multi-layered tempered glass embedded in the fiberglass structure, as strong as a solid wall of composite.

In this open interior is a dining area (either a stand-alone table or a banquette arrangement – owner's choice) facing a stateroom with a single berth, good for either an additional guest or a crewmate (owners can use the space for storage if they prefer). The stairwell leading to the enclosed flybridge is conveniently placed portside aft, where it doesn't interfere with interior sightlines. Space under the stairs is used for rod storage, accessible from the cockpit. A day head is located near the door to starboard. The main salon settee faces cabinetry with a pop-up flat screen television. Three countertops and shelves surround the chef in the galley where a half-height refrigerator/freezer combination, set under the countertops, respects the deck's open feel.

Bertram will offer the 800 both in open and enclosed flybridge versions. The enclosed model shown here provides substantial additional interior space. A large



ABOVE: The upper deck, in the enclosed flybridge version, effectively is a second lounge area; Bertram offers three power options for the twin MTU 16v series 2000 engines



FOR MORE INFORMATION, VISIT
BERTRAM.COM

Bertram 800

LOA (WITH BOW PULPIT): 82'8" (25.2 M)
 BEAM (MAX): 22'0" (6.7 M)
 DRAFT: 5'8" (1.7 M)
 FUEL CAPACITY: 3,000 GAL. (1,355 L)
 DISPLACEMENT: 185,240 LBS. (84 TONS)
 FRESH WATER CAPACITY: 400 GAL. (1,515 L)
 ENGINEERING: BERTRAM YACHT / AYT FERRETTI GROUP

STANDARD ENGINES:
 2 x MTU 16V SERIES 2000 @ 2,000 HP

OPTIONAL ENGINES 1:
 2 x MTU 16V SERIES 2000 @ 2,400 HP

OPTIONAL ENGINES 2:
 2 x MTU 16V SERIES 2000 @ 2,600 HP

DESIGNER (SUPERSTRUCTURE AND INTERIOR):
 ZUCCON INTERNATIONAL PROJECT

BUILDER: BERTRAM



ABOVE: Yes, you can still fish; the cockpit has all you need from rod holders to bait wells and fish boxes

L-shaped settee aft faces another pop-up television, effectively creating a second salon. Large window treatments, including two overhead hatches, brighten the interior and reduce the sense of separation with the outdoors. The helm station includes two bench seats on either side of the helm chair, and an additional station is available for docking and fishing on the aft deck, equipped with bench seating.

The lower-deck living quarters include four staterooms accommodating eight, or nine with an optional Pullman bed. The spacious master stateroom aft is full beam. It features a king-size bed flanked by two large closets. Additional storage is available in under-counter drawers lining both sides of the room. A lift-up mirrored vanity is nestled into the starboard counter space. The Italian connection is evident in certain design features, such as the large shapely windows that significantly brighten the room. The mas-

ter head includes a stylish sink – a large rectangular depression in an otherwise flat countertop. The VIP stateroom, forward on the lower deck, can have one large or two single V-shaped berths. This is one of many options available, as Bertram intends to give owners the option to customize the layout. The 800 also makes room for a crew of two (not counting the stateroom forward of the galley) in quarters located aft of the engine room.

It is a testament to Bertram's forward-thinking outlook that the 800 was built; the model was developed before the recession, and its new flagship announces this company is not planning to go away. The market for the 800 is global and goes far beyond the specific interests of the hard-core fisherman, and one shouldn't be surprised to see this yacht somewhere in Bali or the Med, dispensing scuba gear, trolling lures and hors d'oeuvres to satisfied guest the world over. ■

Broadband For A Mobile Planet

- Expanding Global mini-VSAT broadband service with data rates as fast as 2Mbps
- Affordable monthly "fixed-rate" and flexible "per-megabyte" airtime packages
- Enhanced VoIP included with local phone numbers for most countries around the world



CONCORD MARINE
ELECTRONICS

K|V|H[®]

LEADER IN MOBILE
BROADBAND



TRACVISION

CONCORD MARINE ELECTRONICS
INTEGRATED NAVIGATION, ENTERTAINMENT & COMMUNICATION SYSTEMS

2233 S Federal Highway • Fort Lauderdale, FL 33316 • 954.779.1100 • 954.779.7090 Fax
www.concordelectronics.com • email: sales@concordelectronics.com



TRACPHONE

FAST & FUN

Sunseeker Predator 84

The Sunseeker dealer in Miami, Nautikos Florida, arranged for a sea trial on this new Predator 84 – the first of its kind in the U.S. to feature both a flybridge and Arneson drives. We got onboard for an exhilarating ride.

STORY Louisa Beckett | PHOTOS Sunseeker







“

W

e’re going to drive it like we stole it!” says Capt. Oniel Angueira as he maneuvers the new Sunseeker Predator 84 out of its berth in Miami Beach. On the run south via the Atlantic to Nautikos’ Coconut Grove location, the captain is as good as his word. He is operating the 84 from Sunseeker’s optional flybridge. This new configuration adds a teak-decked acric with an upper helm and sunbathing platform, transforming the yacht from a sleek open model to a versatile flybridge cruiser without disrupting its sexy exterior styling.

In addition to a planing hull and weight-saving composite construction, this particular Predator 84 boasts Arneson surface drives. An upgrade from Sunseeker’s standard twin-shaft drives, which provide the yacht with speeds of up to 37 knots, the Arnesons give it even sportier performance – along with a roguish roostertail. During our sea trial, with the MTU 2,000-Series engines pegged at wide-open throttle, the Predator 84 registers a speed of 45.4 knots on the GPS and averages 44 knots in two speed runs taken in opposite directions. Earlier sea trials near the Sunseeker shipyard in England yielded 47 knots at the top end.

Adjusting the Arnesons just so for optimal results may take a little getting used to, but their surface-piercing propeller design reduces underwater drag (up to 50 percent when compared with traditional submerged props), increasing both speed and fuel efficiency.





Once you have mastered them, precision handling is another benefit. “That’s one thing I like about this boat; put it in gear and you *feel* it,” the captain says. During our offshore run in breezy conditions, the yacht accelerates smoothly through the rpm band to a cruising speed of about 35 knots at 2,200 rpm, slicing through two- to three-foot seas for a steady, stable ride. You can even put the big Predator into an ultra-tight turn, laying it practically on its side, and it will hold the corner like a race car. “It’s smooth, and that makes a difference when you add a wife and kids,” says Nautikos broker Jason Wood, who is riding along. The upper and lower helm stations provide different driving experiences. Up top, you feel the sun and wind – quite a lot of wind, at times, as there

is no windshield or venturi to deflect it. This is the place to be while docking. There are toggle controls for the hydraulic bow and stern thrusters, and rocker switches to raise and lower the Arneson drives.

The lower bridge provides a more luxurious driving experience. Multiple leather seats, or a combination of bench seating and helm chair, invite the family to experience the ride. The custom console, embellished with machine-turned metallic panels, is raised and tiered to accommodate extensive Garmin electronics. The GPSMAP 5015 system displays readouts from the chart plotter, radar, sonar, ship’s systems, CCTV and more. An AIS identification system and controls for the FLIR thermal night-vision camera also are in evidence.

OPPOSITE: The owner of this particular yacht chose a contemporary look that includes wide-board teak flooring. **ABOVE** The stylish master stateroom features a sitting area, walk-in wardrobe and large ensuite to match



The Predator 84's signature sunroof, embedded with three horizontal windows and custom shades, is still part of the flybridge design. It slides open noiselessly at the touch of a button. In fact, while we are on the subject of noise, we should mention that the yacht is pleasantly quiet. With the sunroof closed, at idle speed, we record 63 dB(A) in the cabin and 68dB (A) at cruising speed. At top end, the reading is 78 dB(A). We feel no vibration at any point, evidence of effective insulation.

Another strong point for the Predator 84 is good access. Side doors open onto walkaround decks, which allow reaching the foredeck's alfresco dining and sunbathing areas easily. Crewmembers don't have to enter the main salon to reach the bow. The galley and crew quarters also are separate from guest areas, like on a larger yacht. Even though the Predator 84 has a tender garage and a good-sized engine room, Sunseeker's designers still found space for two surprisingly big crew cabins and a crew lounge, complete with a TV monitor that displays ship's systems data. The galley is equipped with home-sized appliances and counters large enough for catering a party – on this yacht, they are topped with chic black granite. The décor on the Predator 84 is entirely at the owner's discretion, and this owner opted for a rich, contemporary look. The main salon millwork features unusual wide-board teak flooring and cherry paneling stained to match.

The open plan encompasses a comfortable living area

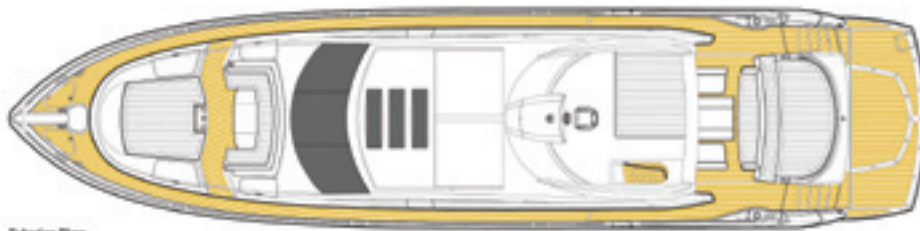
and a dining table with seating for eight. That is also the number of guests the yacht accommodates in its four elegant staterooms below-decks. They comprise a full-beam master suite with triple hull windows, a forward VIP and two twin cabins on either side of the companionway. All the staterooms have ensuite heads with showers, although the starboard twin's bathroom also doubles as a day head. The Predator 84, particularly in this flybridge version, is blessed with bountiful outdoor spaces for lounging and playing. There is an extended teak watersports platform above the drives and room to store dive tanks and gear in the garage. An automatic awning that extends from the flybridge overhang shelters the teak-lined aft cockpit, ideal for entertaining with its large convertible teak dining table. Our test yacht also has an outdoor grill, sink, icemaker and fridge. Outdoor speakers and lighting set the mood. While some see it as a production boat builder, at least as far as the smaller yachts are concerned, Sunseeker gives owners quite a bit of choice. Part of the fun is fine tuning the layout and personalizing the décor by choosing from a wide variety of colors, fabrics, furnishings and stonework, available at the U.K. factory or a local Sunseeker local dealer. But the real fun begins when the engines become alive. The aft deck is the best spot for watching the Arnesons' roostertail kick up behind the boat as it picks up speed. "Our job is to let the kid in you enjoy the whole experience," says Wood. Thanks! ■

BELOW: A nice forward stateroom with private bathroom and two cabins with twin beds are featured on this particular hull

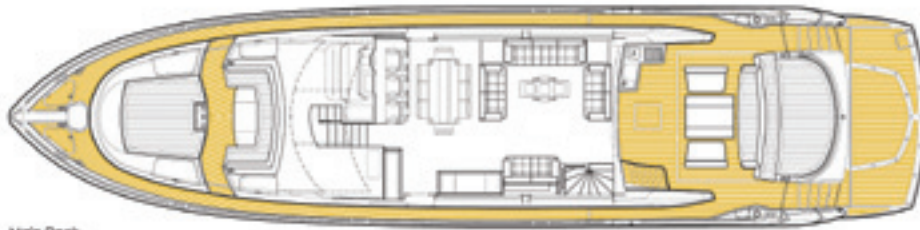




ABOVE: The lower bridge provides a luxurious driving experience; the galley, part of the crew area, features full-size appliances



Exterior Plan



Main Deck



Lower Deck



CONTACT:
NAUTIKOS FLORIDA
 +1 305 856 4050
SUNSEEKERFLA.COM

Sunseeker Predator 84

(ARNESON SURFACE DRIVE VERSION)

LOA: 86'11" (26.48M)
 BEAM: 20'10" (6.34M)
 DRAFT (@ FULL LOAD): 6'7" (2.01M)
 DISP. (@ ½ LOAD): 143,440 LBS. (64,200 KG.)
 ENGINES: 2 x MTU 2000 SERIES @ 2,650 HP
 DRIVES: 2 x ARNESON AD 16
 GENERATORS: 2 x 32kW @ 60 Hz

FUEL CAPACITY: 1,981 GAL. (7,500L)
 FRESH WATER CAPACITY: 317 GAL. (1,200L)
 MAXIMUM SPEED: UP TO 45 KNOTS
 CRUISING SPEED: UP TO 35 KNOTS
 RANGE: UP TO 300 NAUTICAL MILES
 CONSTRUCTION MATERIAL: GRP
 BUILDER/DESIGNER: SUNSEEKER INTERNATIONAL



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

ATLASS INSURANCE GROUP

S I N C E 1 9 8 1

WHEN YOU'RE TALKING INSURANCE, YOU SHOULD BE TALKING TO ATLASS

Atlas Insurance has again doubled in size with more brokers and more expertise to better serve you in all areas of coverage including yachts, private aircraft, primary residences, vacation homes, and automobiles. Our staff of insurance specialists has in-depth knowledge and experience on all the issues in today's insurance markets. We listen to the concerns and needs of customers, evaluate programs and make the most astute recommendations for the protection of your investment. When the talking is done and it's time for action we are there, committed to upholding our reputation of achieving prompt and equitable claim settlements for our valued customers worldwide.

MAIN OFFICE | 1300 SE 17th Street, Suite 220
Ft. Lauderdale, Florida 33316 | (954) 525-0582

COCOA OFFICE | 26 Oleander Street
Cocoa, Florida 32922 | (321) 459-9905

NEWPORT OFFICE | 19 Brown & Howard Wharf #7
Newport, Rhode Island 02840 | (401) 619-4790

WWW.ATLASSINSURANCE.COM
QUOTE LINE 1-800-330-3370

ISA 63m WORLDS APART AND TOGETHER

ISA – International Shipyards Ancona’s new flagship is a stunning, long-range 63m yacht that combines the talents of in-house and outside designers. We met American interior designer Patrick Knowles in Italy, as he applied final touches before the yacht’s timely delivery to a repeat owner.

STORY Renaud Jourdon and Jill Bobrow

PHOTOS Kristina Strobel for Luxury Vision Production







“

T

third time is the charm.” It’s an old idiom and bears some validity in that the international owners of this 207-footer are absolutely thrilled with their new yacht and think it is their best ever. Nonetheless, returning to ISA (International Shipyards Ancona) for a third build speaks volumes. Obviously, the owners enjoyed success with their previous two yachts, a 40m and a 47.5m respectively, or they would not have engaged ISA again when they were ready to “move up”. This 63m has been a custom build from the onset; however, in respect for the very private owners who wish the name of the vessel to remain confidential, we will refer to her by her size only.

The owners’ long-time French captain worked hand-in-hand with the ISA team, and the shipyard collaborated with Rome-based exterior stylist Andrea Vallicelli and Fort Lauderdale-based interior designer Patrick Knowles to deliver, on schedule, the largest vessel ISA has built to date — a yacht that challenged the yard and raises the bar in several ways.

As is often the case, this project relied on teamwork. ISA’s Technical Director Antonio Longobardi and President of Sales and Marketing Marcello Maggi are at the genesis of this superbly designed hull. ISA does most of its engineering and naval architecture



in house, and Longobardi heads the shipyard's research and development department. (Also to his credit is ISA's successful 47m displacement series, which includes the distinctive red-hulled *Ellix Too*, built in 2004). With the 63m, one of the shipyard's goals was to achieve maximum efficiency—not by using complicated technology but through good naval architecture. Maggi, who has been with ISA from its inception, refined the concept on the marketing end.

A streamlined profile and elongated windows belie a generous beam, 12m at its maximum. There are five decks, including the bilge deck (not pictured), yet the boat does not appear to be top heavy. A well-integrated sundeck with a pool discreetly tops the yacht, guaranteeing privacy for the guests. An elegant white superstructure meshes with a full-displacement steel hull painted in a "moonstone" color for subtle contrast. The decks form an elegant sloping line aft, creating ex-

pansive outdoor spaces and visually balancing the bow.

One of the yacht's technical highlights is its new automated wheelhouse. Team Italia and its electronic division, Onyx Marine Automation, designed the new Lloyd's Register-approved I-Bridge (I is for integrated). At the captain's fingertips are the control and management of fuel tanks, ballasts and security systems. A user-friendly thumb wheel allows the captain to switch between menus and scroll down sub-menus. One click opens the appropriate screen. All backup instruments and conventional keyboards are neatly tucked away in drawers underneath the console, for an attractive, clutter-free wheelhouse.

The yacht, as the sum of all these parts, exceeded expectations spelled out in the detailed contract. The decibel and vibration levels are well below contractual norms (the decibel level in the salon is a quiet 43 dB(A) with engines at 75 percent); the top speed during sea

OPPOSITE: From the moment you enter the main salon, comfortable luxury envelopes you **ABOVE:** Florida-based Art Network designed the table glass top in the dining room; Florida artist Danna Sallee painted the murals, and the sculptural light fixture at the center of the staircase is made of Murano glass



MASTER SUITE: Perhaps the marriage of Four Seasons Resorts with the South Pacific is most evident in the supremely comfortable master suite





GUEST SUITES:

Tropical woods, hand-carved doors and paintings recall the theme in each of the Palm, Hibiscus, Bamboo and Orchid (pictured) guest suites

trials proved to be three knots faster than expected and the yacht has 20 percent more range than was initially anticipated. This is due, in part, to a fuel consumption of 72.6 gallons at 12 knots, which also gives the yacht a range of 5,500 nm. The shipyard achieved this primarily by designing a fuel-efficient hull and is legitimately proud of this result. The yacht works for everyone. The owners too are happy with the end result; they have achieved their dream.

The yacht was designed and created by a nearly all-Italian team, except for its interior design. The choice of U.S.-based Patrick Knowles Designs came at the end of an involved selection process. Knowles remarked that

he was the last out of approximately 17 designers interviewed. Evidently something clicked. The owners were confident he and his team could produce the contemporary American-style interior with tropical overtones that they were dreaming about. The overall décor theme is both Polynesian and contemporary chic, according to Knowles—a marriage of Four Seasons Resorts with the South Pacific.

Understanding the needs and requirements of yacht owners mandates that the design team develop a level of intimacy with their clients to understand their expectations fully. Knowles says he and his clients had an instant connection. The owners' desire to be on holiday





ABOVE: The skylounge's carpet by Tai Ping, red coral lamps and a drift wood table recall the marine environment right outside

OPPOSITE: Detail of the skylounge bar; a perfect breakfast nook on the upper deck; and a seating arrangement on the sun deck – let the vacation begin!

from the moment they stepped aboard – a wish they expressed during their very first meeting – drove the rest of the design. Part designer, part yacht psychologist, Knowles was keen on creating a total space of well being and fun. He created more than a décor; he created an environment designed to appeal to all senses. Colors, chosen for their soothing qualities, also serve as playful reminders of the ocean and the beach. Sound-dampening materials, including lush draperies, mute any potentially jarring noise. Knowles also appealed to the sense of touch, choosing, for instance, a variety of deeply sculpted carpets for the living areas. With a little practice, guests could feel their way around the yacht and identify their location just by sensing the carpets under their feet. The sense of smell also is stimulated throughout the vessel. Through aromatherapy, clean scents of magnolia and green tea waft from cabin to cabin. Knowles even chose a playlist of Polynesian music to set the tone when family and friends arrive and devised signature cocktails for the adults and kids (taking care of the sense of taste). Orchid leis, Polynesian-

style, greet the guests, who are encouraged to relax on the port and starboard beach decks that cantilever over the water, and acclimate while crewmembers unpack their bags.

Inside, palm wood, coconut shell, hand-carved glass sea creatures, carved doors and colorful murals of tropical plants reinforce the tropical holiday theme. Of particular note is the one-of-a-kind 30-foot-tall light fixture rising within the stairwell that connects all three guest decks. The 220-plus Murano glass plates that adorn the piece are reminiscent of aquatic life. A hand-painted broad-leaf tropical rain forest serves as backdrop. A visual fantasy unfolds as guests ascend or come down the stairs, with subtle color changes in the glass column echoing the color theme chosen for each deck level.

Each of the lower-deck stateroom suites features its own tropical theme: Hibiscus, Orchid, Palm and Bamboo, all reflected in the hand-carved wood panels, cabinets, colorful paintings and custom woven carpets, hand-made of wool and silk.

Knowles talks about the difference between American





ABOVE: There is more that meets the eye on this yacht designed for total fun, including side tender bays; guests will enjoy the view in complete privacy from the upper and sun decks **OPPOSITE:** One of the yacht's technical highlights is its integrated wheelhouse

and European sensibilities. He says, "There is a fundamental difference between American and European design; however, it is quite difficult to articulate, as many of these differences are culturally driven and are therefore very subjective. As an example, in America it is the cultural norm to have furniture that is ergonomically conducive to ultimate comfort, whereas in many European countries it is the cultural norm to have furniture that is petite in scale and modest in decoration – while in many cases such pieces are an absolute visual pleasure, the ergonomic and comfort factor is not that high on the scale. Again, such opinions are subjective; as humans we tend to favor that which we have experienced

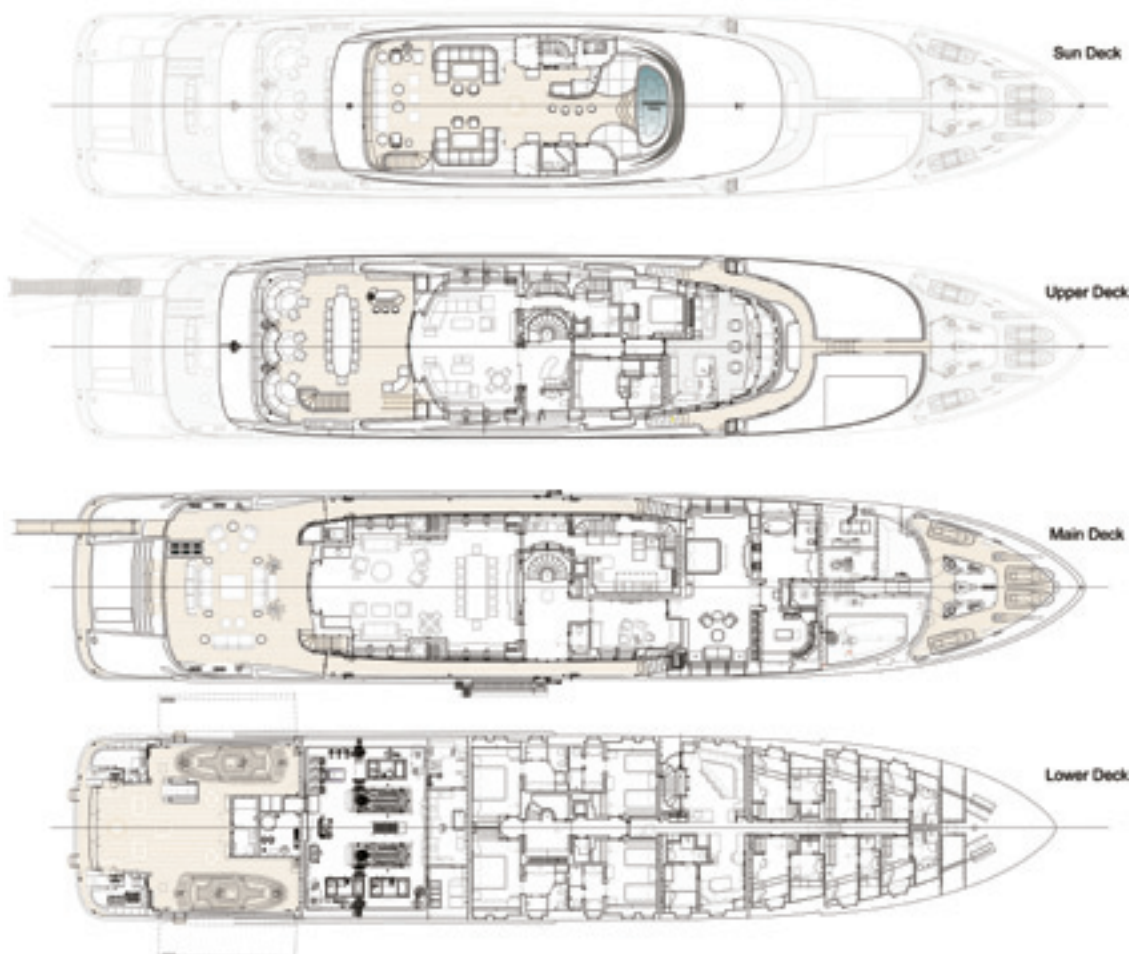
culturally, and therefore what is comfort for one might indeed be discomfort for another....Having said that, the mission for this project was to create an environment for the owner that possessed a design sensibility unique to the American way of living, perpetuating plush luxury and comfort....".

A custom yacht is built to fulfill an owner's dream, and create what appeals to his or her sensibilities. It is highly personal. If you do it right, you create loyalty. And that is something the head of sales and marketing of any shipyard knows very well. Thus, we will let ISA's Marcello Maggi have the last word. "The best yacht is the yacht with a happy owner," he says.

ISA

IN BRIEF: A handful of yacht enthusiasts with a vision founded ISA 12 years ago, and in 2001, the young shipyard started production of its first 47.5m steel yacht. Since then, the ISA shipyard

(which a group of investors acquired in 2006) has diversified with composite and steel yachts ranging in size from 120' to now well over 200'. What these yachts have in common, no matter their size, hull style or construction material, are elegant and innovative exterior features.



FOR MORE INFORMATION, VISIT
ISAYACHTS.COM AND
PATRICKKNOWLESDESIGN.COM

ISA 63m

LOA: 206'8" (63M)
 BEAM: 39'5" (12M)
 DRAFT: 5'4" (3.2M)
 HULL MATERIAL: STEEL
 SUPERSTRUCTURE: ALUMINUM
 FUEL CAPACITY: 34,342 GAL. (130,000 L)
 WATER CAPACITY: 9,250 GAL. (35,000 L)
 DISPLACEMENT (FULL LOAD): 1,030 TONS

ENGINES: 2 x CAT 3512-C
 RATED AT 2,400 MHP @ 1,800 RPM
 MAIN GENERATORS: 3 X CAT C9
 200kW
 CRUISING SPEED: 15 KNOTS
 TOP SPEED: 18 KNOTS
 RANGE: 5,500 NM @ 12 KNOTS
 NAVAL ARCHITECTURE:
 ISA – ANTONIO LONGOBARDI

EXTERIOR DESIGN: ANDREA VALLICELLI
 INTERIOR DESIGN:
 PATRICK KNOWLES DESIGNS
 INTERIORS BUILDER: CASATI, ITALY
 BUILDER: ISA INTERNATIONAL SHIPYARDS
 ANCONA, ITALY
 CLASSIFICATION:
 LLOYD'S REGISTER 100A | SSC YACHT
 MONO G6, LMC, UMS

*Original dimensions are provided in the metric system

A Conversation with Patrick Knowles

At 45, Patrick Knowles has built a solid reputation for his company, Patrick Knowles Designs. He's kept busy since setting out on his own 13 years ago, collecting design awards and increasing a diverse portfolio. His work includes several villas, airplanes and has been featured on yachts built by Burger Boat Company, Trinity Yachts (including *Mi Sueño*, also featured in this issue), Christensen, Delta, Nordlund and Palmer Johnson to name a few. But if American shipyards have provided steady work, Knowles' reputation has reached European shores, in part thanks to happy returning customers. For instance, when he traded his 130' Palmer Johnson for a 160' Feadship, the owner of *Inevitable* entrusted the yacht's new interior to Knowles. It would be a mistake to typecast Fort Lauderdale resident Knowles as a designer for an American clientele. Articulate and personable, he simply seems to know how to create designs that fit his clients' lifestyles.

Is your clientele international?

I have clients who come from both sides of the Atlantic. I have American customers for European boats and customers from Germany, France, Austria, Spain and the Middle-East for American-built yachts.

What is the common thread?

There isn't one, and that is why my clientele is so diverse. I never repeat a design. Each project is totally different from the next, just as clients have their own individuality.

U.S.-based naval architects are reputed worldwide, but very few American interior designers are known abroad. Why do you think that is?



The U.S. does not have one nationally recognized yacht interior design school, like France has the *École des Beaux-Arts* for example, and we have a much shorter history. It is changing, though, and European designers increasingly borrow purely American decorative details. The most important consideration as a designer is to avoid being trapped in one style.

You dealt not only with the shipyard but also an Italian subcontractor who is responsible for interior construction. Is it difficult to work at distance?

My relationship with ISA and interiors manufacturer Casati was an excellent one. I have worked with interior fabrication companies in New Zealand, Australia, and Germany before. Working with companies based in Italy was no problem at all, especially since I dealt with serious and professional people.

Wood seems to be an integral part of your design. Is this true?

I started my career in carpentry and cabinet-making, and I have kept that love for wood. It is a versatile and essential material that allows designers to express their creativity fully. The possibilities are limitless: Wood can be painted, varnished, limed, worn, polished, turned and carved or simply used raw. And there are many forms and species of great diversity. Whether your interior is antique, contemporary, ultra modern or minimalist, wood is the common denominator.

What were the owners' specifications for their 63m yacht?

The clients wanted an American interior; which also means a spacious and comfortable interior with deep and wide seats; layers of materials and a profusion of details. And, above all, they wanted the tropical element to be present throughout, which is evident in frescoes and carvings of seashells for example, which were commissioned to American artists.

How do you present your first draft?

I still draw by hand and use ink. For this project, I made no fewer than 65 aquarelles from our initial meetings. I really like to invest myself in this way because I know from experience that much comes from this first meeting.

You seem to be very connected to this yacht.

Who would not be? As a designer you get to lift a bit the veil of intimacy and translate a dream. You have a great responsibility to preserve that dream. This project was a great experience because we had many exchanges with the owners. You may have seen next to the dining room table a coral reef sculpture (pictured). It was created at my request for the owners, and each of the five seahorses represents a member of the family. We also delved into the idea of appealing to all their five senses. There is inevitably an emotional connection. ■



PHOTO BY RENAUD JOURDON

PHOTO COURTESY ALLOY YACHTS

THIS IS THE PRESENT
TECHNOLOGY...

T: +33 (0) 497 21 02 96 F: +33 (0) 497 21 10 96 E: sales@seavisioneurope.com For U.S. inquiries contact: E: sales@seavision.com



3/4"
actual
size

THIS IS THE
FUTURE.

The latest technology in high-powered
underwater lighting will soon be revealed.

*Find out more during the Monaco Yacht Show, Sept. 22nd – 25th, 2010,
Stand QD25 in the Darse Nord Tent*

Contact SeaVision for further details



www.seavision.com





190' Trinity *Mi Sueño*

DREAM BOAT

Trinity's newest launch *Mi Sueño* was named after one of her owner's prized thoroughbred racehorses. But, for someone else stepping aboard for the first time, the name may simply carry its literal meaning in Spanish: my dream.

STORY Liz Pasch | PHOTOS Jim Raycroft



his particular dream came true at Trinity Yachts' Gulfport, Miss. shipyard. *Mi Sueño* is the first of a new series of custom yachts. While Trinity Yachts met quite a bit of success with sporty aluminum yachts in the 160' to 167' range with a 28' beam, they have shown an ability to build a wide range of projects. In fact, late last year, they launched their largest yacht to date, the 196' *Bacarella*, a custom yacht with a steel hull.

This past spring, Trinity Yachts CEO John Dane III introduced *Mi Sueño* to brokers in Fort Lauderdale and said their new series was created in response to clients asking for more length overall, more volume, and at the same time a shallow draft.

While they may want more yacht, yachtsmen also want a choice of cruising grounds. Not far from the Southeast coast are the appealing turquoise, and often shallow waters of The Bahamas, notoriously off limits to large boats that draw a lot of water. Trinity Yachts' answer was a newly designed hull with a generous 33'6" beam and a draft of 8". A quick tender ride can breach the gap from mooring to white-sand beach. The new design apparently struck a cord as evidenced by three more yachts, based on this new hull, soon to follow.

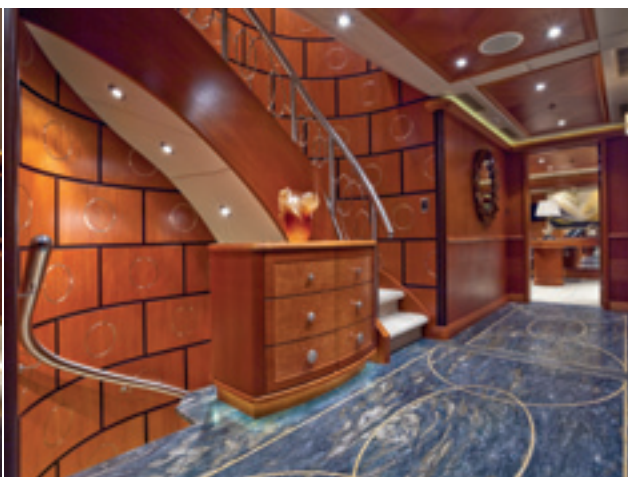
Trinity Yachts draws on extensive commercial and navy shipbuilding experience. After studying historical data from 60m patrol boats built in the past, the shipyard's en-

gineers chose a semi-displacement aluminum hull with a rounded bilge hull form as opposed to hard chines, which Captain Doug Peterson found particularly stable and sea kindly as he took the yacht across the Gulf of Mexico in 25-30 knot winds. "The ride was very gentle especially considering the size of the seas and wind." When winds increased to 50 knots (with gusts to 65 knots) and waterspouts appeared about 100 miles off of Tampa, Peterson says the crew working in the spacious crew area didn't realize the weather had taken a turn for the worse. In Peterson's words, with the new hull shape combined with Quantum "Zero-Speed" stabilizers, "The boat is magic." The yacht, powered by twin Caterpillar 3516 HD, rated at 3,384 hp, lives up to its thoroughbred name-

sake, with a top speed of close to 21 knots.

With a 33'6" beam there's plenty of room on deck for tender and toys, but the owner preferred to have them stowed below deck. Trinity Yachts obliged. In order to accommodate a tender garage, naval architects extended the hull from an initially planned 183' to 190'. In addition, they elevated a portion of the aft deck to make room for a 23' Novurania tender and a 5,500-pound davit below. This practical solution presented added benefits. The raised section of the aft deck effectively creates a private lounging area. Guests, comfortably seated on the outdoor sofas and chairs—which can be re-arranged at will to accommodate any grouping—have uninterrupted views above a surround of elegant stainless-steel railing.

OPPOSITE: Four different species of wood warm the salon and adjacent dining room **BELOW:** Earthily seductive, the décor uses a variety of woods and stones



Knowles describes Mi Sueño's design as "urban contemporary" with overtones of Zen

The patterned teak sole, steps, and railing together elegantly delineate the area from walkways enabling crew to attend to duties without intruding in the guest area. It's a novel yet sensible arrangement, which makes it surprising that this isn't a more commonly seen solution.

Functionally inventive use of space continues inside this imposing vessel. The owner turned to Fort Lauderdale-based designer Patrick Knowles to create the interior ambiance. Knowles worked closely with the shipyard. His projects with Trinity include the elegant *Destination Foxharb'r Too*, whose cool resort-and-

spa-inspired interior served as a reference point for this vessel.

One of the owner's requests was a uniquely authentic entrance into the salon. On most yachts of this size, there is usually a formal foyer or lobby, mid-way on the main deck. However, more often than not, guests enter the salon from the aft deck. In fact, once guests are onboard, it probably is the most-often used entryway. Knowles, who recently used attractive wine cabinets to stunning effect in another Trinity Yacht, the recently delivered 161' *Blind Date*, suggested a wine cellar. The owner must have liked the idea.

BELOW: The master suite is a two-level retreat with a salon, his and her bathroom and office (next page)





Floor-to-ceiling stainless-steel-and-glass wine refrigerators (with room for 492 bottles plus 32 magnums) atop cigar humidors in wormwood, define the space. Tumbled marble mosaic floor, curved leather benches and end tables in petrified wood complete the stunning foyer, which greet guests as the glass doors slide open. Should the owners or guests like to use this as an actual room, for an impromptu wine tasting for instance, a sheer full-length curtain can be drawn.

Knowles describes *Mi Sueño's* design as "urban contemporary" with overtones of Zen. It is earthily seductive with its abundant use of woods and minerals.

Knowles likes to work with wood and has a keen eye for unusual patterns. He made creative use of burl for unusual patterns. He made creative use of burl as a memorable decorative element on *Unbridled*, another 191' Trinity. On *Mi Sueño*, the salon and dining area alone feature Honduran mahogany, European maple burl, Australian lacewood, and wenge from the Belgian Congo. The woods are barely treated and not stained, which allows their natural patterns to take center stage. A very light sheen protects the woods from fingerprints and smudges without concealing their intrinsic beauty.

Past the formal dining room, a sparkly dark granite

ABOVE: The spacious VIP suite at top could be mistaken for a master bedroom





(Kozmos) floor leads the way to the yacht's stairway and elevator (concealed behind an attractive door) and, beyond, the huge split-level master suite. Many Trinity Yachts share this layout, and for good reasons; it provides owners with an exceptional retreat. Here, the master bedroom is located on the top level, with the king-sized bed facing a surround of windows. A TV salon is below. As everywhere else on board, abundant cabinets and massive walk-in wardrobes provide a huge amount of storage. The owners also have a large office with view windows. As to the Zen feel, it is evident here on the custom-built glass doors. Abstract patterns, painted and silver-leafed directly onto glass, evoke streams or running water. Very soothing.

Located on the lower deck and accessible via a pleas-

antly wide hallway, are five spacious guest rooms emanating an uptown feeling. Access was important to the owners, and the queen-bedded stateroom, located closest to the elevator, is wheelchair-accessible. For added flexibility, important for a yacht that will be available on the charter market, the owners specified a seventh stateroom. Located on the upper deck, this room is equipped with four Pullman beds and is quite suitable (with the beds stored away) as a massage and exercise room, complete with a steam shower.

As to the urban influence, it is most evident in the stunning skylounge. The owner wanted something really different and suggested Tiger's Eye, a stunning South African semi-precious stone used sparingly in jewelry and fine accessories. "The bar top consumed

ABOVE: The addition of wine bottles will transform this stunning foyer into a masterpiece

OPPOSITE: Each guest room features personal touches but all are equal in comfort

a lot of material...2.5 slabs...but was totally worth the cost. It's amazing how the stone comes together. For us that was a first," says Knowles. The stone's rich yellow and brown stripe pattern compliments the furnishings. A 60" flat screen TV and a game table for six players compete with the stunning bar and panorama for attention. The spacious after deck area is, of course, air-conditioned, for comfort anywhere in the world.

A well-appointed pilothouse falls right into step with the rest of *Mi Sueño's* urban feel. Knowles had a hand in making it not only a practical space for navigation but also an attractive one for the guests. A large oval high-low table in wenge and elevated curved bench occupy prime real estate behind the captain's helm chair. As elsewhere on the yacht, the owner commissioned

paintings to suit the space. Here, two paintings of Koi flank the doorway. If you hurry out, you may miss a playful décor detail; the painting on the starboard side is green and red on the port side.

Free of toys and tenders, the sizeable sun deck is almost all play. It also has a practical side, as it has room for a touch-and-go helipad and a day head. Chic teak Sutherland deck chairs and loungers with plump "sea turtle" cushions are free standing to allow guests to arrange them at will. One permanent fixture is the hot tub, strategically situated between a shallow splash pool, perfect for kids, and the bar, another fixture.

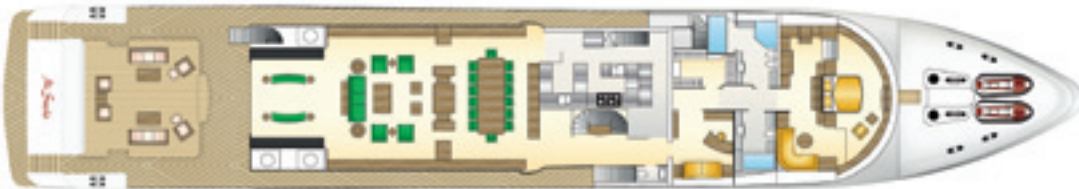
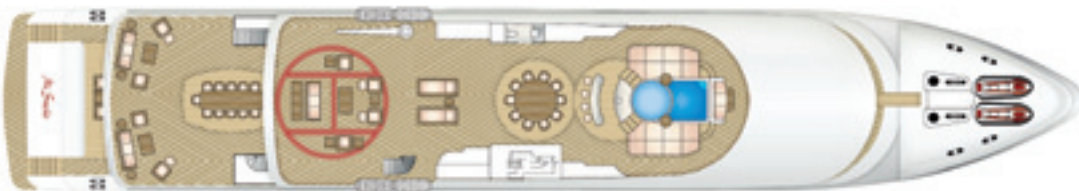
After her introduction, the yacht left Fort Lauderdale to capture a few charters in the Mediterranean. She is expected to make the Monaco Yacht Show. ■

BELOW: Guests on the raised aft deck have unobstructed views of city lights





ABOVE: Everything is within arm's reach on the smartly designed sundeck and in the state-of-the-art pilothouse



FOR MORE INFORMATION VISIT
TRINITYYACHTS.COM OR
 FOR CHARTER INFORMATION, CONTACT
 INTERNATIONAL YACHT COLLECTION'S
 MONACO OFFICE: +377 97 98 24 24
 OR VISIT IYC.COM

190' Trinity Mi Sueño

LOA: 190' (57.9M)
 BEAM: 33'6" (10.3M)
 DRAFT: 8' (2.44M)

ENGINES: 2 x CATERPILLAR 3516 HD,
 3,384 HP @ 1800 RPM

GENERATORS: 3 x NORTHERN LIGHTS
 2 x 235 kW+ (1) 99 kW EMERGENCY
 GENERATOR

FRESH WATER CAPACITY: 3,500 GAL.

FUEL CAPACITY: 22,000 GAL.

CRUISING RANGE
 (WITH 10% FUEL RESERVED):
 APPROX. 4,000 NM @10 KNOTS

MAXIMUM SPEED: APPROX. 20.5 KNOTS

CRUISING SPEED: APPROX. 18.5 KNOTS

STABILIZERS: 2 EXTENDABLE QUANTUM
 FINS, ZERO SPEED

CONSTRUCTION: ALUMINUM

CLASSIFICATION:
 ABS AND MCA CERTIFIED

INTERIOR DESIGNER:
 PATRICK KNOWLES

NAVAL ARCHITECTURE: TRINITY YACHTS

DELIVERY: JUNE 2010

SHIPYARD: TRINITY YACHTS, USA

CHARTER MANAGEMENT:
 INTERNATIONAL YACHT COLLECTION



nisi 2400

Legendary styling. Naval architecture by Setzer Design.

The only yacht under 24-meters built to commercial RINA + MCA standards.



COME IN TO YOUR WORLD

— Appearing this Fall. —





Amels 171 Bel Abri

STARK BEAUTY

Bel Abri, which will be at the Monaco Yacht Show, is the first Limited Editions Amels 171 to be available for charter. Prior to a busy inaugural charter season in the Mediterranean, she hosted Norwegian-born writer and editor Glen Hagen who enjoyed a scenic cruise in his spectacular homeland onboard a fine Dutch-built yacht. He brings us this report.

STORY Glen Philip Hagen | **PHOTOS** Marc Paris



I left Oslo for Bergen to meet up with the brand new Amels 171, *Bel Abri*. When I landed in Bergen, in late May, it was snowing; not typical springtime yachting weather, but beautiful nonetheless. After a nice dinner at a local Bergen restaurant serving its own version of surf and turf called “whale and Rudolf,” and a restful night, I traveled by car along a narrow and scenic road into Flaam. A small village with a thin railway track, Flaam is Norway’s third most popular tourist destination. As the car emerged out of the last of a long succession of tunnels and reached the port, I spotted *Bel Abri*, moored a few hundred feet away in the middle of the fiord. The markedly improved weather contributed to a stunning vista.

Bel Abri is the sixth yacht in the Dutch builder’s successful Limited Editions Amels 171 Series. Now, Amels has introduced more premium semi-custom models—the new Amels 177, Amels 199 and Amels 212. These series are so successful that the shipyard is dedicating more and more energy into premium semi-custom builds.

The Amels 171 started out as drawings in the expe-

rienced hand of British designer Tim Heywood who says he found inspiration in the sleek lines of Italian sports cars from the 1930s, when Enzo Ferrari raced Alfa Romeo 8Cs. “I aimed to achieve a look that I would describe as ‘athletically feminine,’” says Heywood. “Also, I incorporated some of the styling features that you’d normally only find on much larger yachts. I wanted the Amels 171 to feel like a very grand yacht. For example it has a fabulous 20m sun deck, which would not look out of place on a 60m yacht.”

We were about to experience this grandeur firsthand. Tenders picked us from the dock and ferried us in style to *Bel Abri*’s boarding platform. The yacht has two tenders, a 6.2m Pascoe (SOLAS-approved “man-over-board” rescue boat) and a 6.8m Yachtwerft Meyer luxury tender. From here, we stepped into the main salon. We were savoring cappuccinos when I realized the yacht had started to move. It was an eerie and stunning experience, as if, sitting in your living room, you suddenly saw mountains move by your windows, or perhaps it was like watching a movie on a high-defi-



dition flat screen. That is because there was no sound or vibration resulting from the action of the thrusters.

Thus started our trip, which would take us to Gudvangen. A popular itinerary called “Norway in a Nutshell” normally takes visitors from the mountain ski resort of Voss by bus to Gudvangen, then by ferry to Flaam and back to Voss by train. We were doing this trip the other way around (Bergen - Voss - Flaam - Gudvangen - Flaam - Voss - Bergen) with two legs out at sea instead of one, and in much greater comfort than most anyone who experiences this scenic tour aboard a crowded sightseeing boat. When cruising slowly in these fiords, you lose sight of the fact that people live

here. There are no roads, but time and again, you’ll spot a small farm on the hillside, connected to the rest of the world by a small pier where boats stop to unload food and other supplies. A sight such as a meticulously crafted yacht of *Bel Abri*’s caliber is not common in these parts, at least not yet.

Bel Abri started her life in Vlissingen, near the North Sea. After merging the aluminum superstructure to the steel hull, Amels craftsmen meticulously put together all the other parts and pieces that comprise a yacht.

Bel Abri’s owner enlisted the help of Monaco-based yacht management and charter company Imperial. “Initially the owner was not sure exactly what type of

BELOW: A maple veneer and warm colors in the main salon (left) and dining room are part of an environment that is comfortably luxurious without being ostentatious





MASTE SUITE: The full-beam ondeck master suite has plenty of room for a comfortable bedroom with ample storage (the dark sucupira detail outlines a full wall of drawers) and an office with a tempting lounge area; a large window in the bathroom makes bath time extra special and relaxing





yacht he would like to buy,” recalls Evgeniy Kochman from Imperial. He asked for quality, reputation and long-range cruising abilities. “At the time Amels had just launched the new Limited Editions Amels 171 series. The series caught our attention right away and clearly stood out from a great number of other options,” Kochman says. Still, Imperial and Amels jointly revised some of the technical specifications.

Kochman had previous experience working with Amels. He trusted the Dutch shipbuilder to deliver on time and on budget. The ability to avoid most of the research, development and design work involved in custom projects, helps reduce the owner’s wait time and the time he needs to dedicate to the project. Building upon previous sisterships, “a continuous improvement program enables

Amels to deliver superior quality and finish, which can never be equaled by custom build projects,” Victor Caminada from Amels says. From start to finish, *Bel Abri* was commissioned and delivered within two years.

And the quality, down to the smallest details, is excellent. For instance, the shipyard (which has a large and climate-controlled paint shop with several spray booths and drying rooms for parts of all sizes) sands and paints (using Awlgrip) even hard-to-see surfaces to a smooth finish. I peeked behind the mount of a fire hose hidden by a small hatch on the main deck and into tight corners of the engine room for confirmation. There is a flawless painted finish everywhere, even places where you’d probably never look. The pipe system running around the engine room is well

GUEST ROOMS: Four guest staterooms, all located on the lower deck, have access to the yacht’s full entertainment system and share a relaxed and uncluttered feel





ABOVE: In the skylounge, a big flat screen TV competes for attention with the scenery, a tough contest to win in the Norwegian fiords

laid out, and the design also makes it easy to search for potential failures within the electrical system. The engine-room floor is shaped to contain liquids in areas where fluids could spill.

Amels has really created a great little ship out of a semi-custom platform. Together with the owner, Laura Sessa of Rome, who has previously worked with Amels on the 171 series, put together a relaxed, cozy interior. Nothing too fancy, nothing too crazy, just a nice calm décor that owners and guests can enjoy over a long period of time. Sessa explains the thinking that went into *Bel Abri's* beautiful interior. "Each deck highlights a different type of wood, such as maple, walnut and sycamore," she says. "For example maple is featured on the main deck and zebrano on the bridge deck, with the dark wood sucupira running as a common theme throughout the whole interior. I find that on yachts of this size the bridge deck is where the owner tends to spend the majority of his time, where he has breakfast

with the family, and so we have added white and blue tones in the fabrics to maintain that connection with the sea outside."

The owner's representative said the project had gone better than he ever imagined, even considering a few major changes in the course of the build. While it is the nature of semi-custom designs that many fundamentals of the yacht cannot be altered – for example the hull shape and bulkhead placement –, there is still much that can be changed, as Kochman explains: "During the construction period it was decided to change the layout and turn six guest cabins into five in order to create a magnificent and very spacious owner's suite of the kind that you would normally find on a 60m vessel."

The full-beam owner's suite features a big bathroom with his-and-her basins in each end of the room, a huge shower room and a built-in tub placed so that you'll have a fantastic view of the sea. The big walk-in closet has carpeted floors and glass doors that are ei-



ther see-through or working as mirrors depending on lighting. The mirrors make the wardrobe seem even bigger. There is also an office here. The bedroom features a king-size bed, an L-shaped sofa, and a full wall of drawers that provides plenty of storage.

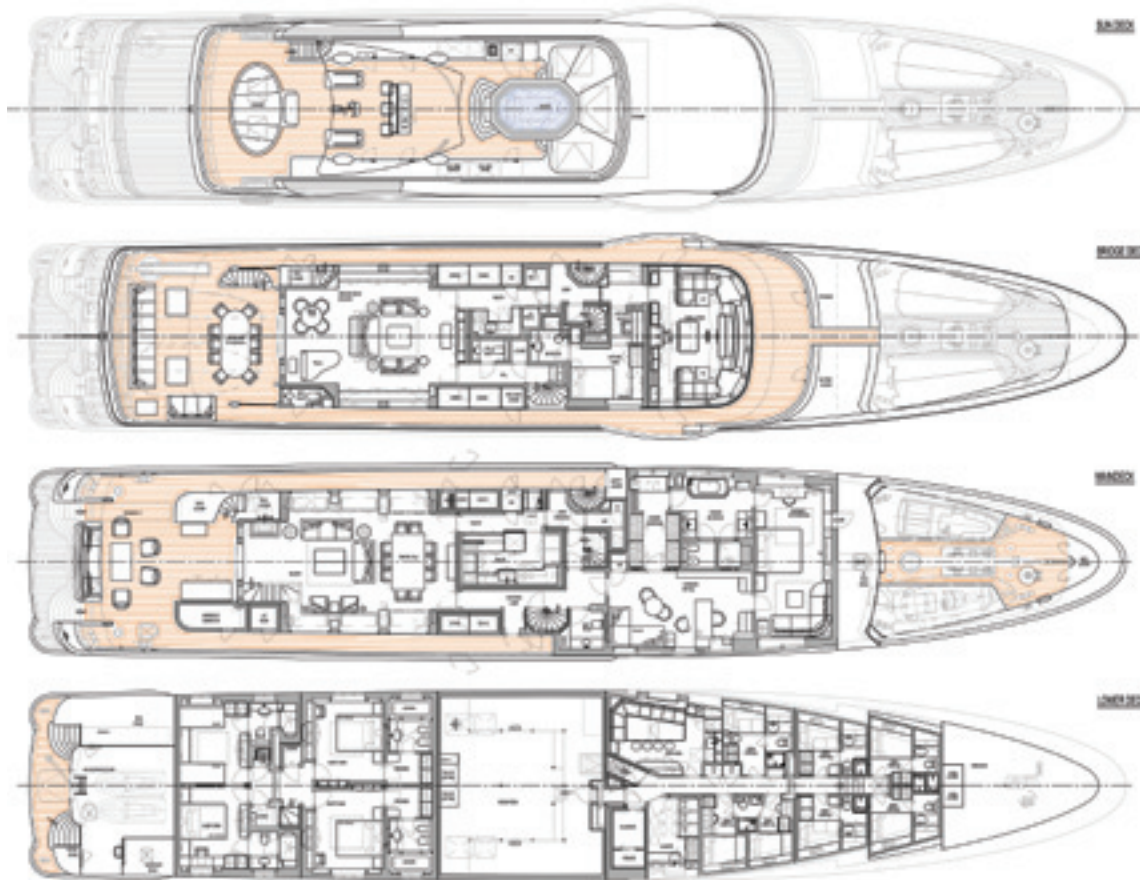
There are four more, roomy guest cabins with either a double bed or twins, all with ensuite bathrooms. All the guest staterooms have access to a central server containing 125 DVDs and 3,000 CDs in addition to satellite radio, television and Internet. In other words, there is no chance of getting bored onboard. Flat screens and audio equipment (Premium Entertainment System from Lantic) also are found in the main-deck salon, skylounge and on sun deck.

But all the entertainment in the world can't keep you indoors. The yacht design emphasizes outdoor living. A large Jacuzzi has an impressive 3,000-liter volume (about 793 U.S. gal.) and an enclosure on the sun deck is ideal against sun and wind. You'll also find a Technogym exercise machine to do your walking with both a nice view and some fresh air. This was my favorite place to relax, watching the snow-capped mountains and the occasional waterfall pass by.

While we enjoy our hosts' hospitality, we are reminded that the crew largely contributes to the enjoyment of a yacht. With accommodation for up to 10 guests and 13 crewmembers, the Amels 171 has been designed to deliver very high standards of service. "We

DECKS: All the comfort in the world can't keep you indoors forever; the wide teak side decks provide convenient access all around but, no doubt, guests will spend most of their time on the sundeck, ideal to admire the scenery, well protected from the wind





ABOVE: a well-equipped no-fuss galley is set up to assist the crew keep high standards of service; the pilothouse includes everything you need, and none of the things you don't



FOR MORE INFORMATION, VISIT AMELS-HOLLAND.COM OR FOR CHARTER INQUIRIES, E-MAIL CHARTER@IMPERIAL-YACHTS.COM

Amels 171 Bel Abri

LOA: 171'6" (52.30 M)
 BEAM (MAX.): 29'6" (9 M)
 DRAFT (LOADED) 10'10" (3.35 M)
 CONSTRUCTION:
 STEEL HULL, ALUMINUM SUPERSTRUCTURE
 GROSS TONNAGE: 642 GT
 MAIN ENGINES: 2 x MTU 16V2000 M70
 1,050 kW @ 2,100 RPM
 GEARBOX: 2 x REINTJES WAF 562

PROPELLERS/ALTERNATIVE PROPULSION:
 2 x WÄRTSILÄ FIXED PITCH 5 BLADES
 GENERATORS:
 2 x NORTHERN LIGHTS M1066H 155 kW
 1 x NORTHERN LIGHTS M1066T 80 kW
 (EMERGENCY)
 FUEL CAPACITY: 30,380 GAL. (115,000 L)
 WATER CAPACITY: 4,491 GAL. (17,000 L)
 SPEED (MAXIMUM/CRUISING):
 15.5 KNOTS / 13 KNOTS

RANGE @10 KNOTS: 9,400 NM
 STABILIZERS:
 VT- NAIAD 820, STABILITY @ ANCHOR
 EXTERIOR STYLIST: TIM HEYWOOD
 INTERIOR DESIGNER: LAURA SESSA
 NAVAL ARCHITECT: AMELS
 CHARTER BROKER: IMPERIAL
 BUILDER: AMELS – HOLLAND
 DELIVERED: APRIL 2010

*Original dimensions are given in the metric system



believe it is important that the crew facilities are of the highest standard,” says Amels Managing Director Rob Luijendijk, “because if the yacht looks after the crew, the crew will look after the guests.” The crew facilities consist of five twins, two singles, one cabin with a double bed and of course, the crew mess.

Bel Abri is not a fast yacht so engine choice is a pair of MTU 16V 2000 M70s rated at 1,050 kW each. These are coupled to Reintjes gearboxes, Rubber Design shafts and fixed-pitch five-blade props from Wärtsilä. The combination makes for a 15.5-knot maximum speed and a cruising speed of 13 knots. Ideal to enjoy the scenery.

Matthew Bryant is *Bel Abri*'s captain, and this is his second Amels. “The good thing about an Amels yacht is that everything works,” Bryant says. “That might sound obvious, but you’d be surprised how much can go wrong on a yacht as complex as this. Because Amels

is part of the Damen Group, they have a heritage of commercial shipbuilding, which you can see in an Amels luxury yacht. They use strong, reliable ship’s components, so things don’t wear out or fail because they’ve been tried and tested in harsher environments than we tend to operate in.”

Bryant also appreciates that Amels has made the yacht functional for the crew. “The bridge of *Bel Abri* is the most user-friendly and functional space that I have worked in. It has all of the equipment you need, and none of the stuff that you don’t; it’s a pleasant space to work in. We have some nice, comfortable seats on either side of the bridge, so that the guests – and particularly their kids – can spend some time with us and see what we do when we’re working.”

From here, there is more opportunity to view beautiful and dramatic scenery, such as the fiords of Norway. ■

ABOVE: *Bel Abri* is the star attraction in a fiord so special it is a Unesco world heritage site; Tim Heywood gave her “athletically feminine” curves

NATIONAL MARINE SUPPLIERS

SPECIALIZING IN PERSONALIZED SERVICE SUPERYACHT PARTS EQUIPMENT AND PROVISIONS

Wherever you Travel...
Whatever your Needs...

Engineering | Safety
Deck | New Build
Water Toys | Medical
Provisions | Appliances
Galley Outfitting | Interior
Uniforms | Cordage
Global Logistics | Bunkering



Check out our new line of high-end water toys for fun above and below the water

www.jetboarderamerica.com



JETBOARDER
THE ULTIMATE RIDE



www.seabobamerica.com



SEABOB

OFFSHORE - NO LIMITS

2800 SW 2nd Ave | Fort Lauderdale, FL 33315 USA | Tel: 954-764-0975 | Fax: 954-764-1073
www.nationalmarine.com | 1-800-MEGAYACHT | info@nationalmarine.com



The Fort Lauderdale International **BOAT SHOW** Oct 28-Nov 1, 2010



Where the Yachting World Meets.

**October 28-November 1, 2010
Fort Lauderdale, Florida**

The Latest Selection of the World's Greatest Yachts of all Types and Sizes

Every Marine Product Imaginable. Factory Reps on site.

The Latest Accessories, Electronics and Equipment

The World's Most Talented Builders and Designers all in One Place

Lists of Yachts, Site Maps, Hotel Info: www.showmanagement.com

Owned & Sponsored by:

Presented by:

Sponsored by:



Intellian

YACHTS



SeaSentinel



Show Management: (800) 940-7642 or (954) 764-7642 info@showmanagement.com



SYMPHONY II

CONTEMPLATING CHARTER?

THINGS YOU SHOULD KNOW
BEFORE YOU PUT YOUR YACHT
ON THE CHARTER MARKET

STORY Shaw McCutcheon | PHOTOS Shaw McCutcheon and CNI

A yacht is a continual investment. Defraying some of the operational costs is a tempting notion, even if it means renting it to strangers. Many agree it helps offset some of the cost. But is this for you? Charter experts share a few important pointers that may help guide your decision to list your yacht on the charter market or consult with a professional.

Last year **Marcel Dekker**, captain of the successful 112' charter vessel *Symphony II* had to do everything he could think of to cut expenses. Business was abysmal but the voracious animal called "Yacht" still needed to be fed a healthy portion of dollars. This year business is markedly better. *Symphony II*, which is managed by Camper & Nicholson's International, has completed 14 charter weeks through July, and the year is only half over.

Requiring an annual budget of 10 to 12 percent of its purchase price (that's the rule of thumb for a new vessel, and the percentage goes up for an older one), a yacht is a continual investment. Renting it to strangers to defray a portion of the operational costs may be a tempting notion. Yet, turning one's yacht into a "business" is, in some respects, an oxymoron. It is the ultimate discretionary purchase, meant primarily for fun and occasionally business networking. Owners who are thinking of making their yachts available for charter – and there are many new vessels breaking into the market these days – must temper their expectations. A yacht that actually makes money is as rare as a white rhino. Realistically, what owners should expect is that charter can "offset some of the expenses and keep the crew motivated if the owner's personal usage of the yacht is low," says Els Bucknell, charter manager at Churchill Yacht Partners.

SYMPHONY PHOTOS BY JEROME KELAGOPIAN



SYMPHONY II



Symphony II's crew

■ CHARTER BUSINESS

Indeed, while it can generate some revenue, charter also implies cost. Once a yacht enters the charter market, it becomes impossible to skimp on big budgetary items, such as maintenance (the yacht has to look impeccable and up-to-date) and crew (frequent turnover or too few crew can hurt a yacht's reputation, and a good reputation is key to getting charters.) Estimates vary widely on the number of weeks a yacht needs to charter to break even on costs, but range between 12 and 20 weeks per year (although 20 weeks is very difficult to achieve, especially in the current economic climate.)

A few guidelines can help make the yacht more financially viable. One of the most important factors is the owner himself or herself. He or she has to be willing to be bumped in favor of a paid charter. This may be hard psychologically, once you have paid millions, to give up precious time onboard so the yacht can make some money, but it's the wise thing to do.

Matt Emerson, director of North American Charter Marketing for Camper & Nicholson's, ticks off four other major factors involved in operating a successful charter vessel: the condition of the yacht; the quality and quantity of crew; the boat's availability during peak charter weeks and competitive pricing. Some owners may be reluctant to pay top-dollar salaries for chefs and core crew while trying to maximize revenues, but without one, the other is difficult to achieve. "You're presenting a product to a market that has extremely high expectations and are paying a heck of a lot of

money to meet that expectation," says Emerson. "So it's difficult to save on conditioning, maintenance and crew."

Price is an important factor and, especially these days, clients are looking for bargains. But owners, captains and charter managers have to walk a fine line. "The adage 'you get what you pay for' is still very much true. An owner who is willing to practically 'give the yacht away' may be financially strapped and have not kept up the yacht properly. This could result in a disappointing charter experience," Bucknell says.

Jennifer M. Saia is president of The Sacks Group Yachting Professionals, a selective boutique brokerage and charter marketing firm. Despite a flood of new charter vessels entering the market in the past year, Saia says her firm only has up to 30 yachts she feels comfortable representing. The firm will decline yachts that are under-crewed, poorly maintained or whose owners aren't flexible enough to permit charter scheduling. "There's a cost of bringing a boat to market that has to be considered," she says. "Owners need to be aware of that. The industry should favor those yachts that are serious about chartering. The others should simply stay out of the business."

Experts in charter marketing also point to the importance of location in maximizing charter revenues. The top charter destinations are the Caribbean and the Mediterranean (especially the western Med between Italy and Spain.) If a yacht can position itself in a strategic location, with a minimum of "deadheading" to distant

ODYSSEY (EX BULLISH) AND TOYS





TIME FOR US



PASSION

ports to pick up an occasional customer, everyone benefits. Fuel use and maintenance costs are reduced and charter agents can better plan bookings, knowing where and when the yacht will be available.

Symphony II credits much of its success to being a year-round Caribbean yacht. From November to the end of July it charters around the Leeward Islands, then goes to St. Lucia during the height of the hurricane season. “Knowing your itinerary increases productivity and encourages happy charter guests to come back,” says Capt. Dekker. *Symphony II* also picks up the occasional charter week in the low-productivity shoulder season (April-May) when other boats are offline while traveling to the Med or elsewhere. The crew does much of the maintenance work between charters at Caribbean yards.

This said, charter yachts can do decent business elsewhere in the world. Different rules apply, according to the region. Foreign-built and foreign-flagged vessels can’t charter in the U.S. and because many yachts (particularly in the superyacht category) opt to fly foreign flags, American yachts available for charter in the popular New England region can do quite well. If the yacht goes to an exotic destination, it’s important to notify charter brokers well in advance; the yacht should remain in the area for a season or two. There is something to be said for being the only charter yacht in the region, says Pat Codere, manager of Fraser Yachts’ charter

yacht division. New destinations are opening to charter yachts. Recently, Fiji passed a Superyacht Charter Decree making it easier for large yachts to charter there by using one of several approved superyacht agents. The few yachts positioned in the area right now are in a prime position to pick up some business.

When it comes to maximizing revenues, another major player is the charter broker. Brokers are constantly looking for the best charter yachts out there because their reputation depends on happy customers, and they avoid yachts that don’t meet their exacting criteria. There are a number of ways a yacht can pitch its business, chief of which is the charter brochure, Internet postings and specialized sites, such as myba.net. But serious charter brokers prefer to see yachts themselves. Charter shows, such as the ones held annually in Antigua, Genoa and Newport, R.I., allow the broker community to take a closer look at the vessels. Familiarization or “fam” trips, allowing brokers to experience the vessels during a multi-day cruise are also a good way to give exposure to the right target audience. “In order to properly advise a prospective charter client the broker needs to have first-hand experience of what they are selling,” Bucknell says.

A consistent, low-turnover crew is important, because brokers need to predict the level of service a particular yacht can bring, and frequent crew changes degrade that predictability. But brokers

also look at other details, such as the number and type of nautical “toys” (kayaks, PWCs, towed tenders, etc.), whether the yacht has a Jacuzzi, the communications package and the interior. “A little vanilla can’t hurt. It should be easy on the eye,” Saia says. Stabilizers are important (customers hate seasickness). The more such items a yacht has, the more it can charge or compete effectively in the marketplace.

A team approach and good communication between captain, charter broker and a management agency to run the yacht’s shore-side operations, is the most effective way to go. Captains who can both operate the boat and manage it are a rare breed. Clive McCartney, Fraser Yachts’ head of yacht management in Fort Lauderdale, explains: “With the right support you have sort of a body corporate memory,” he says. This includes records of repairs and maintenance. In this area, proper and stringent planning is important. “A lot of boats don’t take the necessary time to schedule their down periods to operate the most efficiently,” says Adrian Farmer, CEO of IMA Yachts, a yacht management company. “That’s where the largest cost savings can be made, with the proper scheduling and proper documentation of what work actually needs to be done.” What especially hurts – and adds considerable cost – are awkward changes in maintenance or crew schedules.

Capt. Mac Auwers, Master of *Andromeda la Dea*, a 154’ Perini Navi available for charter, says maintenance is generally scheduled between charter seasons. Then, every five years, the yacht should take a season off for complete preventative maintenance and painting. But, he adds, “there is inevitably maintenance that takes place on a continuous basis and the importance of giving the crew the opportunity to do this can not be emphasized enough.”

In the end, something as small as a television failure could hurt the charter. The broker would hear about it, the yacht’s reputation would suffer and next time the broker might start recommending other yachts. It’s an old adage that sometimes seems hard to accept: Spending more in the present will benefit the bottom line in the future. Such is the nature of yacht chartering. ■



Charter revenue vs. charter expenses

THE FOLLOWING EXAMPLE, COURTESY OF THE SACKS GROUP, IS BASED ON A 150’ YACHT WITH FIVE STATEROOMS

CHARTER PRODUCTION

Weekly charter gross (12 weeks @ \$155,000/week average between Carib. & Med.)	\$1,860,000
Less commissions (15% to “retail brokers”)	\$279,000
Less charter management fee (5% override of gross charter income)	\$93,000
Total income	\$1,488,000

CREW:

Wages (9 Crew)	\$567,000
Crew food (Approx. \$20/person/day, 225 days)	\$40,500
Crew insurance (In addition to the hull policy, average \$1,250-1,750/crew member)	\$15,750
Uniforms and laundry (\$3,000/crew member for charter operation)	\$27,000
Subtotal: Crew	\$650,250

MAINTENANCE (PREVENTATIVE & REPAIRS):

Normal maintenance (General repairs and upkeep, NOT including major refit projects)	\$225,000
Haul & bottom paint	\$45,000
Subtotal: Maintenance	\$270,000

OPERATION COSTS:

Delivery to Med. and return (on vessel’s bottom)	\$160,000
Ports & dockage, including utilities	\$95,000
Fuel & lubes	\$85,000
Consumables	\$50,000
Communications (Phone, SatCom, cell, mail & freight)	\$55,000
Travel (car rentals, taxis, etc)	\$25,000
Hull insurance, hull value \$20,000,000	\$140,000
Brochure (cost is amortized over 3 years)	\$20,000
Charter Promotions (Ads, Antigua & Newport Charter Boat Shows & promotion)	\$20,000
Miscellaneous, temporary Labor and Unpredicted repairs/Murphy’s Law	\$40,000
Subtotal: Operation	\$690,000
Total Expenses	\$1,610,250

Simply the best way to stabilize your
offshore investment.



The Art of Stabilization

Call Quantum today to discuss the stability and comfort of your yacht.

3790 S.W. 30th Avenue, Fort Lauderdale, FL 33312 T. +1 954.587.4205 M. +1 954.608.0155 F. +1 954.587.4259

E. mperkins@quantumhydraulic.com www.quantumhydraulic.com

A JOURNEY FROM SHADOW TO



ABOVE: While the helicopter is not included for charters (unless special arrangements are made), all the toys are. Let the fun begin!

174' *SuRi*

LIMELIGHT

STORY Cecile Gauert | PHOTOS *SuRi*



Names of vessels occasionally provide clues as to who is aboard. That is not the case with *SuRi*, whose owners are not, as one might believe, Tom Cruise and Katie Holmes, the parents of Suri. Regardless, *SuRi* attracted a lot of attention in the South Pacific, where she underwent a major refit recently and began chartering.

T

he American owners and the yacht's captain actually get a bit of a kick out of the instant celebrity status that their adventures afford. A successful entrepreneur, the owner caught the yacht bug a few years ago after chartering and, in a "moment of weakness", acquired a luxurious yacht and then a support vessel. *SuRi*, which became a shadow vessel for the couple's 164' Hakvoort *JeMaSa*, began life as an offshore support vessel for the oil industry and later navigated the Aleutians and the Bering Sea. As a crabber, it



ABOVE: A fantastic observation lounge with cozy furniture is one of the most recent additions to *SuRi's* numerous charms **OPPOSITE:** The revamped accommodations include two new cabins; a jacuzzi also was added to the re-designed sundeck

starred as *Fierce Contender* in the TV series *Deadliest Catch*.

While he prefers to keep his name private, the owner readily agrees to speak about his cruising lifestyle with family and friends. “We’ve had a ball. We’ve traveled about one-and-a-half times around the world; we’ve seen places we’d never seen before. Our philosophy is that we only have a certain number of years to enjoy. This has added a lot of richness to our life. We’ve had great times in great places with great friends and family.” The owners learned to scuba dive and explored some of the world’s most amazing undersea worlds, while enjoying spectacular sights from southeastern Alaska to southern New Zealand in the company of their children, grandchildren and friends.

Obviously, the lifestyle does imply a substantial investment. The owner, looking back, says a few things could have been done differently and more economically, but he has no regrets. Today, he keeps his yachts in two different parts of the world, and uses *SuRi* as a gifted long-range cruising and charter yacht in the

Pacific rather than an escort vessel.

Yacht Escort Ships (YES) managed the conversion project from crabber to shadow vessel. “It was very nice, and we enjoyed it a lot,” the owner says. But, as the 174’ *SuRi* was originally conceived as a support vessel, accommodations were not to yacht standards. In some ways it was the perfect vessel to handle the long-range adventure-style cruising the owners had in mind (with a sturdy and able hull, a spacious helicopter pad, space for multiple toys—from sailboats to an all-terrain buggy—and enormous storage space for provisions), but it lacked a few refinements and was short on guest rooms.

Still, *SuRi* traveled close to 30,000nm from the American West Coast to Mexico, Fiji, the Solomon Islands, Palau, Thailand, Burma and New Zealand, where a mere two years after its latest conversion, it underwent another transformation. In Whangarei, the well-traveled steel hull became what the owner now calls “a complete luxury adventure vessel,” which brings a smile to his face.

The selection of a semi-commercial shipyard in New Zealand's North Island was not left to chance. *SuRi's* captain, Neil Anderson, who started as first mate on *JeMaSa* and was involved with the earlier conversion, grew up in this scenic countryside and knew Northland Port Corporation, recently renamed Ship Repair NZ.

"When we heard from Neil, we flew a team to Pa-lau to see them, and we got the job," said Fred Nicoll, project director for the *SuRi* refit at Ship Repair NZ.

The owner was pleased too. "We spend an extensive amount of time in the Southern Hemisphere. We love it. It really is a visual orgy. Lovely people. Lovely coun-

try," the owner says. "We went to places on the boat that made it extra special. They truly were off the beaten track." Among the places visited were New Zealand's Fiordland National Park in the South Island, including Milford Sound. *SuRi* was one of few private vessels to make the trip. Sometimes seas can get pretty "squirrely" on this coast, a favorite for cruise ships but not necessarily smaller private vessels. The rugged, purpose-built and tried-and-tested *SuRi* handled them well. "I don't think her profile will win any awards but this is quickly forgotten when she rides over 20-foot-plus seas without spilling your coffee," Captain Anderson says.





ABOVE: *SuRi* already had the capability to cruise far and wide; the eight-month refit in New Zealand was the chance to upgrade engineering services as well

Southwest New Zealand may offer exceptional vistas, but the Bay of Islands in the north is another “must see.” This is where Ship Repair NZ and its protected commercial wharf are located. Whangarei, about 150 miles south of Russell (gateway to the Bay of Islands) and a solid two-hour drive from New Zealand’s largest city, Auckland, is a hub for highly skilled marine craftsmen. Here too is yacht interiors specialist SMI Group, which ships its custom-built marine interiors worldwide, including to Trinity Yachts in Gulfport, Miss. SMI Group worked closely with Friendship Yachts on *SuRi*’s interior furnishings.

The eight-month refit included an overhaul of the guest areas and upgrade of engineering services. Two

new cabins and a fantastic observation lounge were installed. The entire sun deck was re-designed as a spacious alfresco entertainment area with a brand new Jacuzzi. “We now have six staterooms for 12 guests, and accommodation for 14 crew. We have a place for a wonderful gym, massage facilities...and the boat has all the toys,” the owner says with obvious relish.

SuRi, currently located in Fiji, which is increasingly opening up to charter vessels, will remain for some time longer in the South Pacific, while *JeMaSa* is located on the U.S. Eastern Seaboard. This allows the owners to enjoy more time on the water and make both yachts available for charter, as a way to keep both crews busy and happy. ■



FOR MORE INFORMATION ON THE YACHTS, VISIT JEMASA-SURI.COM OR E-MAIL PCROKE@MERLEWOOD.COM

174'
SuRi

LOA: 174'
BEAM: 38'
GROSS TONNAGE: 1,059 TONS
DISPLACEMENT: 750 TONS
FUEL CAPACITY: 63,733 GAL.
MAXIMUM SPEED: 13 KNOTS
CRUISE SPEED: 11 KNOTS

RANGE@11 KNOTS: 9,900 NM
ENGINES: 2 X GM DD 16V149 @ 1,800 HP
PROPELLERS: 2 X VEEM FIVE-BLADED PROPELLERS
BOW THRUSTER: GM DD 8V71 @300 HP
CLASSIFICATION SOCIETY: BUREAU VERITAS
CHARTER MANAGEMENT: MERLE WOOD & ASSOCIATES



THERE'S NO PORT LIKE OLD PORT.

North Palm Beach - The *Elegant* Alternative to Ft. Lauderdale

- State of the Art Marina Facilities
- Accommodating Vessels 20' to 200'
- Dry Stack Storage to 33'
- Minutes to Inlet, No Drawbridges
- Hardwood Decked Floating Docks
- Clean Marina Designated - Since 2000
- Premium Gas & Marine Grade Diesel
- First Class Shopping & Dining



*Proudly Serving The Boating Public
Since 1973*



OLD PORT COVE MARINA

112 Lakeshore Drive
North Palm Beach, Florida 33408
(561) 626-1760
1 (800) 985-0994
Fax (561) 626-1249



NORTH PALM BEACH MARINA

1037 Marina Drive
North Palm Beach, Florida 33408
(561) 626-4919
Fax (561) 626-8857



NEW PORT COVE MARINE CENTER

255 E. 22nd Court
Riviera Beach, Florida 33404
(561) 844-2504
Fax (561) 863-5086



Visit us online



www.opch.com



marinalife



Marinas owned and operated by Old Port Cove Holdings, Inc.

A large cruise ship with a white upper hull and a dark lower hull is sailing on a body of water. In the background, a massive, jagged glacier of bright blue ice stretches across the frame. The glacier's surface is uneven and textured, with many cracks and ledges. In the foreground, a small piece of ice floats on the water. The sky is not visible, and the overall scene is a dramatic natural landscape.

A TASTE OF WILDERNESS

Exploring the
Chilean Channels



Tom and his wife Nancy spent four years onboard the 94' Trinity Halter *Whale Song*, a 2001 explorer yacht with a range of 3,000 miles. They took this 1,000+-mile trip between Ushuaia, Argentina and Puerto Montt, Chile in 2007.

Imagine the narrow, mountain-shaded Inside Passage of British Columbia. Drop some of Alaska's tidewater glaciers there. Chisel the highland into sharper peaks. Push the mountains closer to the edges of these winding rivers of tides. What you have are the Channels of southern Chile—a feast for the eyes and a challenge to explore.

STORY AND PHOTOS Tom Zydler



ABOVE: The sunny day brightens the ice on the glacier in Seno Pia. **OPPOSITE:** The snout of the Seno Garibaldi glacier seems to grow higher and higher as *Whale Song* approaches

This neighborhood, at the south end of the continent, can get pretty rough. Only Cape Horn and uninhabited islands lie between us and the Southern Ocean. But we have a good ship. The 94' Trinity Halter *Whale Song*, designed as an exploration yacht, is all steel and strength. For the first two years that Grant Wilson owned it, the vessel voyaged from New England southward through the Caribbean, the Guianas, the Amazon, Argentina to the Falklands, Staten Island and Antarctica.

We start with a provisioning spree in the Argentine city of Ushuaia, a thriving yacht base. Next, in order to get a cruising permit, we take a short trip back eastward to sleepy Puerto Williams, a Chilean naval base. And then, finally, the bow points west again. This is my third westward trip here so I know that these latitudes' westerly howlers come and go and clock around—it should not be all nose-diving into short choppy seas. The real question concerns the exact route to take.

Beagle Channel, the very last slash through South America's continental appendix, splits into crossroads within the first day of sailing. We vote for the north-eastern arm, flanked by a parade of glaciers. Named after European countries, "Ventisqueros" Holanda, Italia and Alemania glisten, their colors changing with each passing cloud. Romanche, the largest, serves as a preview to Seno Pia, a two-armed ice gorilla with its ice snout unloading into channels big enough for cruise ships. We spend quality time in Seno Garibaldi, a fiord with sheer walls spurting waterfalls from the melting Picos Azules ice field. The rain, after whispering all day, begins to hit the water in bullet-size droplets. The sea lion colony that we pester with our inflatable is all noise; frisky young pups, bleating goat-like, raise tiny voices under the adults' mighty bellows. A male, the size of a real lion, lunges at our inflatable with a full set of teeth. We take the hint and race off to our anchorage off Pirincho Islet. Solid rain now cas-

cedes over our stern tied with two warps to a towering forested cliff, its top disappearing in thick vapor.

The rain lets up in Canal Brecknock next day. It's still, calm, almost sunny. Over pink granite ramparts an Andean condor wheels about, his great claws hanging down. By Seno Occasion the weather fouls up again. The rain returns in our anchorage in Caleta Brecknock. In the twilight of the southern summer our stony surroundings glow eerily, bluish under brooding skies; the few flowering plants in wind-proof crags flash soft colors in the gloomy air.

To continue north we must leave the relative shelter of Canal Beagle. Soon the Southern Ocean, beyond a few rocky islets, announces its presence with the boom of breakers. In Canal Cockburn, which leads to the Strait of Magellan, swelling seas begin to crest under a fresh southwesterly. Albatrosses swoop and glide effortlessly, their *joie de vivre* exhilarating in this gray weather. In good visibility this passage opens up a full view of some tremendous peaks; that day, though, we only see ghostly outlines and tantalizing white patches somewhere on high. Commerson's dolphins take a few moments to surf down waves, bright flashes in the dark sea.

The wide waters from the eastern reaches of Magellan Strait narrow considerably by Cabo Forward, a blunt heavy headland. Although miles away, a giant stainless-steel cross sparkles – a reminder of a 1977 papal visit that prevented a war between Chile and Argentina. A hulking tanker powers by throwing



> PRACTICAL INFORMATION:

Once in the channels yachts should have all the essentials on board, including food, spares and medical support. The Chilean Navy will assist in dire need and yachts must report by VHF or SSB radio to the navy posts scattered along the channels. All yachts fuel up and stock up on food and spares, as well as catch up on repairs, in Ushuaia, on the Argentine side of Canal Beagle and just a few hours westward of Puerto Williams. The Navy office in Puerto Williams issues clearances for the passage through the channels. Permits are required. Yachts over 50 gross tons should retain the services of a local Chilean agent.



ABOVE: Gales of the Southern Ocean sculpted and smoothed out the raw rocky hills around Caleta Brecknock

sheets of spray as we hug the south shore. The wind is abeam but williwaws whip the sea into white dervishes. From among dozens of anchorages we choose Caleta Cascada. Its waterfall is Mississippi-gone-mad and its thunder resounds out in the Strait. Low by the shore, the fall turns into streams straining through a thick growth of gnarled trees. Low tide uncovers rich mussel beds. Masses of bell-shaped *coicopihue* flowers dangle over as we fill our buckets. The place is alive with kelp geese, flightless steamer ducks that power by in clouds of foam and tiny diving petrels. To the side, out of the katabatic wind tunnel, stands our first virgin forest – a welcome change after bare wet rocks.

It still will be a while before we get away from the

wind-lashed wilderness of the southernmost channels. The moderate southwesterly persists to the very end of the Magellan Straits, at Isla Tamar, and continues as we head north again into a maze of channels, bays, coves, and fiords of various sizes. The weather improves by Seno Ringdove and Caleta Richmond where two Commerson's dolphins act as pilots before turning their attention to the stern warps our tender is pulling ashore. The sunset bathes the low forests and high mountains in soft orange glow. Smoke rises from a camp where two Chilote fishermen cure heaps of giant mussels, their yellow boat wedged between rocks like a weekend cabin.

Golfo de Penas stretches to greener pastures and civi-



ABOVE: Birds by the thousand flourish in the wilderness of Canal Beagle. **BELOW L-R:** Fast changing weather systems sweep through the yacht anchorage off Ushuaia. The wild shore of Canal Beagle draws a fitting background to the abandon-ship drill



lization farther north. It gapes wide open to the west at nearly 50 degrees south and we'll go about 120 miles over potentially nasty waters before entering the channels again. A brisk northerly does not bode well but the sky turns acrylic blue with endless visibility. The GRIB wind forecast remains good. Out in the open sea, the wind vanishes, but seas are lumpy, confused and the wind returns, light one hour, gusty another. Rumpled seas continue till we turn west into Bahia Anna Pink and later anchor in Puerto Millabu. The entrance between hulking headlands opens onto terraced hillsides, fish streams, forests and waterfalls. A magic place despite the carcass of a sea lion on the beach.

Two friends are joining the yacht in Puerto Chacabuco, connected to the highways of mainland Patagonia. Gradually, as we get closer to the port near Seno Aysen, signs of civilization become more pronounced. Fish and mussel-farm rafts crowd around the gap into Caleta Gato, a landlocked and densely wooded cove. Inside, an old man in a wooden double-ender listens to a soccer game by a glowing stove. His five sons arrive at dusk, and their five boats hang off his stern for

the night. Bound northward in Golfo Corcovado and Ancud we cross shoals of thousands of sooty terns and come close to blue whales and humpbacks.

Yet, at this point there can be no doubt that our precious flirt with wilderness has ended even before getting to Chiloé. The high volcanic peaks of Hornopiren and the snow-capped 6,000-foot Calbuco volcano rise over a hilly skyline, a patchwork of farmlands and shores bordered by fish farm rafts. Small ships chug everywhere and soon we slip into Puerto Montt, throbbing with traffic and resounding with shipyard activity. Yachts moor at marinas with running water, electricity and travel lifts. Boats in storage ashore sit in powerful cradles engineered to survive earthquakes. If you thought williwaws were bad, bear in mind that in 1960 a nearly 30-foot tsunami swept Chiloé and destroyed wharves in Puerto Montt. Fortunately the February 2010 earthquakes caused only minor damage here. For southbound yachts Puerto Montt is still the last and best place to get ready – Ushuaia, the next industrial town south of here, lies more than 1,000 mostly uninhabited miles away. ■

BELOW: A dramatic skyline accompanies our passage through the channels





CLOCKWISE: *Whale Song* leaves Puerto Millabu in Seno Anna Pink. The feisty male sea lion guards his extended family flock in Seno Garibaldi. Before heading south past Cape Horn, Grant Wilson (2nd from left) entertains the crew at Bahia Dorada lodge. The old timber churches of Isla Chiloé are fast becoming tourist attractions.



Need Paint?

Think Again!



When it comes to
Superyachts
Beauty is skin deep



Off The Deep End provides a time and money saving rejuvenation process which will extend the life of your yacht's paint or gel coat finish for an additional 1-5 years while also saving hundreds of thousands on refinishing or repainting. Our **ORCA SYSTEM™** is a multi-stage enhancement process which removes and controls future oxidation, reviving even the dull, stained and etched paint or gel coat finishes for an overall improved and lasting appearance.



Off The Deep End

★ ★ ★ ★ ★
SUPERYACHT APPEARANCE SPECIALIST

www.offthedeepend1.com

(954) 531-3606 | info@offthedeepend1.com

TWO GREAT SHOWS

Annapolis Boat Shows

41ST ANNUAL



United States Sailboat Show

OCTOBER

7* - 11, 2010

*THURSDAY, OCTOBER 7, VIP DAY!



An Annapolis Tradition Since 1970



39TH ANNUAL



United States Powerboat Show

OCTOBER

14* - 17, 2010

*THURSDAY, OCTOBER 14, VIP DAY!

FOR INFORMATION & TICKETS VISIT
WWW.USBOAT.COM

410.268.8828


PRODUCED BY



United States Yacht Shows







LEFT: Bow shot
of hull #70,
Hadit in action

THE RYBOVICH REVOLUTION

STORY Liz Pasch | PHOTOS courtesy Pat Rybovich and Tony Arruza

I n the 20th century's first decade an estimated nine million immigrants came to America looking for a better life. Many sought freedom from religious persecution. Some sought land ownership. John Rybovich sought to apply the trade he learned in Eastern Europe but instead, he and his family revolutionized an entire industry by creating the ultimate status symbol for elite sportsmen.

PHOTO BY TONY ARUZZA



ABOVE: A marlin is being released from the 1969 Hull #70 *Hadit*; John Jr. is credited with starting catch-and-release fishing tournaments

THE BIRTH OF A BOATING LEGEND

Like many who immigrated to America, John Rybovich's first glimpse of the new world in 1900 was Ellis Island. The 16-year-old Austro-Hungarian native was a skilled carpenter. At the turn of the century Henry Morrison Flagler was spending his Standard Oil fortune on transforming swampland into a winter resort for the fabulously wealthy. John heard of Flagler's plans, and in 1910 headed to Palm Beach where he put his cabinetmaker skills to good use building elaborate spiral staircases for the Flagler mansion and others. However, a winter noise ordinance left him and other carpenters without work. In 1911, undaunted, the industrious immigrant started a new venture as a fisherman. He also applied his carpenter skills to boat repair.

John and his wife, Anna, welcomed their first child in 1913 and named him John Jr. Ethel, Thomas, Emil (whose legal name is Robert) and Mary Irene followed. The couple bought a home on the shore of Lake Worth with enough room for their growing family. The fishing business also grew, and as word got around of John Sr.'s skills in boat repair, the Ryboviches soon had a thriving boatyard. In spite of difficult years, a hurricane and the Great Depression, the family business survived and added employees, including John Jr., who quit school at 16 to work full-time in the family yard. When "Johnny" wasn't working beside his father he was fishing and would tinker endlessly with a 26' boat to increase his chances of bringing in trophy-sized fish. He built his first fighting chair. Soon the word got out

PHOTO BY TONY ARUZZA

that his inventions were working, and local fishermen brought their boats to the Rybovich yard to be customized. Owners and captains, anxious to bring in the big one, invited Johnny to fish with them in The Bahamas. Just as sportfishing was catching on, however, Johnny and his brothers were called to serve their country during World War II. John Sr., whom everyone called “Pop”, ran the yard during the war with the help of his daughters, Ethel and Mary Irene.

When the war ended all three boys returned to work at the boatyard, and the family business entered a new era of boat building. Charles Johnson, a loyal customer and sportsman, asked the brothers to build him the ultimate tuna-fishing boat. Each brother contributed his own unique talent to the project. Johnny, the experienced fisherman, incorporated elements a true sportfishing boat required. Tommy, the artist, took his elder brother’s ideas and transformed them with curved lines and gleaming surfaces. Mechanically inclined Emil equipped their creation with the right power and equipment to propel the fast and stable fishing machine. The delighted owner of the Rybovich

brothers’ first boat (launched in 1947) brought *Chevy II* to the Cat Cay Tournament in The Bahamas where he flaunted speeds of more than 20 knots. Little did the Rybovich brothers know that their creation would become the object of desire for so many, including famed mafia hit man Tony Accardo, Al Capone’s sidekick.

THE SPIRIT OF INNOVATION

In the 1950s, the boatyard grew and the brothers worked long hours, especially middle brother Tommy, whose thirst for design perfection could only be quenched by working most nights until nearly midnight. The decade was rife with developments to their original designs, and innovations spawned from Johnny’s early inventions. The design feature of a broken sheer line for which Rybovich would become known, a door in the transom for hauling large fish aboard and an aluminum tuna-tower became standards for the new sportfisherman design. It was also a time for innovations in raw materials, and the yard switched from cedar to Philippine mahogany (more resistant to rot). The yard built a box to pre-dry the wood before building the hull, a process still used

BELOW L-R: A Bahamian crew works to unload a trophy tuna off *Miss Chevy II* (Hull #1); the Rybovich brothers with proud “Mom” and “Pop” aboard hull #53, built in 1963

1933
John Jr. “Johnny” builds his first fighting chair and bamboo riggers

1947
The Rybovich boys (Johnny, Tommy and Emil) deliver their first fishing boat (*Chevy II*) to Charlie Johnson

1951
Work starts on the first “Rybo” sportfishing boat to feature a tuna door



today. The Rybovich brothers also offered a larger long-range sportfisherman with an enclosed deckhouse. With a 10-year waiting list, the yard brought aboard naval architect Jack Hargrave. Tommy had no formal schooling, so Hargrave helped translate onto paper the designs Tommy had in his head. Jack Hargrave's first build was for repeat customer Charles Johnson; the 47' *Chevy Clipper* was Johnson's third Rybovich and the yard's first diesel-powered boat. Diesel envy caught on with other customers like Roger Firestone, who was adamant his boat be converted to diesel power at any cost. Diesel engines had a higher profile than gas engines, necessitating an unacceptable alteration in Tommy's sleek profile. To resolve this concern, Johnny and Emil determined the only way to accomplish the conversion was to cut holes in the hull bottom, drop the engines and use fiberglass covers to accommodate the engines and new shaft line. The successful adaptation resulted in better efficiency and performance and repeat conversions for additional envious clients. Once again the Rybovich brothers dared to create a radical solution that worked.

While the previous two decades brought innovative designs and clever inventions, the 60s were a decade for perfecting existing designs to achieve the utmost in speed, stability and comfort. During this time Johnny left the running of the business to his brothers and focused on fishing. He promoted marine conservation

and is credited with starting catch-and-release fishing tournaments and organizations. Kay, his wife and partner in conservation efforts, established the International Women's Fishing Association.

Tommy, ever striving for improvement, tested his theory that using cold molding would result in lighter and speedier boats. The results were conclusive and led the way for the yard's complete conversion to the new process. As in any family business, Tommy and Emil disagreed on how best to achieve the perfection they craved. Tommy, who had a reputation for being difficult to work with, found a sympathetic spirit in their new naval architect, Giovanni Cardelli, who understood his brilliant thought process. Until Tommy's death from cancer in 1972, the two minds synchronized perfectly and together they designed and built what many consider the finest sportfishing yachts ever built.

THE ADVENTURE CONTINUES

The spirit of the Rybovich yard changed dramatically after Tommy was gone. Neither Johnny nor Emil had their brother's design talent or boat building ability. Nevertheless, during the family ownership, two more boats were sold and delivered, bringing the total to 79 boats built and countless others serviced. In 1975, the two brothers decided to turn

BELOW L-R: The 1949 *Clari Jo* (hull #2) with the 2009 72' *Persistence* in pursuit; *Chipless* was built for Firestone as *Tireless* in 1957. Hull #8, the 1952 *Miss Chevy IV*, was considered by the Rybovich brothers to be a bit of a "guinea pig", sported the first modern fighting chair, pictured next page

1956 The Rybovich boatyard launches its first-ever diesel-powered sportfishing boat

1966 Johnny establishes a fishing tournament point system that supports conservation

1975 The Rybovich boatyard leaves family ownership, but family members remain involved



over the helm to someone else. By the time they sold the yard Emil's son, Michael, had joined the business. He continued to work for the new owner until 1984. Then, Emil, Michael and his stepbrother, Marty Evans, started a new boat-building business under the name of Rybovich International, and in the 1990s under Ryco Marine. The original Rybovich yard changed hands twice more, each owner in turn making his mark on the brothers' original designs for hulls 80-107. In 2004, Wayne Huizenga Jr., bought the original yard and asked Michael Rybovich to head up a new boat-building division. Rybovich & Sons resulted from a company merger. Michael brought with him his father's and his uncles' experience as well as ideas of his own on hulls 108-126. The Rybovich 78, launched in 2010, proved worthy of its heritage.

Michael left Huizenga's company in June 2010 and, as this article went to press, he was searching for a new property to set up shop and start a new boat-building venture under the name Michael Rybovich & Sons. His son Dusty graduated from the Webb Institute for naval architecture and engineering in New York on June 13, 2010. Michael says he hasn't put pressure on Dusty to join him but he's expressed that hope. We may soon see a fourth generation at the drawing board, and for now, we can only imagine what it will bring to the boating world. ■

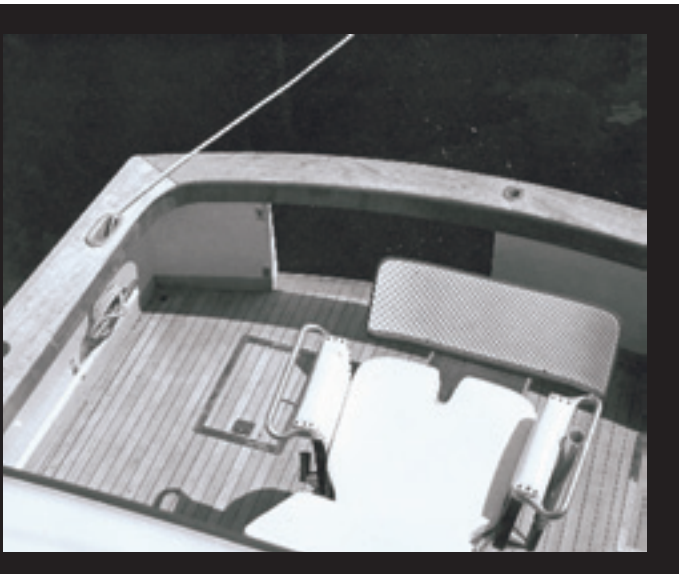


RYBOVICH BOOK

Tommy Rybovich's premature death in 1972 left a void in the boatyard and in the hearts and lives of his family. To better understand her father and his passionate pursuit, daughter Pat spent four years researching and writing the yard's remarkable 90-year history. The result is a 608-page collector's edition of the history of Rybovich. "The story of the boatyard is a uniquely American story...three self-made brothers rise from humble beginnings to create the finest sportfishing yachts the world has ever seen. I guess you could say it's the classic story of the courage and struggle it takes to follow one's dream," Pat says. The limited-edition collector's book features interviews with those who worked at the boatyard and their recollections of life at "Rybo", Tommy's design process, archival photography, detailed information about each of the 79 hulls produced by the original Rybovich brothers, an index of each of the 126 Rybovich hulls and all known owners to date, and more. The book is a true collector's item for all Rybovich fans and available at rybovichbook.com



2010
Michael Rybovich contemplates
a new venture under the name of
Michael Rybovich & Sons



MARTIN FINE



GIVE TAKE

A discussion about the exchange of ideas influencing yacht design

STORY Jerry Stansfield

SHAW MCCUTCHEON

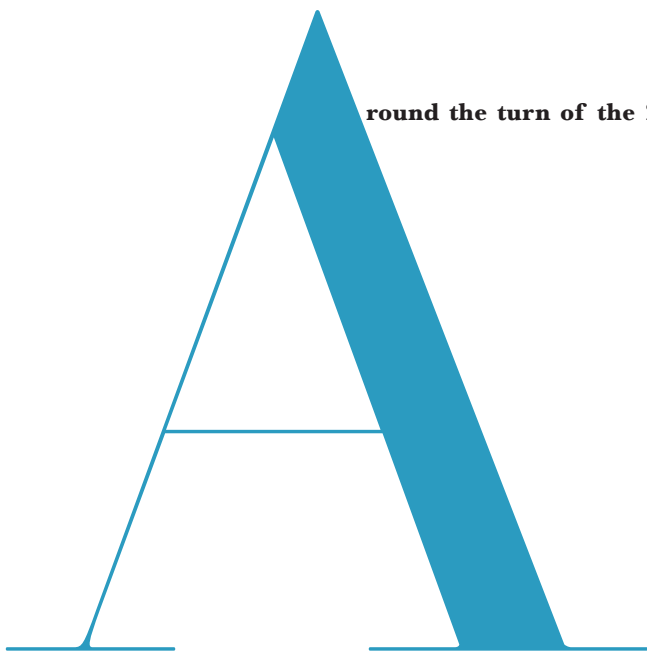




CLOCKWISE FROM L:
Adriel Rollin's work on
Delta's *Mr. Terrible*;
Marty Lowe's design
concept for a new
Sanlorenzo 88;
a grand antichamber created
by Liz Dalton;
a classic wood interior graces
the 92 *Citadel Miss Lisa*,
with interior by Joe
Artese; Destry Darr
works closely with Ocean
Alexander and designed
the salon of the OA 88



ANDY FRAMIE PHOTOGRAPHY



round the turn of the 20th century, a U.S. Patent Office commissioner reputedly declared that everything that can be invented has been invented. That was before the advent of the Art Deco movement, supersonic flight, space travel, cloud computing, Velcro, the Internet and countless other innovations, evolutions and revolutions, each based on a succession of established principles—some with their origins in antiquity—but all representing an intellectual endeavor that can only be characterized as new thinking...and damned good ideas.

Most of these “inventions” also may be presumed to entail the thought, not of a single individual, but of a collection of fertile minds (or individuals daring enough to test new concepts against the review of others, or at least capable of synthesizing multiple inputs into a brand-new whole.)

Yacht interior design is a calling, subject to—and inspired by—these same influences, but which like other disciplines also must obey a host of physical imperatives more or less unique to its genre. Because the subject is yachts and not, say, bulldozers, they must (recent wedge-shaped behemoths and other radical variants notwithstanding), have a pointy end and a blunt end, length greater than beam, stability and structural attributes that meet both regulatory and common-sense requirements. Consequently, designers of a yacht’s interior routinely face irregularly shaped spaces that challenge fundamental considerations like traffic flow, lighting or ergonomics.

We asked a few yacht interior designers from both ends of the country about what inspires them as they toil in service to their clients. They are:

Adriel Rollins

Adriel launched his 18-year career in the marine industry rebuilding stern drives as a high school student, and for the past dozen years he has completed interior design projects for clients in the Pacific Northwest and beyond. Among the Seattle-based designer’s significant works are the 164’ Delta expedition yacht *Triton*, the Delta motoryachts *Happy Days*, *Mr. Terrible* and *Slojo*, and a collaboration on the new North-coast 125. He also was retained to finish design work on the 281’ Oceanco *Sunrays*, an opus begun and nearly completed by the late Björn Johansson.

adrieldesign.net





ANDY FRAME PHOTOGRAPHY

Elizabeth Dalton

A graduate of Miami University in Oxford, Ohio, Liz established her interior design business 28 years ago and today specializes in refit projects and new construction, including the interior of the 281' *Cakewalk*, the largest yacht by volume built in the U.S. to date. In addition to motoryacht projects Liz also has done interior design work for custom residences and country clubs. She is a Florida-licensed interior designer and a member of the American Society of Interior Designers.

daltondesignsinc.com

Joseph Artese

Joe's tenure in yacht interior design and exterior styling spans more than 30 years and includes significant work in both power and sail. A Seattle-based industrial designer and racing sailor, he launched his career with the Islander 36 production sailboat. His collaborations with naval architects such as Olin Stephens and Bruce King have earned recognition by the International Superyacht Society. He designed the 96' Sportfish *Golden Osprey*, then the second largest Sportfish afloat. Recent projects include the 92' Citadel expedition yacht *Miss Lisa*, and the refit of *Alucia*, a 183' deep-ocean exploration vessel.

artese.design.com



Marty Lowe

Based in Fort Lauderdale, Marty Lowe, Inc. Interior Design counts among its clients an impressive roster of major builders including Benetti, Custom Line, Sanlorenzo, Ferretti, Bertram Yacht and others. Appropriately, Marty, the owner, has demonstrated a talent for adapting to a range of styles and tastes, with more than a few significant influences of her own. She began her career with Bertram in 1980 and founded her own company in 1986.

martylowe.com



KT MERRY PHOTOGRAPHY



Destry Darr Pethtel

Following graduation from Florida State University, Destry worked for several well-known yacht design firms before establishing Destry Darr Designs in Fort Lauderdale. Included in her portfolio are a number of yacht interiors by custom yards and a succession of interior designs for Ocean Alexander. Professional memberships include the American Society of Interior Designers, the Marine Industry Association of South Florida and the International Superyacht Society.

destrydarrdesigns.com



LEFT: Mary Lowe created this homey interior for the Italian-built Sanlorenzo SD92 presented at the Fort Lauderdale International Boat Show in 2009

It should surprise no one that for every one of these professionals, the project begins and ends with the client. From there, each has a different take on the formation and exchanges of design concepts and their execution, and in their own way all have staked a claim in the global marketplace for yachts large and small.

What factors typically have the greatest influence on your design decisions?

ADRIEL: Don't assume that the proposition that sells today is going to be there in the future. You need to get out into the world of those you serve and study constraints and people, looking for changes in need and behavior...Look at what might be and then figure out how to get to it. The biggest trend in the yachting market other than the downturn in the global economy, is that it is indeed "global," meaning we can look over our neighbors' fence and see what they are doing 12,000 miles away. That exposes each of us to a wider array of cultures, trends, customs and desires; each culture emphasizes different aspects of yacht design.

MARTY: The greatest factors in my design decisions are my clients and how they will use their yachts. A yacht is a celebration of the sea, and I often think many yachts lose sight of this. Most of my clients own city dwellings, beach houses and aircraft, therefore they are not looking for duplication, but for a vessel that is suitable for life on the water. Regardless of its size, a yacht still represents a vacation on the water. Many times owners plan to put their boat into charter, so I keep the needs of the crew in mind as well. Also, I find fashion trends inspiring, and realize that they generally trickle down into interior designs.

LIZ: The owners' brief gives me my first direction, for I am most interested in providing what is requested as an overall design intent. Through that information I then formulate a styling plan and create a philosophy for why we want to make an interior either more classic, traditional or contemporary. This plan is also af-

ected by the overall style of architecture the yacht superimposes.

JOE: The clients' desires (expressed and unspoken), needs and expectations. To define these, it's important to listen, but also observe how each client lives, and to evaluate their responses to a variety of styles. I often use examples of existing work—mine and that of others—as a catalyst for articulating what will become the design brief. In one case, I showed a client several photographs of a residential project I had completed earlier. After one look she simply said, "That's it. Do that for us." Of course, it isn't always that simple and direct, but the lesson there was to stop casting about and start the design process.

DESTROY: The owners and their style and taste have the greatest influences on my designs. The only constraints are available time and budgetary considerations; a good designer can work with all three. I have never had a "look;" all designs should reflect the owner, not me. When doing a speculative project I take into consideration a look that most prospective buyers would like. Also I like to maintain a balance between the interior and the yacht itself. I prefer to work within restrictions rather than ignore them. And any successful yacht design requires time, talent and funding; without all three there will be program failure.

In what ways have American designers influenced the emergence of recent trends in yacht décor and arrangement?

MARTY: I feel fortunate that many of my projects are European-built, and I have developed a reputation for "Americanizing" European designs to be appealing to North and South American



NEIL RABINOWITZ

ABOVE L-R: Joseph Artese Design's work onboard the 178' yacht *Revelation*; Dalton Design's work is featured on several of the *Cakewalk* yachts

owners. You have to start with the basics: crew quarters, galley size and location, spacious heads, companionway sizes and staircase dimensions. American crew quarters just keep getting larger and larger; we dedicate more space to crew than other areas of the world. Americans love high ceilings and volume, which can affect exterior lines, so a pleasing compromise must be reached. Also, the current minimalist trend is dramatically different in the Americas; American design is less radical. I recognize that Europeans are the leaders of design, but I might “soften” this edginess to be acceptable and desirable to Americans.

LIZ: I believe Americans have a relaxed and somewhat more casual look toward furniture. There is generally a desire for comfort as well as function; gone are the upright banquettes and built-in furniture pieces that serve only one purpose. I think there is a preference for loose furniture that can accommodate different groups and seating arrangements...although “loose” doesn’t mean it wouldn’t have sea fastenings.

DESTRY: American residential and commercial designers don’t influence me, but they do influence the owners, who in turn may make requests based on what they have seen in the market or have in their homes. I am, however, interested in new materials that American residential and commercial designers are using and how I can apply them to yachts. Wherever the influence comes from, it typically requires a different application on a yacht.

ADRIEL: One thing that seems to be exclusive to American-born designers is the style and arrangement of the yacht’s galley. Americans have shifted their use of the galley to a less commercial/crew space, and more toward a social location; American families are used to gathering around where food is being prepared a great deal more than their European or Asian counterparts. The galleys tend to be on the main deck, which has its own ripple effect of general arrangement options. Further, the galley

is more open, and given large windows for more natural light.

How have broader influences—environmental, social, economic, etc.—shaped your design process and decisions?

JOE: I have ceased using certain endangered species of woods, and rely on more commonly available, renewable species, selected board by board and milled to achieve very elegant, understated tone and grain. The ambience on board a recent project reflects that approach, deliberately not ostentatiously, but expresses a practical simplicity that is both refined and functional, and reflects the boat’s purpose as a long-range cruiser with low fuel consumption and suitable for living aboard for months at a time.

DESTRY: Yachts seem to reflect the attitude of their era. What was once desirable during a period of opulence and display of wealth is now more sedate and understated, but a yacht is a statement in itself. It is hard to downplay a 50-meter vessel even if you do substitute nickel in place of gold.

MARTY: Too often the focus is on an excess of opulence and “more on top of more.” My work is more about editing than adding. While I have an appreciation for the finest pieces of stone, art, hardware and craftsmanship, I don’t necessarily subscribe to the concept that “if a little is good, a lot must be better.” I believe that a few magnificent statements, whether a collection or a single element of design, can serve as a dramatic focal point. I just think excess is poor design and definitely not the politically correct statement to make these days.

ADRIEL: Where possible, I try to steer my clients toward their end goal in such a way that uses renewable resources, much more local materials, and consider entire supply lines from raw materials to finished product. For the right client, this could be a great way to prove that the look can remain rich and lustrous without compromising the environment.

LIZ: I believe some of the excesses of the 80s and 90s have surrendered to a cleaner, fresher, tailored appeal. There are new countries involved in the yacht-buying mix that have different attitudes about design, and of course we now have the movement toward “greener” materials and processes, from non-habitat endangering flooring materials like cork and bamboo to carpets that do not emit noxious fumes. Good design will accommodate all different types of interiors, and will provide a tailored look with all the current requirements for form and function.

Which international design trends have influenced your work?

LIZ: I do not respond so much to trends of any sort, but to good design fundamentals that will have continuity and provide the interior that an owner desires. I love to travel, and have mixed in my experience and knowledge of different areas of the world—European, Asian, American, Latin, Caribbean—with the textiles, carpets and art of each. On some of the really larger yachts it is possible to incorporate the styling of different influences, Asian for example, in a particular salon without it looking affected.

JOE: The design process I find most productive is independent of influences other than those the client brings to the project. If the client likes Italian contemporary, arts and crafts style or traditional nautical, that’s where we’ll go. There are plenty of other external influences to heed, including planned cruise distances, lighting, length of time on board, size of guest lists and other lifestyle preferences; they shape the outcomes much more than design trends.

So it seems that the mystery and attraction of faraway places has not been diminished, and indeed may be stimulated, by the immediacy of international travel, and even more so by instantaneous worldwide communication. But for the diversity of their views, our designer panel appears to agree that the prime mover in any project is still the client. “Sometimes an owner steps up,” says Destry, “with a novel approach that ignores the trends that have been overdone, and challenges the designer to break out and do something different. When executed well, these are the yachts that seem to set the new trends. “This takes courage; it’s easier to follow than to lead.”

Oh, and that remark by the patent office commissioner? The emphasis should be on “reputedly.” Historians doubt that he ever uttered those words, but hey, it makes for a good story. ■

ADRIEL: Several. Scandinavian culture has shown me what can be done with smaller spaces, where everything is part of a system of capturing as much natural light as possible. Italians have shown me that everything deserves to be styled. They are especially gifted at showing a space in pure minimalism, without sacrificing warmth and softness. Understanding how the French enjoy an afternoon meal is to understand a culture that thrives on the idea of savoring life! Americans are too quick to race through a meal, and miss the flavor. We sort of live all of life that way, and miss the patience of indulging. I still think Americans believe that products should be built durable. Commercials show concrete blocks being dropped into the back of our pick-up trucks to prove that our products are strong. This, too, has its place within yachts.

DESTRY. The Europeans have always influenced all phases of design in fashion, homes and yachts. They set standards and trends for those who choose to follow, although the usage and function may differ. The northern European yacht builders are known for their slick, purposeful lines and their excellence in quality materials and execution.

MARTY: The Internet has definitely influenced my work. I can’t dismiss the exciting ability to shop worldwide every day because of the Internet. As an avid traveler who collects fabrics and is influenced by the textures and colors of everything, I have observed that even the smallest French dealers are now online, which really allows you to shop the world from your laptop. Of course, there’s nothing like seeing and touching a piece of furniture or an *objet* in person.

BELOW L-R: Adriel Designs’ concept for a master suite with a view; this Ocean Alexander 83 features a modern interior by Destry Darr



WHAT DO THESE FOUR YACHTS HAVE IN COMMON...?

67m MY APOISE
by Lurssen



82m MY AIR
by Feadship

UNDER CONSTRUCTION
LAUNCHING 2011



59m MY CAPRI
by Lurssen



39m MY GO
by Feadship



These four yachts have already joined the International Yacht Register. Four yachts of incredible pedigree and unrivalled brands whose owners appreciate the benefits of better service, higher standards and lower costs.

Do you.....?

Miami: +1 954 923 9523
London: +44 (0)20 7321 3750
info@iyr.net
www.iyr.net

INTERNATIONAL YACHT REGISTER



BROKERAGE

CHARTER

SECTION

BURGER YACHT SALES

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



John Todd
Julien Eifenbein
Ron Tedeschi



116' (35m) Burger Raised Pilothouse M/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.



122' (37m) Burger Tri-Deck M/Y 2002

Five ensuite staterooms. Grand master on-deck. Large open aft deck. Huge salon. Spacious sky lounge with owner's office. Spotless engine room. Long range. Exterior paint 2010. Best equipment. Top Condition. Central Agent.



106' (32m) Burger Flush Deck M/Y 1998/2010

Definitely looks as-new and has a 1 year warranty. This spectacular 24' 4" beam Burger has luxuriant spaces and is of world class quality. Exquisitely decorated. Equipped with all the finest. Fast. 3000 nm range. Central Agent.



107' (33m) Burger Raised Pilothouse M/Y 1998

Extremely large volume yacht with 4 staterooms, country kitchen, full walkarounds. Cherry woodwork. Fully updated and maintained to perfection. Low hours on twin 16V2000 MTU's. Palm Beach. Central Agent.



106' (32m) Burger Raised Pilothouse M/Y 2004

Superb opportunity on very low hour yacht. Flawless inside and out; all the latest systems. Stunning English Brown Oak woodwork. 3 double staterooms plus crew quarters. S. Florida location. 1 year warranty. Trades considered. Co-central agent.



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

Huge space in two aft decks and salon. 24' 7" beam. Immense flybridge. Four staterooms ensuite. Good crew quarters. Miserly on fuel. Long range. Passarelle. Power converter. Excellent condition. Only €995,000. Lying Athens. Central Agent.



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

Five staterooms plus crew. Master on deck. Euro stern. Huge lazarette. Open and enclosed aft decks. Day head. Galley up. Teak interior. Pilothouse with head. Sky lounges enclosed and open. Gleaming Awlgrip. Central Agent.



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

Long range Hargrave design. Twin CAT diesels. Classy teak interior. Beautiful condition. Stellar ownership history. 3 double ensuite staterooms. Tub in master head. Generous crew quarters. Walk-in engine room. In S. Florida. Central Agent.

CUSTOM YACHTS OF DISTINCTION SINCE 1863.

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

BURGER

 CUSTOM BUILT IN THE USA



INTERNATIONAL YACHT COLLECTION

BROKERAGE | NEW CONSTRUCTION | CHARTER | MANAGEMENT

SEE AT **Cannes**
International **Boat & Yacht**
Show **Sept 8-13, 2010**



121' Moonen 2001

5 Staterooms • Water toys • Offered for Sale & Charter
Large Volume Tri-Deck Motor Yacht



For additional information or to request
a **DVD & Brochure**, please contact:

Jim Eden **954-258-3434** jeden@iyc.com

Kevin Bonnie **33-616-39-1959** kbonnie@iyc.com



INTERNATIONAL YACHT COLLECTION



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



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



WHEELS 164' (50M) TRINITY 2009. 6 SR'S
C.A. Chany Sabates III 954.604.2253
C.A. Mark Elliott 305.794.1167



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



CHEVY TOY 157' (48M) TRINITY 2004. 5 SR'S
C.A. Frank Grzeszczak 954.494.7096
C.A. Chany Sabates III 954.604.2253



TAJIN 147' (45M) TRIDENT 2000/2008. 6 SR'S
C.A. Frank Grzeszczak 954.494.7096
C.A. Chany Sabates III 954.604.2253



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



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



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



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



MOON RIVER 101' (31M) PALMER JOHNSON 1997/09.
4 SR'S. C.A. Michael Mahan 954.439.5049
C.A. Simon Gibson 561.779.9534



TALILA 95' (29M) MONDOMARINE 2000/09. 4 SR'S
C.A. Kevin Bonnie +33.616.39.1959



LADY MAZIE 85' (26M) TARRAB 2000/01. 4 SR'S
C.A. Chany Sabates III 954.604.2253



JEANNIETINI 75' (23M) LAZZARA 2007. 4 SR'S
C.A. Brad Topovski 754.422.9781



YO ELEVEN 70' (21M) AZIMUT 1998/99. 4 SR'S
C.A. Bob Anslow 561.248.5122



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



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



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



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



CARPE DIEM 150' (46M) TRINITY 2002. 5 SR'S
C.A. Michael Mahan 954.439.5049
C.A. Simon Gibson 561.779.9534



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



LIFE'S FINEST II 132' (40M) NORTHCOAST 1995/2008.
5 SR'S. C.A. Mark Elliott 305.794.1167



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



CAPRICE 123' (37M) OCEANCO 1994. 4 SR'S
C.A. Chany Sabates III 954.604.2253
C.A. Frank Grzeszczak 954.494.7096



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



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



ANTITHESIS 108' (33M) VIKING 2002/03. 4 SR'S
C.A. Simon Gibson 561.779.9534
C.A. Michael Mahan 954.439.5049



ESCAPE 100' (30M) BROWARD 2001. 4 SR'S
C.A. Noell Vawter 954.391.3550



VIAGGIO 90' (27M) CHEOY LEE 2006/07. 5 SR'S
J.C.A. Chany Sabates III 954.604.2253



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



INTERNATIONAL YACHT COLLECTION

BROKERAGE | NEW CONSTRUCTION | CHARTER | MANAGEMENT

NICE-N-EASY 157' (47.8m) CHRISTENSEN

6 STATEROOMS • BEST VALUE ON THE MARKET • FOR SALE AND CHARTER

For more information contact: Mark Elliott 305.794.1167 mark@iyc.com, Worldwide Central Agent



YACHTS FOR SALE



PENNY MAE 138' (42m) RICHMOND

6 STATEROOMS • TRUE BEST BUY • OFFERED FOR SALE • PROVEN WORLD CRUISER

For more information contact: Mark Elliott 305.794.1167 mark@iyc.com, Worldwide Central Agent





FOUR ACES 183' (55.7m) Benetti

SLEEPS 12 GUESTS IN 6 STATEROOMS
Summer: Mediterranean • Winter: Caribbean • Rate: Please inquire



YACHTS FOR CHARTER



ZOOM ZOOM ZOOM 161' (49m) TRINITY

SLEEPS 10 GUESTS IN 5 STATEROOMS
Summer: Mediterranean • Winter: Caribbean • Rate: From \$210,000 per week plus expenses



Mark Elliott 305.794.1167 mark@iyc.com www.iyc.com

FORT LAUDERDALE | PALM BEACH | MONACO | NASSAU | NEWPORT | ST. MAARTEN



MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

for Sale & Charter



CENTRAL AGENT

296'/90M Corsair 2008 **NERO*** ▶

for Sale & Charter



CENTRAL AGENT

269'/82M Oceanco 2007 **ALFA NERO*** ▶

for Sale & Charter



CENTRAL AGENT

258'/79M Royal Denship 2003/06 **PRINCESS MARIANA*** ▶

for Sale & Charter



CENTRAL AGENT

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

SUPERYACHT DIVISION | MERLE A. WOOD, III | PETER CROKE | THOM CONBOY | FRANCOIS VAN WELL | STEVE KIDD
CUSTOM YACHT DIVISION | JOHN COHEN | CROMWELL LITTLEJOHN | BASSAM CHAHINE
KURT BOSSHARDT | DIRK JOHNSON | BILL RUDKIN

for Sale & Charter



CENTRAL AGENT

214'/65M Feadship 2009 **TRIDENT*** ▶

for Sale & Charter



CENTRAL AGENT

205'/63M Icon 2010 **ICON*** ▶

for Sale & Charter



CENTRAL AGENT

204'/62M Feadship 2000/07 **FORTUNATO*** ▶

for Sale & Charter



CENTRAL AGENT

168'/51M Oceanco 1997/2007 **LAZY Z*** ▶

▶ IN MONACO SHOW OR IN THE AREA

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

PLEASE VISIT US AT THE
MONACO YACHT SHOW - SEPTEMBER 22ND - 25TH



for Sale & Charter

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



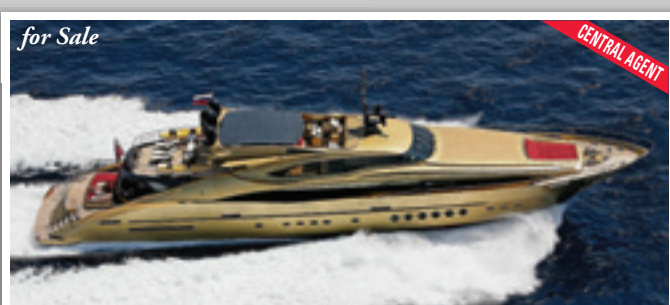
for Sale

199'/61M Columbus 2012 **COLUMBUS***



for Sale & Charter

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



for Sale

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



for Sale & Charter

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



for Sale & Charter

193'/59M Austal 2007 **OUTBACK***



for Sale & Charter

192'/58M Australian Yacht Builders 1991/09 **ISLANDER***



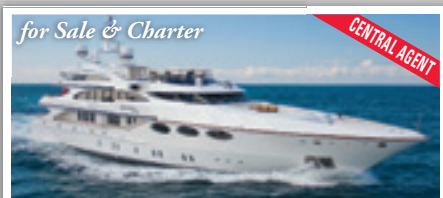
for Sale

177'/54M Columbus 2010 **NEW CONSTRUCTION***



for Sale & Charter

174'/53M Proteksan Turquoise 2008 **VINYDREA***



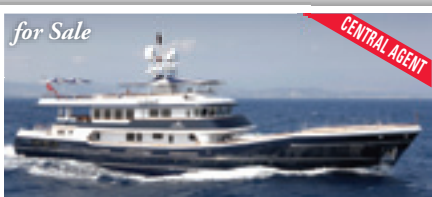
for Sale & Charter

170'/52M Benetti 2001/09 **QUANTUM OF SOLACE***



for Sale & Charter

164'/50M Hakvoort 2006 **JeMaSa***



for Sale

164'/50M Schweers 1986/08 **SHANDOR***



for Sale

164'/50M Heesen 2008 **MAN OF STEEL***

▶ IN MONACO SHOW OR IN THE AREA
* Not for sale or charter to US residents while in US waters.

for Sale & Charter



162'/49M Christensen 2009 **REMEMBER WHEN**

CENTRAL AGENT

for Sale & Charter



159'/48M CRN 1996/2008 **KANALOA***

CENTRAL AGENT

for Sale



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

CENTRAL AGENT

for Sale & Charter



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

CENTRAL AGENT

for Sale & Charter



157'/48M Christensen 2005/09 **NICE N' EASY**

CENTRAL AGENT

for Sale & Charter



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

CENTRAL AGENT

for Sale & Charter



154'/47M Heesen 2008 **ELANDESS II***

CENTRAL AGENT

for Sale & Charter



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

CENTRAL AGENT

for Sale & Charter



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

CENTRAL AGENT

for Sale



147'/45M Feadship 2010 **F45 VANTAGE***

CENTRAL AGENT

for Sale & Charter



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

CENTRAL AGENT

for Sale & Charter



143'/44M Heesen 1997/08 **SEDATION***

CENTRAL AGENT

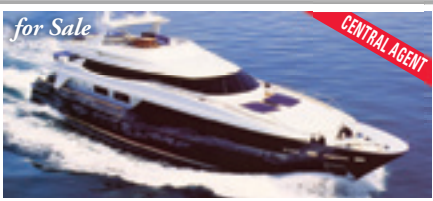
for Sale & Charter



143'/44M Van Mill 1988/08 **STARSHIP**

CENTRAL AGENT

for Sale



138'/42M Baglietto 2003 **BLUE SCORPION***

CENTRAL AGENT

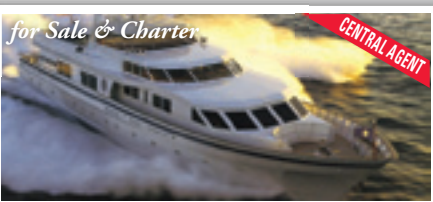
for Sale & Charter



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

CENTRAL AGENT

for Sale & Charter



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

CENTRAL AGENT

for Sale & Charter



130'/39M Mangusta 2005/09 **LADY SHEILA II***

CENTRAL AGENT

for Sale & Charter



128'/39M Oceanfast 1990/08 **BELIEVER**

CENTRAL AGENT

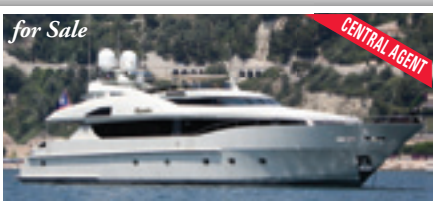
for Sale



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

CENTRAL AGENT

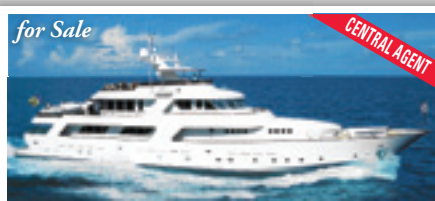
for Sale



123'/37M Palmer Johnson 2005/09 **TEMPTATION**

CENTRAL AGENT

for Sale



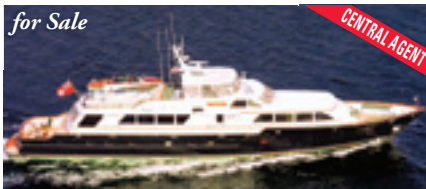
122'/37M CRN 1978/08 **LADY EVA***

CENTRAL AGENT

IN MONACO SHOW OR IN THE AREA

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

for Sale **CENTRAL AGENT**



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

for Sale & Charter **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**



117'/36M Delta 1996 **ANNASTAR**

for Sale & Charter **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**




106'/32M Burger 2004 **WOW**

for Sale **CENTRAL AGENT**




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

for Sale & Charter **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**




96'/29M N.E. BOAT WORKS 2003 **VAKOMAANO***

for Sale **CENTRAL AGENT**



95'/29M Intermarine 2001 **KRISHELLE**

for Sale **CENTRAL AGENT**



92'/25M Palmer Johnson 1985/08 **IRISHMAN**

for Sale & Charter **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**



80'/24M DeVries Lentsch 1929/02 **LELANTA***

for Sale **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**



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

for Sale **CENTRAL AGENT**



79'/23M DYC 2006 **HOT CHOCOLATE***

for Sale **CENTRAL AGENT**



72'/22M Merritt Sportfish 2002 **PROMISE**

for Sale **CENTRAL AGENT**



58'/18m Derecktor 1977 **FLYING GOOSE**

for Sale **CENTRAL AGENT**



54'/16m Rybovich SF 1970/09 **SEA HUT***

for Sale **CENTRAL AGENT**



51'/15m Detling 2002 **PADDY WAGON**

IN MONACO SHOW OR IN THE AREA
* Not for sale or charter to US residents while in US waters.

SEAS



EXPERIENCE LIFE ON BOARD SEVEN SEAS

This is your opportunity to sail aboard the very special Seven Seas. This incredible 86 meter yacht was designed and built to very exacting standards. Just launched, Seven Seas will be available on a select basis to discriminating enthusiasts beginning January, 2011 in the Caribbean. Call Sapphire Seas and our charter specialists will ensure that your next yachting experience is a true life experience. We will provide you with personalized access to the world's finest yachts wherever your imagination guides you.

SAPPHIRE SEAS



Worldwide Personal Service

+1 954.760.4442 | info@sapphire-seas.com | www.sapphire-seas.com



ALL OCEAN YACHTS

Inace Yachts construction | sales



San Diego Office
10550 Sunset Ridge Dr.
San Diego, CA 92131
Phone: 619.702.2450

Bahia Mar Yachting Center
801 Seabreeze Blvd.
Ft. Lauderdale, FL 33316
Phone: 954.671.0107

Explorer Yachts - New Construction | Brokerage | Charter

E-mail us for inquires - info@alloceanyachts.com

CONVERSION



125' Blue Hunter | HYS Yachts | 1996 | USD \$3,800,000
Completely transformed Japanese gov. cadet training vessel into posh expeditionary yacht in April 2010. Yanmar engine, 4000nm range.

HUGE REDUCTION



114' Maybe Tomorrow | B&B Boatbuilders Inc. | USD \$3,900,000
Range 6000nm can carry 2 x 28' tenders / fishing cockpit.
Mfg 2004 Model 2008.

AVAILABLE FOR SALE & CHARTER



PRICE REDUCED

111' Sudami | Inace Explorer Yacht | 2007 | USD \$7,995,000
Ready to cruise & charter the world, ABS/MCA, 4000nm range
Master + 4 suites for up to 12 guests, moderate draft.

EXPLORER YACHT



101' Marmara | 2009 | EUR 4,300,000
4 cabins + crew, 2 x CAT 2406 550 hp, max speed 14 knots.
At 7 knots - 4500nm range.

Explorer Yachts for Charter | charterexploreryachts.com | **Charter Worldwide with Us!**

AVAILABLE FOR CHARTER



100' Beyond | Inace | 2009
4 guest cabins. For 8 guests. USD \$55,000 per week plus expenses.

AVAILABLE FOR CHARTER



111' Catalonian Spirit | Inace | 2008
6 guest cabins. For 12 guests. USD \$65,000 / USD \$70,000 holiday per week.

Olga 36.89m/121' San Blas Islands
Senses 59.20m/194' Pacific
Seawolf 58.83m/193' C. America
Latitude 51.8m/169' South America

Tribu 50.50m/165' South America
Kayana 36.84m/120' Alaska
Surprise 35m/115' South Pacific
Pacific Yellowfin 35m/115' Alaska

VVS1 33.83m/111' South Pacific
Sudami 33.83m/111' Caribbean
Askari 32.87m/111' South Pacific

Explorer Yachts - New Construction | Brokerage | Charter

E-mail us for inquires - info@alloceanyachts.com

UNDER CONSTRUCTION



135' Inace Aft House Explorers
Explore in style, 6000nm range, huge master.



120'/126' Inace Aft House Explorers
1 each under build, 5000nm range, Luiz de Basto.



97' La Perla | Jongert
Dutch motoryacht volume & quality interior.



46' Catarina Day Explorer | 2009
Seats 10 inside/8 outside, USD \$1,300,000.

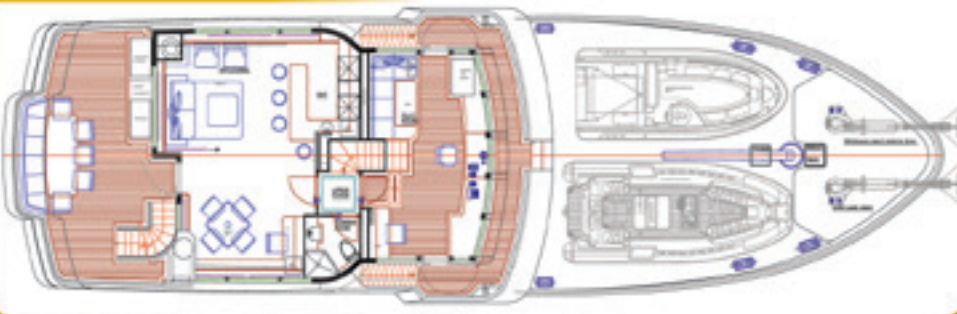
LOWER DECK



MAIN DECK



PILOTHOUSE/SKYLounge DECK



90'/100' All Ocean Yacht Floor Plans
Rendering and details located on the following page.

*All yachts offered are subject to still being available. Yacht particulars are believed to be correct but their contents are not guaranteed, neither may they be used for any contractual purposes. Specification provided for information only. Subject to prior sale, price change or withdrawal from market without notice.



EXPLORE LIFE
Lat 7°n Long 151°e
*Preview this location at: www.buyexploreryachts.com



Explore the world in fuel efficient vessels.
buyexploreryachts.com

San Diego Office
10550 Sunset Ridge Drive
San Diego, CA 92131

Phone: 619.702.2450
Website: buyexploreryachts.com



Follow us on [twitter](#) @ExplorerYachts

STEEL OR GRP OPTION



ALL OCEAN 90' or 100' COCKPIT MODEL METAL OR GLASS (GRP)

Thank you, Owners, Captains, Chefs, and Engineers for your feedback on this ground breaking design. Your participation has allowed us to develop, for the first time in history, a concept with a combination of input from the user public and an experienced project team. Luiz deBasto Design has utilized this input in creating a sophisticated, practical, and stunning design.

- Available in steel and aluminum structure or all GRP
- Classed: R.I.N.A and MCA
- Master plus guest, 8 to 10 all with ensuite heads
- Master on main deck, full beam, huge windows
- Huge galley with full professional equipment
- Optional open or Country Kitchen (KC) layouts
- Option for Captain Cabin behind wheelhouse
- 2600 sq ft (236 sq m) of interior living area
- Mega Yacht flybridge, Jacuzzi, dining, helm
- CAT C18 A rated engines, twin gen sets
- Fuel 9800 USG / 37,240 ltrs, Range 4000nm
- Glass hull built to 2 x Class requirements
- 90' Registered length under 24m
- Crew 3 to 6 depending on options
- Master has walk in closets, huge head
- Two pantries, tons of fridge and freezers
- KC layout requires Master up option
- Skylounge has full bar and office / gym
- Crew mess, large laundry, private access
- 3 alfresco dining areas, plus dining saloon
- Zero speed stabilizers, Atlas Systems
- Can carry 2 x 22' (5.8m) Tenders

Price for fully equipped and classed vessel in steel and aluminum or fiberglass (GRP).
USD \$7,480,000 (built in Brazil or China) ask about other build options and pricing.

Explorer Yachts for Charter | charterexploreryachts.com | Charter Worldwide with Us!



The Marine Group

YACHT SALES • CHARTER • NEW CONSTRUCTION



154' ADMIRAL MARINE 1998. 5 owner & guest S/Rs with full beam master. Formal dining salon. Upper deck & saloon w/large aft deck. Superior sundeck & open spaces. Dual tenders & garage. CAT machinery. ABS fiberglass construction. Fabulous charter resume. **For Sale & Charter.** CA Lon McCloskey in PB.



102' FALCON 2006. Five en-suite S/Rs for owners and guest plus five berths for crew. Excellent charter or corporate entertaining potential. Motivated 3 boat owner! **Also 100' Falcon 2005.** CA Charles Blickle in FTL.



82' HORIZON 2006. 1550hp C-30 CATs, twin Northern Lights 32kw gen sets. Very nice 4 S/R layout plus crew & country galley w/forward dinette. This one has all the best equipment & options. CA Larry Masterman in PB.



76' AZIMUT 1988. Low hours on 1050hp MAN diesels. Twin 28kw Onan gen sets. Stored under cover in Kentucky fresh water lake. New paint, updated electronics, Naiad stb water maker and underwater lights. CA Larry Masterman in PB.

Luxury Charters Worldwide



"LADY BEE" 142' 1995/2005 CHRISTENSEN COCKPIT MOTORYACHT
Accommodates: 12 guests in 6 staterooms.
Location: Fall/Winter 2010 - Bahamas/Caribbean



"CLOUD NINE" 105' CRESCENT COCKPIT MOTORYACHT
Accommodates: 6 guests in 3 staterooms.
Location: Fall/Winter 2010 - Florida/Bahamas



"ISLAND TIME" 105' BROWARD MOTORYACHT
Accommodates: 6 guests in 3 staterooms.
Location: Fall/Winter 2010 - Florida/Bahamas



"BRAVO" 100' STEPHENS MOTORYACHT
Accommodates: 6/8 guests in 3 staterooms.
Location: Fall/Winter - Florida/Bahamas

PALM BEACH: (561) 627-9500 www.marinegroup.com FT. LAUDERDALE: (954) 463-4300

YACHT CHARTER DIVISION MANAGER: MARIAN WALKER (954) 463-4300 - MWALKER@MARINEGROUP.COM



"ELLE"
1993/2008 151' TACOMA

PRICE REDUCTION OF \$3,550,000!
PRICE NOW \$14,950,000

\$6M USD refit in '08. Constantly upgraded and maintained to the highest standards by a full crew. Ready for any ocean with a range of near 8000NM. Accommodations include a huge on-deck master and four en-suite king staterooms. Her flag is Marshall Islands commercial and she has a great charter history. Owners have completed their plans with her and are looking for a quick sale on this truly pristine yacht!



"ARRIGODERCI"
2007 95' HORIZON RAISED PILOTHOUSE M/Y
VERY SERIOUSLY FOR SALE!

Due to change in owner's plans, this "better than new" Horizon is being offered for sale. "ARRIGODERCI" has only 170 hours on C-32 CATs, new paint by Rybovich Shipyard and a pristine, designer interior with gloss American Cherry. Upgrades and extras too numerous to list, vast AI Fresco dining areas; she was built to entertain! All warranty work has been completed and she is ready to go!



"DOUBLE D'S"
2005 76' HORIZON

Expertly maintained since new, "DOUBLE D'S" is a pristine example of Horizon quality! Low hours on C-32 CATs, 2 gens., Trac stabilization and the electronics of a much larger vessel. She features a full beam master, fwd VIP, twin staterooms all ensuite. Owners have completed their cruising plans and for that reason only she has been released for sale. Don't miss this opportunity to own this "better than new" Horizon Yacht!



2005 75' HATTERAS SPORTDECK

Hull #837, this is the last 75' Sportdeck built. She is extensively customized with pages of upgrades to the living and machinery spaces. She was built for a family that has been in yachting for decades and their knowledgeable captain oversaw the entire build; end result being a trouble free boat with easy engine room and machinery maintenance and an abundance of redundant systems throughout. Shows "as new", Mid-Atlantic location. Owners are moving up and would like a quick sale.

**Contact Dean B. Young CA for additional listing information on any of these featured yachts:
Mobile:+1-561-301-7031, or Office:+1-561-627-9500.**



The Marine Group

YACHT SALES • CHARTER • NEW CONSTRUCTION



HORIZON

Preferred Partner



The Marine Group

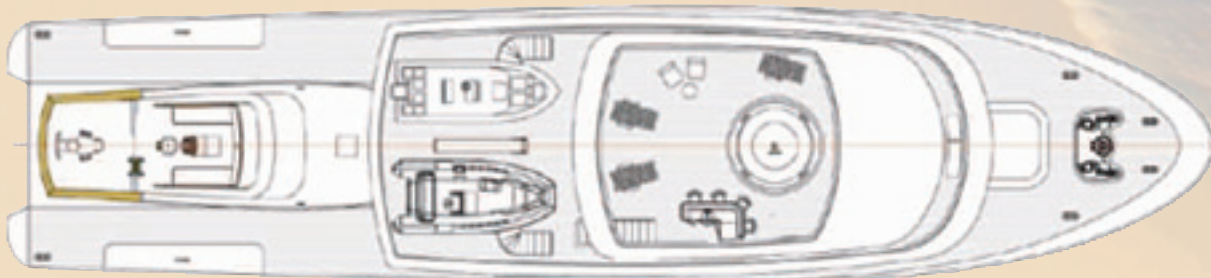
YACHT SALES • CHARTER • NEW CONSTRUCTION



GAMEFISHERMAN EXPLORER

130 FT. LENGTH
30 FT. BEAM
9 FT. DRAFT LOADED

Designed by Erwin Gerards, EG Designs, LLC. Built by Gamefisherman, Inc.



A top quality mothership built and equipped to go anywhere anytime with your Gamefisherman sport boat on board. Simply off load in a remote destination and fish, then reload and go find a new hot spot... no marinas... no restrictions... no schedules! Just cruise, explore and fish.

LAYOUT BY DECK STARTING AT THE TOP:

SUN DECK: Jacuzzi, sun pad, teak lounge chairs, bar, and access to the crows nest in the signal mast.

BRIDGE DECK: Pilot house, captains cabin with head, captains office, sky lounge with day head and boat deck for two skiffs and a hydraulic crane.

OWNERS DECK: A private full beam owners stateroom with large head, dressing room, owners office, owners living room and breakfast area, and a private aft deck with bar and grill.

SALON DECK: Commercial galley with breakfast bar, large salon, formal dining room, library, and gym with sauna

BELOW: Four quest staterooms with ensuite heads, crew cabins and head, crew galley and lounge, and laundry room.

AFT: Engine room, generator and systems room, electrical control room, and tackle room.

WELL DECK: Becomes a 15 X 45 ft swimming pool when the sport boat is launched.

POWER

Twin 800 Cats

Twin 100 KW generators

Twin watermakers

Twin hydraulic windlasses

Zero speed stabilizers

All dual heavy duty systems

Fuel - 35,000 gals

Water - 2,500 gals



46' GAMEFISHERMAN
SPORT BOAT

The 46 ft. Gamefisherman Sport Boat will be set up for serious fishing featuring a very large cockpit with air conditioned mezzanine seating. The roomy deckhouse has an ample galley for noon meals. Rod storage and head are forward. All systems designed for maintenance free fishing. Boat will be set up to tow and refuel from the mothership.

Built to commercial certification and classifications for durability and ease of maintenance. Yacht quality interior and yacht like appearance.

www.marinegroup.com

PALM BEACH: (561) 627-9500

VISIT US AT THE FT. LAUDERDALE INT'L BOAT SHOW 10/28-11/1 IN THE BUILDERS' TENT, BOOTH #757.

The french broker
for U.S. residents



LADY SISA

The most beautiful Benetti Classic 115'
on the market

Price : 6.5 M€ - Year : 2006
Built : Benetti - Length : 35 m



CARTOUCHE

Open yacht perfect for sea lover with
excellent performances !

Price : 2.200.000 M€ - Year : 2005
Type : Couach Open - Length : 28 m



BULLDOG

A converted baltic tug with the
spaces of a 50 meters yacht !

Price : 2.9 M€ - Year : 1991 - Refit 2001/2009
Type : converted baltic tug - Length : 34 m



VANQUISH

The only PJ 120' available, exceptionnal
pedigree !

Price : 7.9 M€ - Year : 2006
Built : Palmer Johnson - Length : 37 m



GASPARD YACHTS

18, quai Saint-Pierre - 06400 Cannes - FRANCE - Tél. : +33 (0) 493 930 939
Fax : +33 (0) 493 933 189 - www.gaspardyachts.com - sales@gaspardyachts.com



954.316.6364

PACIFIC MARINER • WESTPORT

2952 State Road 82, Fort Lauderdale, FL 33312
info@westportyachtsales.com • www.westportyachts.com

SCOTT HAUCK • CHRIS JUNE • BRYAN LONG • ANDREW MILES • CAMM MOORE • MARK PECK
CLAUDE RACINE • RALPH RAULIN • ALEX ROGERS • JOHN VARGA • MIKE WILLIAMS



New Construction
Westport 164



New Construction
Westport 130



New Construction
Westport 112



New Construction
Westport 98



New Construction
Pacific Mariner 85



145' Westship 2004 "FIGHTING IRISH" — Camm Moore/Andrew Miles, C.A.'s



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



130' Westport Tri-Deck MY 2005 "SEA BEAR" — Bryan Long, Joint C.A.



112' Westport RPHMY 2007/2008 — Bryan Long, C.A.



106' Westport 1995/1996 "JUST LUCKY II" — Alex Rogers, C.A.

WESTPORT

SINCE 1964



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

105' Mangusta Sport 2001
Claude Racine, C.A.



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

105' Crescent 2001
Camm Moore, C.A.



97' Hargrave 2005
Camm Moore, C.A.



94' Lazzara 2000
Alex Rogers / Ralph Raulin, C.A.s



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

92' Crescent 2002
Alex Rogers, C.A.



92' Tarrab 2002
Andrew Miles, C.A.



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

92' Broward MY 1989
Mark Peck, C.A.



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



82' Jefferson 2004
Andrew Miles, C.A.



80' Hatteras FBMY 2006
Chris Jane, C.A.



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



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



74' Hatteras 1998
Mark Peck, C.A.



70' Viking 2008
Andrew Miles, C.A.



70' Queenship 2002
Camm Moore, C.A.



68' Sea Ray 2005
Chris Jane, C.A.



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



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



64' Grand Banks Aleutian 2005
Ralph Raulin, C.A.



62' Azimut 2008
Mark Peck, C.A.



VITA, 150' TRINITY

- Sleeps 12 in 5 Staterooms / Full Beam Main Deck Master
- Stunning Walnut, Lavish Stone / Marble Interior
- Meticulous Private Yacht, World's Best Value!



HELIOS, 148'6" PERINI NAVI

- Sail the World's Oceans in Uncompromising Luxury
- 5 Staterooms / Sleeps up to 13 Guests
- Finger Touch Control Operation of All Sails



151' NORTHERN MARINE - Three Available!

- 151' 2007 CAT Powered - Light Use
- 151' 2008 MTU Powered - Like New
- 152' 2005 CAT Powered - Award Winning Interior



SEE AT OUR BAHIA MAR OFFICE

142' RICHMOND, NEW 2008

- 6 Luxurious En-Suite Staterooms
- 3000 NM Range w/ CAT Main Engines
- Excellent Equipment, 0-Speed, ABS + MCA



SEE AT OUR BAHIA MAR OFFICE

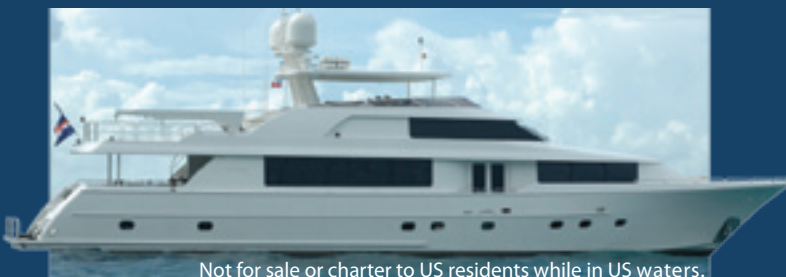
COCO LOCO, 124' BROWARD

- 5 Luxurious En-Suite Staterooms / Main Deck Master
- Flybridge with Hardtop, Sunbed, Jacuzzi & Grill
- 0-Speed Stabilizers, ABS + MCA, Transatlantic Range



GOLDEN BOY II, 115'2" SOVEREIGN

- 5 Staterooms / Main Deck Master / Separate Crew
- Superb Wood and Stone Interior- Must See!
- Spacious Gourmet Galley - Fit for a Master Chef



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

112' WESTPORT

- 4 Staterooms / Sleeps 8 Guests
- Flybridge with Hardtop, Bar, Grill & Jacuzzi
- Gorgeous Granite and Stone Throughout
- Desirable Layout with Salon Bar



SEE AT OUR BAHIA MAR OFFICE

PRINCESS HANNAH, 110' CRESCENT

- 4 Staterooms / Full Beam King Size Master + Crew
- New Fiberglass Hardtop / Jacuzzi
- New Framless Windows & Paint in 2005
- Spacious Aft Deck with Flatscreen TV

Killian Yacht & Ship Brokers

801 Seabreeze Boulevard • Fort Lauderdale, FL 33316

Phone: (954) 522-9577 info@killianyacht.com

www.killianyacht.com



The New NVC 85 Y
Designed & Powered by Rolls-Royce
85 Meter / 280' LOA



Superyacht Construction, Management & Consulting Services

801 Seabreeze Boulevard Fort Lauderdale, FL 33316 Office (954) 522- 9577 www.killianyacht.com info@killianyacht.com

>> NORTHROP AND JOHNSON



Charlatan

110' (33.5M) HOLLAND/ALLOY 1999

*Elegant sophistication and global travel capabilities designed by Ron Holland and built by Alloy.
Luxurious interior by Redman Whiteley accommodating 6 guests in three staterooms.*

CONTACT: ANN AVERY » +1 954 522 3344 » aavery@njyachts.com

NEW TO MARKET

ON DISPLAY AT THE 2010 FORT LAUDERDALE INTERNATIONAL BOAT SHOW



FORT LAUDERDALE

BOSTON

SAN DIEGO

PALMA

BRITISH VIRGIN ISLANDS

HONG KONG

www.northropandjohnson.com



AVAILABLE FOR SALE & CHARTER

ANDROMEDA LA DEA // 154' (46M) PERINI NAVI KETCH

Classic Perini lines, fit and finish. Consistently updated with state of the art equipment and engineering. Asking €13,950,000. CA: Hank Halsted >> +1 401 965 3256 >> hank@nandj.com



GITANA // 112' (34M) S & S PERFORMANCE SLOOP BY DEREKTOR SHIPYARDS 2000

Three + Guest SRs plus crew, comprehensive refit '08: redesign guest cockpit, plus all systems and cosmetics. Asking €6,400,000. CA: Hank Halsted >> +1 401 965 3256 >> hank@nandj.com



AVAILABLE FOR SALE & CHARTER

CUOR DI LEONE // 164' (50M) BENETTI

Pristine example from the Benetti Golden Bay Series. Another fine example of Italian flair and elegance in design. Contact: Steve Doyle >> +1 978 921 6600 >> steve@njyachting.com



AVAILABLE FOR SALE & CHARTER

SOVEREIGN // 120' (36.5M) BROWARD

Major price reduction to \$3,395,000. 6 stateroom high volume motor yacht. Great charter history. New interior. CA: Steve Doyle >> +1 978 921 6600 >> steve@njyachting.com



EVELYN // 102' (31.1M) MAIORA

Great family boat with charter potential. Current Owners are done and ready to move on. CA: Steve Doyle >> +1 978 921 6600 >> steve@njyachting.com



STAR 7 // 90' (27M) CATAMARAN 2004

Large volume, fuel efficient and a very good value. Reduced to \$2,990,000. CA: Steve Doyle >> +1 978 921 6600 >> steve@njyachting.com



AISLING // 84' (25.6M) KUIPERS DOGGERSBANK 2000

Classic Doggersbank, go anywhere at any time! Beautiful condition and ready for your adventure. CA: Bruce Leffers >> +1 401 965 3258 >> bruce@nandj.com



MORNING CLOUD // 78' (23.7M) JONGERT MOTOR YACHT 1987

Trans-Atlantic range, beautiful warm teak interior with three staterooms + large crew quarters. Very well maintained and thoughtfully upgraded, will not disappoint. CA: Jonathan Chapman >> +1 401 474 4793 >> jchapman@nandj.com

FORT LAUDERDALE

NEWPORT

BOSTON

SAN DIEGO

PALMA

BRITISH VIRGIN ISLANDS

HONG KONG

Northrop and Johnson

— YACHTS ★ SHIPS —

BROKERAGE // NEW CONSTRUCTION // CHARTER // MANAGEMENT // CREW SERVICES



BROKERAGE • CHARTER • NEW CONSTRUCTION



40 METER / 131' LEADSHIP 2002 "SEAFLOWER"

SEAFLOWER is absolutely one of the finest pedigreed yachts on the water today. She was the winner of the Super Yachts Society Design Award in 2003. This magnificent vessel features interiors by Lavar Designs, four guest staterooms, two lounges, Owners suite on the main deck and a study. Zero Speed Stabilizers and a solid steel hull. Sold by NEFF to her current owner.

For more information

Contact Jared Neff at +1.561.756.4674
Jared@NeffYachtSales.com



Thinking of Listing your boat? Call us today for a Free Custom Market Report

Neff Yacht Sales | 1875 S.E. 17th Street Causeway, Ft. Lauderdale, FL. 33316

Sales@NeffYachtSales.com | Toll Free: 866.440.3836

SEARCH EVERY AVAILABLE YACHT IN THE WORLD'S LARGEST
PRE-OWNED YACHT DATABASE AT NEFFYACHTSALES.COM



125' NORTHCOAST YACHTS 2010 • \$22,200,000

Contact Greg Marino at 954.249.2529 • GMarino@NeffYachtSales.com



116' AZIMUT 2006 • PRICE ON REQUEST

Contact Jared Neff at 561.756.4674 • Jared@NeffYachtSales.com



112' WESTPORT 1999 • SOLD

Contact Greg Marino at 954.249.2529 • GMarino@NeffYachtSales.com



90' CHEOY LEE 1999 • \$2,649,000

Contact Greg Marino at 954.249.2529 • GMarino@NeffYachtSales.com



56' SUNSEEKER 2002 • \$649,000

Contact Greg Marino at 954.249.2529 • GMarino@NeffYachtSales.com



52' REGAL 2008 • \$749,000

Contact Greg Marino at 954.249.2529 • GMarino@NeffYachtSales.com

www.NeffYachtSales.com

DIAMONDS ARE FOREVER

This stunning 200' (61 metre) BENETTI will be delivered NEW in August 2011. Featuring a signature Evan Marshall interior comprising of two panoramic master suites, four guest staterooms, elevator to all decks, a full beam skylounge and vast open & shaded deck areas. Technological superiority ensured by Millennium Edition build supervision.

Priced at 45,000,000 EUR



oceanindependence.com
incorporating Cavendish White

OCEAN



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

GILMAN YACHTS™

since 1968

www.gilmanyachts.com



Not for Sale or Charter to US Residents While in US Waters

88' FERRETTI FLYBRIDGE MOTORYACHT 2005

Gorgeous four stateroom plus crew motoryacht with speeds up to 30 knots. Jet ski garage aft turns into a "teak beach". Very low hours, stored undercover. Shows beautifully. Mitsubishi ARG "at rest" stabilizer system. Call Jeff Stanley, Central Agent 954 249 0360.



80' LAZZARA CABRIOLET COCKPIT MY 2001

3 staterooms plus 2 double crew cabins, day head, country kitchen, salon with spacious entertainment bar area, 1150 hp MTU mains-just completed 2000 hour service. Maintained to the highest standards. Perfect Island Cruiser. Reduced to \$1,495,000. Call J.J. McConnell, Central Agent.



78' HARGRAVE SKYLounge 2003

5 staterooms in this high volume 78' MY. Day Heads on both main deck and skylounge levels, abundant equipment list. Dependable 3412 CATs—under 1500 hrs, twin 35 kw gens, bow and stern thrusters, sewage treatment...the list goes on and on. Call Jeff Stanley, Central Agent.



65' NEPTUNUS FLYBRIDGE MY 2000

Twin 3412 CATs—cruises 25 knots, bow thruster, flybridge hardtop, enclosure and air conditioning, 3 staterooms with en suite heads—King Master, aft crew with head, Country Kitchen Galley, large dinette, walk-around decks, open air Aft Deck. Asking \$845,000. Call Wayne Cannava, Central Agent.



74' STEPHENS PILOTHOUSE MY 1982

Timeless, classic exterior styling, rich Mahogany interior, 650 hp 12V71 TIs—1875 original hrs, 1000 NM at 10 kts, 600 MN at 17 kts, comfortable ride, digital stabilizers, flawless engine room. Call Wayne Cannava, Central Agent.



76' HORIZON MOTORYACHTS

2006: Quiet MTU CRs, under 400 hrs, hide-away lower helm, four staterooms plus crew aft, country kitchen. Reduced to \$2,495,000. 2001: Five staterooms, 5 heads, Navy blue hulled beauty. Call Joe Majcherek, Central Agent.



66' GRAND ALASKAN FLUSH DECK 2005

T/700 hp CATs, stabilizers, bow thruster, large bridge with hardtop, sky bar and grill, office/crew cabin, private master, custom main deck with day head, extra large aft deck, no exterior teak. Excellent for entertaining. Call Wayne Cannava, Central Agent.



62' CUSTOM NEPTUNUS FLYBRIDGE MY 2008

Customized in a BIG WAY by her second time Neptunus owner, the Bridge, Main Deck and Master layouts were all expertly refined. 1000 hp CATs' legendary ride and air conditioned Bridge remain unchanged. Call Jeff Stanley, Central Agent.



64' HATTERAS MOTORYACHT 2006

Smooth, quiet and smoke-free power from MTU 10V2000-1500 hp common rail engines, hard top, enclosure, bridge air conditioning and tender. Recent price reduction to \$1,695,000. Call Jeff Stanley, Central Agent.



62' ATLANTIC LONG RANGE CRUISER 2007

Spend the season in the Med aboard this "new" custom 62' builder's demo. Steel hull, 2000 mi. range, newly painted topsides and bottom, 3 staterooms plus crew, each with en suite accommodations. Twin Cummins power. Lying Turkey. Contact Jeff Stanley, Owner's Agent.



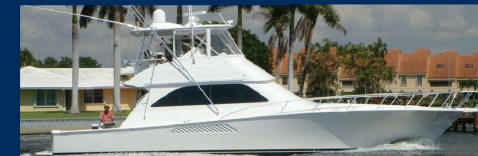
76' SPENCER YACHTS 2006

22' beam, 2400 hp MTU CRs with underwater exhaust, 3150 gallons fuel, huge Salon, granite countertops and island bar Galley, full beam Master with separate exercise room, A/C mezzanine, 17' Dolphin Bonefish Skiff. Call Joe Majcherek or Eddie Wimbrow.



63' BERTRAM SPORTFISH 2005

Low hours on 1676 hp CAT C-32s, 4 cabin/3 head layout, beautiful satin finish cherry interior, twin gensets, Pipewelder's tower, ice chopper drops ice into drink box, exterior FBG spiral staircase leads to bridge. Recent \$ reduction. Call Jim McKee, Central Agent.



52' VIKING SPORTFISH 2005

1000 hrs on 1360 hp common rails, 32 knot cruise. Nice equipment list including Eskimo ice chopper, watermaker, underwater lights, misters, custom chairs and teak cockpit. This trade-in is an attractive deal. Call Joe Majcherek for specifics.

1510 SE 17th St, Suite 300 • Ft Lauderdale, FL 33316
954.525.8112 • Lauderdale@GilmanYachts.com



Worldwide Yacht Sales | Yacht Charters | New Yacht Construction

Worldwide Yacht Sales | Yacht Charters | New Yacht Construction



345' Azure – New Construction – Price on Request



2010 125' Northcoast – New to market – Asking \$22,222,000



28m/91' Cantieri di Pisa – Reduced to €2,550,000



87' Warren – Reduced to \$4,250,000

To see more details about these and all other yachts around the globe, please visit our website below.

Curtis Stokes | 954.684.0218 | curtis@curtisstokes.net
Sean Noel | 954.260.2110 | sean@curtisstokes.net

www.curtisstokes.net



Expand Your Horizons

enjoy a luxury yacht charter vacation



OVER 1,000 YACHTS TO CHOOSE FROM | THE MOST BEAUTIFUL LOCALES | DISCREET, PERSONAL SERVICE



▶ **AT LAST** | 145' Heesen M/Y
Guests: 11 | Crew: 7/8 | Destination: Florida / Bahamas
Special features: 35' Intrepid fishing tender, 4 waverunners and much more



▶ **OLGA** | 121' Crescent M/Y
Guests: 8 | Crew: 6 | Destination: Caribbean
Special Features: Spa Ship - 2 Masseuses on board! Scuba diving



▶ **TIGERS EYE** | 98' Hargrave M/Y
Guests: 8 | Crew: 4 | Destination: Florida / Bahamas
Your ultimate luxury escape!



▶ **LADY VICTORIA** | 88' Rayburn M/Y
Guests: 6 - 8 | Crew: 4 | Destination: Bahamas
Great crew, every charter a success!

RIKKI DAVIS
Worldwide Yacht Charters
at CHURCHILL YACHT PARTNERS

YACHT CHARTERS | 954.761.3237
charter@rikkidavis.com | www.rikkidavis.com



CHURCHILL YACHT PARTNERS®
CHARTER MANAGEMENT

CHARTER MANAGEMENT | 954.527.2626
charter@churchillyachts.com | www.churchillyachts.com



QUANTUM OF SOLACE

This Benetti is fully upgraded to highest US specification for seamless worldwide cruising capabilities in both the US and Europe asking price: 25,995,000 USD



oceanindependence.com
incorporating Cavendish White



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

SSSOCCLEAN

Since 1959



www.AtlanticYachtandShip.com | info@AtlanticYachtandShip.com

Select Yachts

150 RICHMOND TRI-DECK MOTORYACHT



Just launched! 6 owner staterooms plus 8 crew. Helicopter capable. MTU power, turn key with full warranties. Call Mack Carroll

142 RICHMOND MOTORYACHT 2008



Warranties Included

6 staterooms with on-deck master; 8 crew. CAT power. MCA certificate. Skylounge w/ wet bar on flybridge. Contact Mack Carroll

130 HORIZON 2009



Not For Sale In US Waters

Twin 1800 hp CATs. Stunning and luxurious, a must see! Contact Mack Carroll

125 NORTHCOAST RAISED PILOT HOUSE MY 2010



Reliable Twin C32 CATs. On deck master plus 4 guest and 3 crew cabins. Terrific sun deck. Contact Mack Carroll

120 ISA MOTORYACHT 2007



Built To MCA

Light weight composite hull with Triple 2400 hp MTUs w/ waterjets. Speeds to 36 kts. 10 guests in 3 SR. Contact Brad Nelson

108 SUNSEEKER PREDATOR 2008



Not For Sale In US Waters

Triple 2400 hp MTUs w/ Arneson drives, 4 SR/4 crew, Fast 38 kt. Cruise! Loaded w/ options. Call Rick Obey

105 SUNSEEKER YACHT 2005



Not For Sale In US Waters

Twin 2000 hp MTUs. 4 staterooms plus crew. Black & silver hull. Complete refit 2008. Contact Rick Obey

100 SUNSEEKER PREDATOR 2004



Not For Sale In US Waters

Triple 2000 hp MTUs. 4 stateroom plus crew. Cruise 40 kts. Complete refit 2008. Blue hull. Contact Central Agent, Rick Obey

100 AZIMUT JUMBO 2000



Four stateroom plus crew, country kitchen. Tender, garage for toys. Contact Central Agent, Joe Marino

100 HARGRAVE 2009



Twin C32 CATs. Highly customized cherry interior. 4 SR + crew. Flybridge w/ retractable top & jacuzzi. Call C.A. Joe Marino

100 HORIZON 1997



Not For Sale In US Waters

She gives the illusion of a much larger vessel w/ split lever floor plan & full beam master. 4 SR plus crew. Call C.A. Joe Marino

100 BROWARD WIDEBODY MOTOR YACHT 1992



Motivated Seller

Complete interior refit and exterior paint. 4 stateroom plus crew. Huge salon. 500 hrs. Contact Mack Carroll

96 HARGRAVE 2008



4 stateroom plus crew. Elevator to all 3 levels. One of a kind! New listing. Contact Central Agent, Joe Marino

94 SUNSEEKER YACHT 2003



Not For Sale In US Waters

4 SR's + crew. Jacuzzi on f/b. SAT TV & phone. Bow & stern thruster. Captain maintained. New teak decks & int. décor. Call C.A. Joe Marino

90 SUNSEEKER YACHT 2007



Not For Sale In US Waters

Twin 1800 hp CATs. Stabilized. MCA qualified. Garage for toys. No expense spared. Call Aaron Pepper or Rick Obey

FLORIDA OFFICE
850 NE 3rd Street, Ste 213
Dania Beach, FL 33004
Tel. 954.921.1500

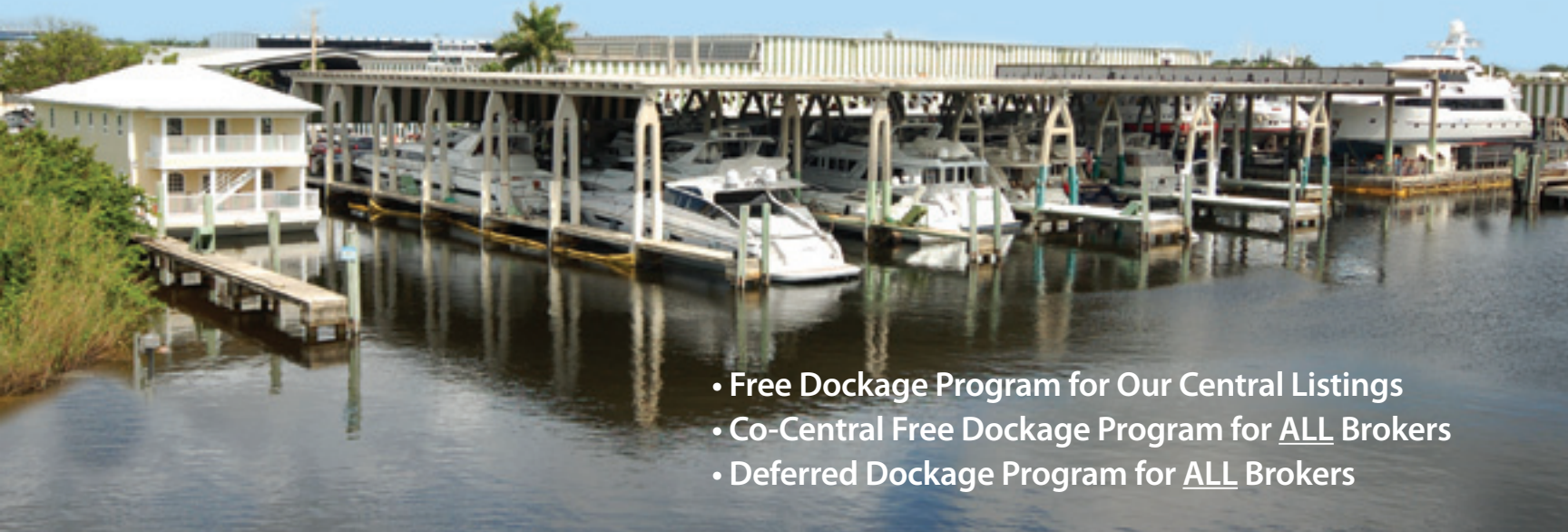
SOUTH CAROLINA OFFICE
8201 Marina Parkway
Myrtle Beach, SC 29572
Tel. 843.839.1550

MASSACHUSETTS OFFICE
142 Commercial Street
Boston, MA 02109
Tel. 617.933.9007



Visit Our **YACHT SHOWROOM**

Over 35 Yachts 28' - 126' in One Location



- Free Dockage Program for Our Central Listings
- Co-Central Free Dockage Program for ALL Brokers
- Deferred Dockage Program for ALL Brokers



1986 127' Feadship Tri-Deck
PRICED TO SELL



Not Offered to U.S. Residents While in U.S. Waters

1996 115' Greenbay Marine
ABS CERTIFIED



REDUCED

1993 105' Broward Raised PH
REDUCED \$200,000



Not Offered to U.S. Residents While in U.S. Waters

1995 100' Mangusta
REDUCED TO \$1,895,000



2006 92' Paragon Skylounge
PROVEN WORLD CRUISER



1989 92' Jones Goodell
ED MONK JR. DESIGN



Not Offered to U.S. Residents While in U.S. Waters

84' Hatteras Elite Series Wide Body
MOTIVATED SELLER



SHORT SALE

1968 72' Burger MY Short Sale
Asking \$399,000



1999 68' Davis Sportfish
ASKING \$895,000, BRING OFFERS



1998 60' Offshore PHMY
MOTIVATED SELLER



DONATION

1990 68' Defever
CHARITY SAYS LIQUIDATE



NEW LISTING

2007 59' Grand Banks
PRICED TO SELL AT \$1,550,000

To view *other* yachts for sale or learn more about our many great dockage programs
visit www.bradfordmarineyachtsales.com or call **(954) 377-3900**



LUKE BROWN
YACHTS

A tradition of excellence since 1969



151' MCC TRANSOCEAN EXPLORER SERIES
Contact Andrew Cilla



95' JADE YACHTS 2009
Contact Andrew Cilla



95' DE VRIES LENTSCH 1970/2004
Contact Pam Barlow



90' McQUEEN 2003
Contact Pam Barlow



70' McMULLEN & WING 1995
Contact Steve Deane



87' KONG & HALVORSEN 1989
Contact Dana Cambon



88' STEPHENS 1986
Contact Pam Barlow



76' ST. AUGUSTINE MARINE CENTER 2006
Contact Pam Barlow



80' GULFSTAR 1986/2005
Contact Steve Deane

SALES@LUKEBROWN.COM

To view our entire fleet go to LukeBrown.com

PHONE: 954-525-6617



88' CHEOY LEE 2005
Contact Jason Dunbar



76' LAZZARA 1999
Contact Andrew Cilla



78' WEST BAY SONSHIP 2001
Contact Jason Dunbar



69' SYMBOL 2006
Contact Jason Dunbar



75' HATTERAS 2000
Contact Ron Morgenstein



65' MARLOW 2001
Contact Marc Thomas



55' FLEMING 1998
Contact Jason Dunbar



48' CHERUBINI
Contact Steve Deane



50' CUSTOM EXPRESS MEGAYACHT TENDER
Contact Andrew Cilla

www.CheoyLee.com
inquiry@cheoylee.com



CHEOY LEE SHIPYARDS

SINCE 1870 FAMILY OWNED & OPERATED

Bahia Mar Yachting Center
801 Seabreeze Boulevard
Fort Lauderdale, FL 33316
Phone: (954) 527-0999



MARCO POLO 2007 45 M TRANSOCEAN EXPLORER - World Class design (Ron Holland) and construction (Cheoy Lee). 2008 Showboats Award. Elegant upper deck owners suite, 3 guest SRs, professional gym. Extreme range in total luxury. Contact Cheoy Lee 954-527-0999.



BRAVO 100' CHEOY LEE COCKPIT MY 2007 - Beautifully appointed 4 SR layout, on deck master, enclosed pilothouse w/skylounge, 2 SRs in crew area w/lounge. Twin CAT C32, 1,650 HP give solid 22 knot cruise, twin 40kW Northern Lights gensets. Call Marty Isenberg (954) 448-0561.



BRAVO 88' by CHEOY LEE - The new Bravo Series 88' features exceptional performance, efficiency and sea keeping abilities. Open main deck layout, formal dining, country kitchen, 4 SRs plus 2 separate crew staterooms. Contact Cheoy Lee 954-527-0999.



BRAVO 84' CHEOY LEE ENCLOSED PILOT HOUSE 2006 - Extraordinary ride with low hours, Capt. maintained in pristine condition. Full beam master suite plus 3 guest SRs with ensuite heads and 2 crew quarters. All offers encouraged. Call Marty Isenberg (954) 448-0561



BRAVO 81' CHEOY LEE SPORT MY 2002 - Extensive recent improvements. Captain maintained in excellent condition. Incredible layout with full beam master, his and her heads, 2 guest SR's with ensuite heads, country kitchen. Our trade owner moved up. \$1,895,000.



BRAVO 78' CHEOY LEE OPEN BRIDGE 2008 - Spacious Sylvia Bolton interior with rich Sappelle wood. 3 Staterooms, crew aft with roomy lounge. twin CAT C32's. 1,550 HP each, twin 30kW Northern Lights generators.



NEW SERENITY SERIES 68 by CHEOY LEE - A luxurious yacht built to a small ships stringent standards with a range of 2,420nm at 8.7 knots. 2011 Model on its way. Full warranties, being sold as new. Contact Cheoy Lee 954-527-0999.



nisi
2400

- First yacht under 24m in the world built to RINA + MCA Commercial Class
- Superyacht engineering and materials
- Top Speed: 28kt
- High-Speed Cruise: 25kt
- Range: 1,500nm @ 9kt
- ZEUS, IPS, or ZF Pod Propulsion



Contact David Adams
+1 561-844-6800
david@triconmarine.com



ARGOS G92

**2010 demo pricing with full warranties available now - only US\$4.7 million!
Compare to new build at US\$6.3 million replacement cost.**

When the sea is calling, you answer back with 3,300 horses of wave-slicing power. You like rugged strength, while being wrapped in enviable luxury. Your ship blends the exhilaration of exploring, with the calming of your sweet beach home. And the fact is, with this much agile power beneath you, you could call anywhere home. 3,000nm range. 27 knots top speed.

ARGOS by Tricon Marine. *The Explorers' Performance Yacht*

WHETHER YOU ARE LOOKING TO CHARTER BEFORE YOU BUY, SELL YOUR CURRENT YACHT, OR PURCHASE YOUR DREAM YACHT...
THE SACKS GROUP IS YOUR SOURCE FOR YACHTING PROFESSIONALS! ASK ABOUT OUR "TRY BEFORE YOU BUY"™ PROGRAM!



160' Christensen ODESSA

The latest from this pedigree builder with a contemporary interior by Armani Casa! Up to 12 guests in six sumptuous staterooms, plus a professional crew of 10. In the Caribbean this Winter starting at \$240,000/week. A "World Superyacht Award" Finalist...be one of the privileged few to experience first-hand!



130' Westport MISS MICHELLE

The "new" 40 meter version with incredible volume throughout! From her sky-lounge with fireplace to her 5 spacious staterooms for up to 10 guests, the interior detail is spectacular. In the Caribbean this Winter, starting at \$120,000/week. A "World Superyacht Award" Finalist...join her and find out why!



124' Delta Tri-Deck Motoryacht "SEA OWL"

This is the finest example of this successful series of top quality, fiberglass custom yachts. Elegant and warm cherry wood interior, the latest electronics and many unique features. Maintained to impeccable standards. First time offered. Asking Price \$10,500,000. Contact Central Agent, Bruce Schattenburg, for complete details.



118' Intermarine PORTOFINO

Launched in 2001. Built to exceptional standards with a beautiful Italian interior. Five staterooms, open aft deck and fly-bridge, plus 6 person Jacuzzi, full wet bar, dining for 10. Smaller yachts in trade considered. Low-hour CAT main engines. **Reduced** \$2 million to \$5,900,000. Contact: Bruce Schattenburg.



116' Classic Benetti QUIVIRA

Classic 1979 tri-deck, refit in 2008, including new blue hull paint. Expansive teak decks, inviting sky lounge and warm, mahogany interior. 10 guests cruise in luxury, comfort and Italian style. **Reduced** to \$4,800,000. Located in the Pacific Northwest. Central Agent, Bruce Schattenburg.



101' Classic Feadship CALYPSO

A rare opportunity to own a timeless Feadship, the ultimate in Dutch pedigree and quality. Lovingly maintained/upgraded, including new hull paint in 2008. Ideal size for live-aboard cruising with a manageable crew. **Reduced** to \$1,900,000. Central Agent, Bruce Schattenburg.



90' Broward LA SIRENA

A true "American Classic Yacht". The cockpit is ideal for watersports and the maple interior is perfect for waterfront living. Economical 650hp GM engines and 7400 gal. fuel capacity allow for an extended cruising range. **Reduced** to \$815,000. Real estate trades considered. Central Agent, Bruce Schattenburg.



85' Euro Style Broward CC & SODA II

Built in 1989, refit 1999. Large aft deck with euro-transom. Entertainment on fly-bridge with BBQ and Jacuzzi. Light interior w/Country Kitchen layout. Unbeatable value! Owner says "SELL"!! Asking \$995,000, or best offer. Located Fort Lauderdale. Call Central Agent, Bruce Schattenburg.



84' Monte Fino LADY DI

A magnificent "floating-home" boasting the layout of a larger yacht. New 2006 designer interior with teak, high gloss sapele woods, granite, marble, wooland silk. Fly-bridge with new 8-person Jacuzzi and beautiful wet bar, plus dining. **Reduced** to \$1,975,000. Offers encouraged! Central Agent, Bruce Schattenburg.



78' Hargrave GOOSE BUMPS

Custom-designed by a knowledgeable yachtsman. Her layout and spaciousness rival those found in 90-100 foot vessels. Four staterooms, plus separate crew quarters. CAT Diesel engines with extended warranty. Impeccably maintained. **Reduced** to \$3,350,000. Central Agent, Gibbs Lukoskie.



72' Cheoy Lee JESSIE LEA

2002 Extended Long Range Motoryacht. Highly customized and equipped by a knowledgeable owner. Beautiful cherry wood and marble interior decor. Full beam master, plus 2 large guest suites, and huge aft deck. **Reduced** to \$1,795,000. Contact Bruce Schattenburg for more details. Located Fort Lauderdale.



50' Viking RIDGE RUNNER

This appealing sportfish features a desirable 3 stateroom layout with a spacious salon and galley-up. New style frameless windows, maintained in immaculate condition with many upgrades. Powered by 820HP MAN diesels. **Reduced** to \$549,000, bring offers! Contact Central Agents, Bill Nelson or Clayton Swart.

CALL FOR YOUR COPY OF OUR "CHARTER FLEET 2010—YOUR GUIDE TO THE WORLD'S FINEST YACHTS" TODAY!

SINT MAARTEN OFFICE

Plaza del Lago # 4, Simpson Bay
US VOIP 1.954.376.3855
SXM Local +599.544.4100

MAIN OFFICE

1600 SE 17th Street • Suite 418 • Fort Lauderdale, Florida 33316
T: 954.764.7742 • F: 954.523.3769 • info@sacksyachts.com

NEWPORT BEACH OFFICE

1542 Santiago Drive
Newport Beach, California 92660

RICHMOND

YACHT SALES

For Sales or Charter Information Please Contact Ted Burns At 954-689-9248

2121 NW 55th Court, Suite #10, Fort Lauderdale, FL 33309 Tel: 954-689-9248 • Fax: 954-689-9249 • email: info@richmond-yachts.com

www.richmond-yachts.com

"Status Quo"

150' Tri-Deck M/Y with Helipad

\$29,000,000

Just Launched. Available Now!

New bulbous bow design for a smoother ride

Fully classed to ABS and MCA standards



"Richmond Lady" 142' Tri-Deck M/Y 2008

Priced to sell at \$20,900,000!

Fully classed to ABS and MCA standards • Zero speed stabilizers

Five staterooms with gym (or six staterooms)

Full beam master suite with office on main deck



Our Trade (Ex. "Free Spirit") 80' Lazzara 2001

\$1,395,000

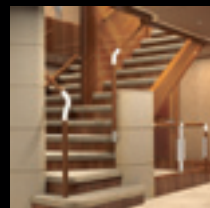
Very clean trade • All new electronics • Engines overhauled in 2008

2010 DELIVERY - AVAILABLE NOW

DELTA AND CATERPILLAR FINANCIAL TEAM UP TO COMPLETE PROJECT MONARCH



Combining the strengths of two long-standing American companies, Delta Marine and Caterpillar Financial Services Corporation are working together to complete Project Monarch. Construction of this 151-foot motor yacht began at Northern Marine in Anacortes and will be completed at Delta's yard in Seattle. Cat Financial will be providing the financing for the project. Project Monarch is for sale and available for viewing at Delta any time. Delivery is scheduled for late this year. Please inquire for more details and pricing information at delta@deltamarine.com or +1 206 763 2383.



EXTRAORDINARY HORIZONS AHEAD

A UNIQUE AND INCREDIBLE VALUE - AVAILABLE FOR PURCHASE NOW



If you're considering breaking ground on a new project, Delta's steel hull that can range in length from 63 to 67 meters might be just the answer. While hull construction is nearing completion, there is still time to customize the interior and superstructure styling. The current design calls for an ice-classed steel hull with a composite superstructure, diesel electric propulsion, dynamic positioning and with or without helicopter capabilities. At 1,850 gross tons this hull provides an impressive canvas - the possibilities are virtually endless. Contact Delta Marine at +1 206 763 2383 or delta@deltamarine.com for more information.



ADVERTISING INDEX

October 2010 - VOL. 14 NO.4

DISPLAY

Abeking & Rasmussen	33	Proteksan Turquoise.....	43
American Spin Doctors	61	Quantum Marine	151
Annapolis Boat Show	167	Sea Tel.....	64
Atlas Insurance	108-109	SeaKeepers	19
Benetti.....	50	Show Management.....	145
Boero.....	57	Soraya Yachts.....	Cov 2, 1
Burger	53	Tricon Marine.....	39
Cannes Yacht Show.....	48, 49	Triple S.....	78
Cheoy Lee Shipyards	47	Ulysse Nardin	8
Codecasa.....	25	Underwater Lights USA	121
Concord.	101	Vicem	41
Couach	55	Wards Marine Electric.....	77
David Sutherland Inc.	12	Westport	Cov 4
Destry Darr	75	Wired Designs	80
Döhle Yacht Crew.....	34		
Dunya Yachts.....	23		
Feadship.....	11		
Fincantieri.....	29		
Global Jet	Cov 3		
Gold Coast Premier Yacht Show	82		
Heesen Yachts	2, 3		
Horizon Yacht Co.	35		
International Yacht Register	182		
Island Global Yachting	93		
Jade Yachts.....	37		
Kardinal Marine.....	79		
Karen Lynn Interiors	87		
Kingship.....	20		
Marina Pez Vela.....	73		
Michael Moore Esq.	59		
Monaco Yacht Show	62, 63		
Marsh.....	69		
Monte Fino	45		
MTN Satellite	71		
MTU	67		
Nobiskrug GmbH.....	31		
NISI	132, 133		
Nordhavn Yachts	6, 7		
Ocean Alexander.....	4, 5		
OceAnco	27		
Off the Deep End	166		
Old Port Cove.....	157		

BROKERAGE

All Ocean Yachts	195-197
Atlantic Yacht & Ship.....	215
Bradford Marine.....	216
Burger Brokerage	184
Cheoy Lee Brokerage.....	218
Churchill	214
Curtis Stokes	213
Delta Brokerage.....	222, 223
IYC.....	185-189
Gaspard	201
Gilman	212
Killian Yacht	204, 205
Luke Brown.....	217
Marine Group	198-200
Merle Wood	190-193
Neff Yacht Sales	206, 207
Northrop and Johnson.....	208, 209
Ocean Independence.....	210, 211
Richmond Brokerage.....	221
Sapphire Seas	194
The Sacks Group	220
Tricon Marine/Argos.....	219
Westport Brokerage.....	202, 203

YACHTS INTERNATIONAL

Portside Yachting Center - 1850 SE 17th Street, Suite 310
Ft. Lauderdale, FL 33316 - TEL.: 954.761.8777 FAX: 954.761.8890
www.yachtmagazine.com

PUBLISHERS Karlene Pack - karyachts@aol.com
Gary DeSanctis - gdesanctis@aimmedia.com

EDITORIAL

EDITOR IN CHIEF Cecile Gauert - cgauert@aimmedia.com

EDITOR AT LARGE Jill Bobrow - jbobrow@aimmedia.com

ART DIRECTOR Xavier R. Marañón - xmaranon@aimmedia.com

CONTRIBUTING EDITORS/Writers

ASIA PACIFIC: Bruce Maxwell - EUROPE: Renaud Jourdon
U.S. WEST COAST: Gerald Stansfield, Danielle Wallin

COPY EDITORS: Louisa Beckett, Liz Pasch

COVER PHOTO: Kristina Strobel

CONTRIBUTING PHOTOGRAPHERS Shaw McCutcheon, Neil Rabinowitz,

Renaud Jourdon, Forest Johnson, Jim Raycroft, Kristina Strobel,

Claude Charvin, Marc Paris, Tom Zydler, Tony Arruza

PRINTER RR Donnelley - Strasburg, Virginia, USA - Printed in the USA

ADVERTISING SALES

DIRECTOR OF MARINE ADVERTISING

Jo-Aynne von Born - JVonBorn@aimmedia.com

TEL.: 954.761.8777 - FAX: 954.761.8890

BROKERAGE/SERVICE & REFIT/REAL ESTATE/AVIATION

Steven Sumlin - ssumlin@aimmedia.com

WEST COAST USA / UNITED KINGDOM

Patrick Sullivan - psullivan@aimmedia.com - TEL.: 305.794.2421

EUROPEAN SALES

Emanuele De Mari - info@admarex.com

LUXURY GOODS

Steve McEvoy - smcevoy@sjmediasales.com - TEL.: 646.732.2735

MANAGER Donna Aschheim - daschheim@aimmedia.com

ADVERTISING MATERIAL TRAFFIC MANAGER ads@aimmedia.com

DIRECTOR OF RETAIL SALES

Marcia Orovitz - TEL.: 305.538.5699 - morovitz@aimmedia.com

GROUP CIRCULATION DIRECTOR

Stephanie Flanagan - sflanagan@aimmedia.com

CIRCULATION ASSISTANT

Sarah Morgan - smorgan@aimmedia.com

GROUP FULFILLMENT MANAGER Natale Russo - nrusso@aimmedia.com

RESEARCH DIRECTOR Kristy Kaus - kkaus@aimmedia.com

TO INQUIRE ABOUT SUBSCRIPTIONS

Please call: 1.800.829.9152 or 386.246.0166

DISTRIBUTOR

USA & CANADA

Time Warner Retail - 260 Cherry Hill Road, Parsippany, NJ 07054

INTERNATIONAL

Source Interlink International - 27500 Riverview Center, Bonita Springs, FL 34134

YACHTS INTERNATIONAL, is a trademark of Active Interest Media. All rights reserved.

Reproduction in whole or in part of any article without prior written permission from the publisher is strictly prohibited

YACHTS INTERNATIONAL, cannot accept any responsibility for any error or omission which might occur.

YACHTS INTERNATIONAL, accepts no liability for unsolicited manuscripts and photographs that may be lost or damaged.

YACHTS INTERNATIONAL, is published bi-monthly by Active Interest Media. The known office of publication is located at: 475 Sansome Street, Suite 850, San Francisco, CA 94111.

The editorial and advertising offices are located at Portside Yachting Center, 1850 SE 17th Street, Suite 310, Fort Lauderdale, FL 33316; 954.761.8777; Fax: 954.761.8890.

Applications to Mail at Periodical Rates is pending at San Francisco CA, and additional offices. Vol 14 No. 4 October 2010 issue

POST MASTER: Send address changes to Yachts International Magazine, P.O. Box 420234, Palm Coast, FL 32142-0234



ACTIVE INTEREST MEDIA
300 N. Continental Blvd, Suite 650, El Segundo, California 90245, USA

CHAIRMAN & CEO Efrem Zimbalist III
PRESIDENT & COO Andrew W. Clurman
SENIOR VICE PRESIDENT & CFO Brian Sellstrom
SENIOR V.P. CIRCULATION & OPERATION Patricia B. Fox



To view Yachts International Magazine online, visit yachtmagazine.com

OUR PASSION IS
TO EXCEED YOUR EXPECTATIONS



GLOBAL JET

WWW.GLOBALJETCONCEPT.COM

GENEVA - LUXEMBOURG - LONDON - PARIS - MONACO - MOSCOW - BEIJING

TEL: +41 22 939 30 20 - FAX: +41 22 939 30 21

LEARJET 45 XR / HAWKER 900 XP / GULFSTREAM G200 / FALCON 2000 / DX & LX / EMBRAER LEGACY 600
FALCON 900 DX & EX EASY / GULFSTREAM G450 / GLOBAL 5000 / GLOBAL EXPRESS & XRS / AIRBUS A318 ELITE / BBJ

W164 | EXCEPTIONAL STANDARDS



Westport 164
Donald Starkey Design
Naval Architecture:
William Garden, Taylor Olson

WESTPORT
SINCE 1964



W98



W112



W130



W164

FORT LAUDERDALE (954) 316-6364 • SEATTLE (206) 298-3360 • WWW.WESTPORTYACHTS.COM