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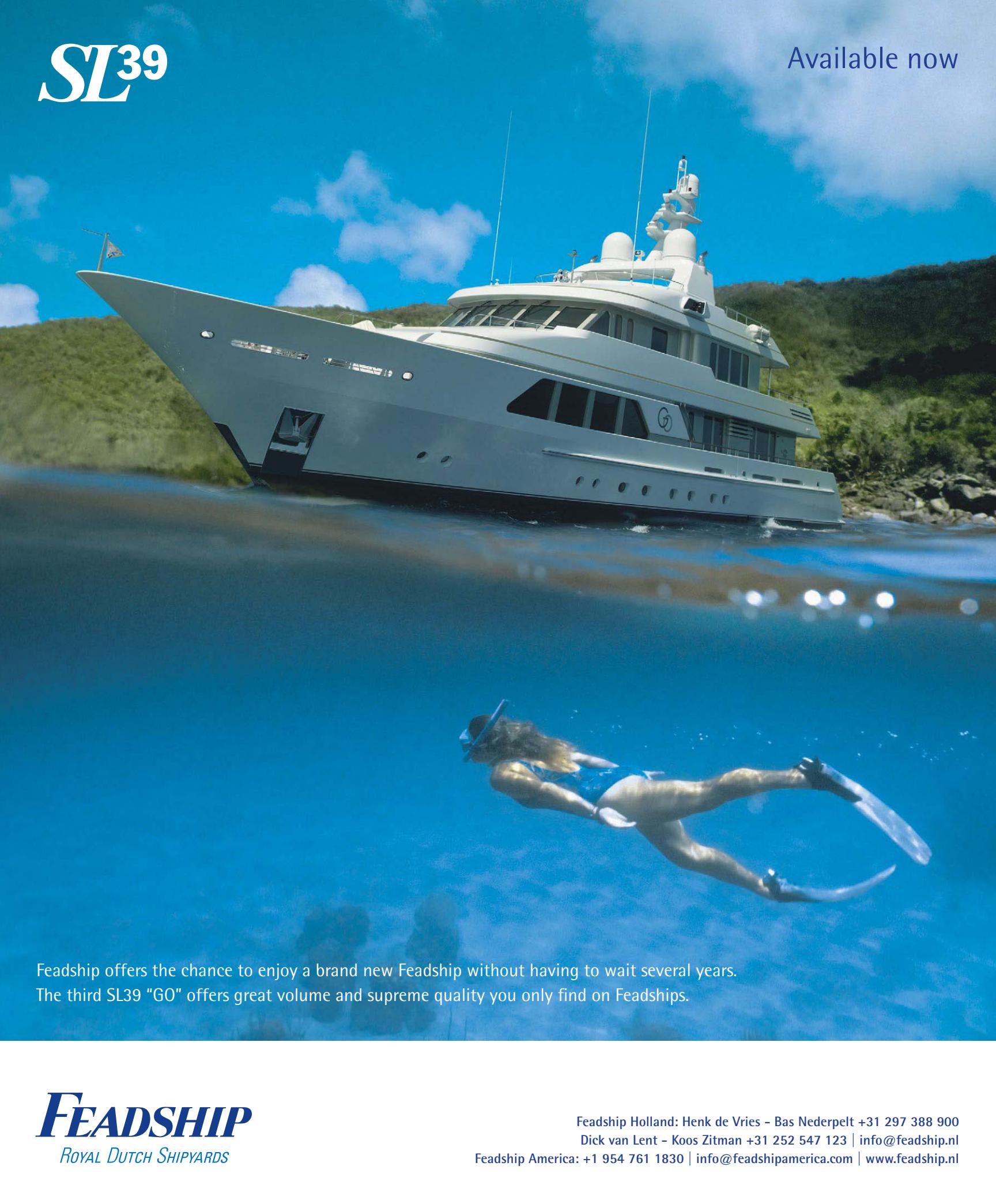
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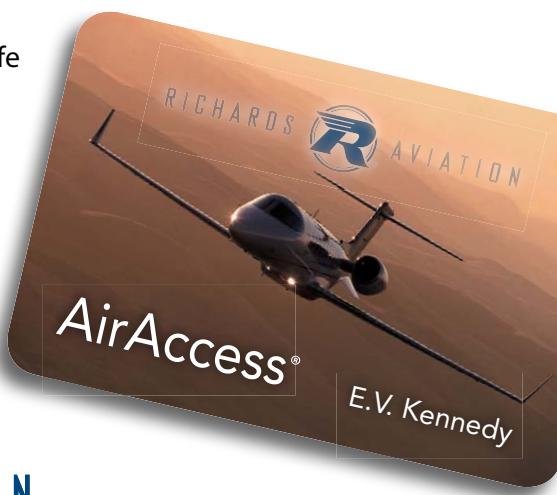
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From first glance, *Katya* is a striking beauty – a symphony of curves and shapes stunningly chic, yet magnificently timeless. Delta's 151-foot full-displacement motor yacht utilizes the most advanced composite technology and naval architecture. Styled by the in-house Delta Design Group – who is also responsible for the entire engineering package – *Katya* is sure to make an unforgettable impression to all who make her acquaintance.

EDITORIAL

W

HEN OUR PUBLISHER KARLENE PACK INVITED ME TO JOIN A SMALL group for dinner with Fabien Cousteau, I was thrilled. The Cousteau name looms large, especially for someone who grew up in France. As a small girl, I remember curling up on my grandparents' sofa to watch the undersea adventures of Jacques-Yves Cousteau aboard the *Calypso*, one of few programs we could all agree to watch.

Fabien, who splits his time between New York and France, is Jacques-Yves' grandson and he has inherited his family's passion for the ocean and its many creatures. His new organization, Plant A Fish, fosters preservation and restoration of underwater environments.

After introductions, our group settled around a large table in a busy South Beach restaurant. I started to peruse the extensive menu and my eyes came to rest on the fish and seafood section. One of the fish offered was Chilean "seabass" – a menu favorite, it seems, in high-end restaurants. Unfortunately, while seabass tastes delicious, this toothy and rather unattractive fish (not a bass at all) is severely overfished. The traditional fishing method for the slow-growing, late-blooming Patagonian toothfish (its common name) also wreaks havoc on marine habitats. Not a good option.

While moving on to the next item, I heard my dinner companions ask our attentive waiter for a recommendation in fish. "Don't go for the seabass," I silently urged. But this being a very fashionable (and pricey) dish, perhaps his answer was inevitable. "I'm a meat eater myself," our waiter said, "but our customers love our Chilean seabass." Bingo.

Fabien, seated at the other end of the table, lowered the large-format, leather-bound menu he had been studying. As the waiter approached his end of the table, Fabien took out a small card out of his bag, and a lively conversation about sustainable seafood ensued. The waiter, now a bit star-struck, accepted the *Seafood Watch* pocket guide Fabien had offered. The California-based Monterey Bay Aquarium publishes this handy guide, which can help diners decide what fish to eat or to avoid.

It was all done in good spirit. Fabien (who did not order fish) can't refrain from educating, that's his mission. But he believes there is a way to continue enjoying a certain way of life while making adjustments.

I was worried how he'd feel about writing in a magazine that occasionally features articles about sportfishing, fishing yachts and fishing destinations. Not a problem, he said. The message of his first piece is, "People protect what they love." If you are a boater, you love the sea. The delicately scented marine air, fleeting flashes of silvery creatures piercing through deep Mediterranean blue or brilliant Bahamian turquoise and the sound of crashing waves can recharge our batteries like nothing else. The sea sustains us in these and many more essential ways.

We can still enjoy its beauty and bounty by making the right choices now.

Cecile Gauert **EDITOR IN CHIEF**





BY Fabien Cousteau

“PEOPLE PROTECT WHAT THEY LOVE”

Whether we realize it or not, we have a partnership with the planet. Our interdependent relationship has been forged over millions of years. During the vast majority of that time the relationship has been mutually respectful, striking a certain balance that has allowed us to survive, even thrive as a species. All this time we have been able to take advantage of the priceless resources and gifts this one (and only) life support system, planet earth, has had to offer. Life has been fantastic. Ever since the industrial revolution we have profited from a seemingly endless bounty. Unfortunately we have forgotten one thing—the prime directive: “People protect what they love.” It sounds simple enough, and most of us do a good job of it when it comes to things such as our family, our friends, our home and our job... One item that seems to have been dropped from the list is our environment.

How did this happen? Simply put, value. Within the last century, we have distanced and detached ourselves from our partner during which time we have also forgotten the value of our partnership. A balance of give and take is key for the deal to work.



Proof? Nothing shows this better than our own economic system. With few exceptions, goods and service prices do not take into account true costs. More specifically, the impact we have on the planet’s health, and therefore our own, is directly related to the value we put on the finite natural resources we take from it and the waste we carelessly discard. Putting a line item for “environment” is not a cost but an investment in our children’s future. Let’s take a page from Einstein’s theory playbook—matter is neither created nor destroyed: The “closed loop” system we live in is directly affected by us and therefore affects us directly. Think of our planet as a bank account. We must stop eating away the capital and start living off the interest. It’s time we pay back some of that capital and invest in a future where our children can enjoy what we have taken for granted.

The beauty of crystal blue oceans, the fireworks display of life canvassing a dive, the gorgeous natural colors of a sunset on the horizon, the crisp clean or morning air, the enjoyment of a beautiful meal... All these are being threatened if we do not take into account our impact in our every deliberation at work, at home and even on vacation.

This is why I started a set of initiatives called simply “Plant A Fish” in honor of my grandfather’s 100th birthday commemoration this year. Taking a cue from tree-planting success, Plant A Fish aims to engage individuals and communities to restore our water planet.

We can all make a big difference. It’s just a matter of treating our planet like it was our home. My grandfather Jacques-Yves Cousteau used to say: “People protect what they love”. Let us show some love for our blue planet and for the wellbeing of our future generations. ■





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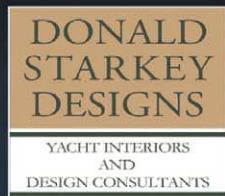
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{ MAKING WAVES }



Phoenix rises again Lürssen's 286' *Phoenix²* delivered

The team behind the 2004 Lürssen-launched *Phoenix* came together again for the second round. German superyacht builder Lürssen, Fort Lauderdale-based Moran Yacht & Ship and Andrew Winch Designs created this stunning steel-and-aluminum 286' (87.2m) follow-up to the successful original. *Phoenix²* features a bi-level owner's apartment amid a 1930s New York décor. In total, the yacht accommodates 12 guests in six staterooms, plus 27 crewmembers. A stainless-steel phoenix bestows her bow. Up top on the sun deck a swimming pool and separate hot tub keep guests close to the water, while an outdoor theater adds to the entertainment. Two MTUs power *Phoenix²* to a top speed of 16.7 knots and a 6,000-nm range at 12. *Phoenix²* charters through Moran Yacht & Ship.

FOR MORE INFORMATION, VISIT LURSSEN.COM; MORANYACHTS.COM

LOA: 286' (87.20m)
BEAM: 45'3" (13.8m)
DRAFT: 12'5" (3.8m)
DISPL.: 2,140 tons
ENGINES: 2 x MTU 16V 4000 M61
MAX SPEED: 16.7 knots
RANGE AT 12 KNOTS: 6,000 nm



Broward's comeback

New beginning includes a new design

After a few years' hiatus from yacht production, the Broward shipyard has re-opened under new owners and management. Located on the Dania Cutoff canal south of Port Everglades in Fort Lauderdale, the shipyard is restarting under a "lean-and-mean" business model designed to minimize risks, safeguard design flexibility, and ensure quality and on-time and within-budget projects. All three unnamed shareholders come from the marine industry; two hail from the commercial side and the third from the cruise-line industry. Philippe Brandlitz, a naval architect and Dutch marine consultant who oversaw the construction of the 231' (70.5m) *Amels Boadicea* (now called *Reborn*) and worked with Moonen Shipyards, says the new owners and management team saw past Broward's recent troubles and recognized the company's impressive contribution to the marine industry since Frank Denison created Broward Marine in 1948 on the site of the former Dooley's Basin & Dry Dock. The new owners, who took possession of the shipyard in the summer of 2009, are cautiously optimistic and realistic in their approach to resuming production and growth. For example, the shipyard only recently resumed production of the 127', Evan K. Marshall-designed hulls 603 and 604, started under the former ownership, following a thorough project assessment. Additionally, Broward plans to redevelop and expand its refit and repair capabilities and is also considering establishing and expanding a network of strategic partners. Numerous facility improvements to be phased in include marina-sidewall and dock upgrades to accommodate vessels up to 200', and deepening the marina basin in conjunction with the planned deepening of the main channel to 18'.

The shipyard has introduced a new 154' tri-deck motoryacht design as well. In keeping with the new team's philosophy, the Cor D. Rover design provides potential owners with many choices, without adding significantly to the price of the yacht. "Broward has always been known for building yachts with large volume for a very reasonable price," says Brandlitz. Cor D. Rover's recent launches include the 128' *Hakvoort Pretty Woman* and the 134' *Mondomarine Maniq*, but he's also designed for American shipyards (for instance, he styled Burger Boat Company's *Tò-Kalòn*).

Broward's new design can be configured to include up to eight cabins, offering great flexibility for charters or private use. A raised pilothouse with adjacent captain's quarters enables the area typically used for a wheelhouse to accommodate a master stateroom or an observation lounge with balconies. Spacious gangways and an impressive stern with twin staircases make the yacht look larger than its 34' beam. The shipyard also offers a choice between aluminum and composite hull construction. Build time is 24 to 28 months. —Liz Pasch

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Charming canoe stern Nobiskrug's *Jamaica Bay* delivered

German builder Nobiskrug in August delivered the steel-and-aluminum 195' (60m) *Jamaica Bay* to her experienced owners. This is their third *Jamaica Bay*. Dutch designer Felix Buitendijk created both the exterior and the traditional interior of the canoe-stern motoryacht. This *Jamaica Bay* accommodates 12 guests in six grand staterooms. Shortly after delivery, the yacht headed to the East Coast of the United States, taking advantage of her 16-knot maximum speed and 4,000-nm range. She is scheduled to cruise the Caribbean for the winter.

FOR MORE INFORMATION, VISIT NOBISKRUG.COM

Custom Line's new flagship The Ferretti Group launches the first 124

In May, the Ferretti Group launched the first of the new Custom Line 124 (37.8m) series from its Ancona, Italy, yard. With exterior and interior styling from Studio Zuccon International in coordination with Ferretti's Advanced Yacht Technology group, the 124 offers up plentiful outdoor lounging options and ample interior space and storage. Fold-down platforms provide sea-view terraces, and large sliding-glass doors along the hull sides provide excellent views, natural light and fresh air to the salon.

The 124 accommodates 10 guests in a master suite, two VIPs and two twin staterooms, and six crew in a captain's cabin and three more crew cabins. Customization options include a hot tub, a gym and different salon configurations, among other choices. Twin 3,150-hp MTU engines propel the Custom Line 124 to a 27-knot top speed. Two more contracted hulls are under construction at the Ancona yard.

FOR MORE INFORMATION, VISIT CUSTOMLINE-YACHT.COM



Azimut goes green New Magellano 50 sports hybrid engine

Debuting at the 50th Genoa boat show, the Azimut Magellano 50 gives a nod to environmental sensitivity with an optional hybrid-engine package and standard low-emission 419-hp Cummins common rail engines, high-performance hull and propellers, anti-UV-glazed windows, LED lighting and more. The RINA Green Plus-noted and Forest Stewardship Council-certified Magellano is in build at Azimut's ISO 14001 Environment Standard-certified yard in Avigliana, Italy. The Magellano 50's Easy Hybrid system from Azimut-Benetti's research department gives her an almost-silent 8-knot cruise using electric motors. The traditional engines kick in at higher speeds. Azimut offers several different accommodations options for the 50, and safety is key. The semi-displacement yacht designed by Bill Dixon is designed for all-weather conditions and long hauls. The Magellano 50 joins the fleet of the 74' and soon-to-be-launched 40' series.

In addition to a new line, Azimut has opened a new location; the company's Santa Catarina, Brazil, boatyard began operations in August. In its startup phase, the yard plans to have the first yachts finished by June 2011. Going forward, the yard will construct up to 100 boats per year.

FOR MORE INFORMATION, VISIT AZIMUTYACHTS.COM

LOA: 49'2" (14.98m)

BEAM: 15'9" (4.8m)

ENGINES AND TRANSMISSION: 2 x 419-hp V-Drive (optional hybrid version with 2 x 27-hp motors)

DISPLACEMENT: 20 tons

MAXIMUM SPEED: 22 knots

CRUISING SPEED PLANING: 18-19 knots

CRUISING SPEED HYBRID MODE: 7 knots

RANGE: 1,000 nm at 10 knots

CABINS: 2 or 3

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Oceanco Y-706

Ready for a first close-up

The 282' (86m) Nuvolari-Lenard-designed Y-706 was pulled out of the construction hall in Ablasserdam in August and launched a few moments later. This is the latest yacht to emerge from Oceanco's shipyard. The spectacular vessel features a pool aft on the main deck, similar in concept to that of *Alfa Nero*. Its floor rises up to become a helipad or expand the entertainment area on the main deck. The yacht will accommodate 12 passengers in utter comfort, and with a powerful engine package from MTU and naval architecture by Azure and Oceanco, this steel-hulled yacht will reach a top speed of 20 knots. It is slated for delivery at the end of the year after fitout and sea trials.

FOR MORE INFORMATION, VISIT OCEANCOYACHT.COM

Left coast yachting

Rayburn Custom Yachts and Orange Coast Yachts make a deal

Canadian builder Rayburn Custom Yachts and Orange Coast Yachts signed an exclusive-agent agreement for the Western United States, including Hawaii and Alaska. California's Orange Coast Yachts, selling luxury vessels 40 to 130', adds Rayburn Custom Yachts to its arsenal. Rayburn focuses on yachts between 90 and 125'. Orange Coast Yachts has offices in Newport Beach and the San Francisco Bay Area.

FOR MORE INFORMATION, VISIT ORANGECASTYACHTS.COM; RAYBURNYACHTS.COM



Sunrise sense.



45m, 'Sunrise Y' delivered August 2009.
Next available delivery June 2011.



Sunrise 47, Espen Øino Design.
Available for delivery June 2012.

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Enquiries contact Jean-Claude Carme
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Latest Trinity seizes the day *Carpe Diem* launched

Trinity Yachts in August launched Hull No. T047, the 191' (58.2m) *Carpe Diem*, from its Gulfport, Miss., yard. The tri-deck aluminum motoryacht sports a Carol Williamson interior, naval architecture by Trinity Yachts and exterior styling by Trinity's Geoff van Aller.

Carpe Diem sleeps 12 in a main-deck split-level master stateroom and five cabins down below. Two 3,384-hp Caterpillar engines carry her to a top speed of 19.5 knots and a cruise speed of 17. Cruising at 10 knots gives her a 4,000-nm range. *Carpe Diem* is ABS Maltese Cross AI Yachting Service, AMS, MCA compliant.

FOR MORE INFORMATION, VISIT TRINITYYACHTS.COM

No illusion Benetti delivers real 153' motoryacht *Illusion*

Delivered earlier this year, the 153' (46.5m) Stefano Natucci-designed *Illusion* from Italian yard Benetti offers up accommodations for 10 guests in five staterooms plus nine crew in an interior created by London's Argent Design and Rome's Carlo Galeazzi. Interior and exterior lounging spaces abound, including a large beach deck. The sun deck sports a pool, as well as dining, lounging and bar areas. A couple of tenders and ample water toys round out the yacht as a primo charter offering. Camper & Nicholsons International has that department covered.

FOR MORE INFORMATION, VISIT BENETTIYACHTS.IT; CAMPERNICHOLSONS.COM





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CUSTOM LINE

Smokin' hot Cigarette 46 Rider burns up Biscayne Bay

The Cigarette Racing Team and Mercedes AMG-inspired 46 Rider made a noted debut at the Miami International Boat Show alongside the new Mercedes AMG SLS. But let's face it, however impressive a boat can be on land, nothing compares with seeing it in action. And many did, as Cigarette put its recent creation through the paces in Biscayne Bay. "These 1,350-hp engines just purr like a big exotic cat," says Skip Braver, Cigarette president and CEO, who calls this "the smoothest and fastest Cigarette ever." The 1,350s are the newest Mercury racing technology. While the boat is not yet available on the market, Braver says the interest has been high and he looks forward to starting production on this and perhaps other AMG-inspired Cigarettes. The 46 Rider will be at the Fort Lauderdale International Boat Show.

FOR MORE INFORMATION, VISIT CIGARETTERACING.COM



Widening horizons

Tilli Antonelli announces new venture

Founder and former president of Pershing, Tilli Antonelli recently unveiled his latest company, called Wider. He left Pershing in March 2010 to create a brand that focused on two principles: giving space to what's different and working with creative impulse. He named the project Wider, as in "extending boundaries, going beyond, with a metaphysical vision of

creative space," but also as in wider beam. Antonelli feels excessive luxury does not suit the current international economic climate and his focus is on boats with low impact and a high fun factor.

Antonelli's first Wider project comes in the form of a 42' boat (pictured), already under construction, with top speed in the high 40s, a range of about 350 nm (at 40 knots) and a beam that doubles from 11'6" to nearly 22' thanks to side terraces, designed to provide maximum stability at anchor. A 35-footer and a 50-footer are to follow.

FOR MORE INFORMATION, VISIT WIDER-Y.IT



LOA: 42'4" (12.90 m)
MAXIMUM BEAM (CLOSED): 11'6" (3.5m)
MAXIMUM BEAM (open): 21'6" (6.6m)
DRAFT (unladen): 2'11" (0.88m)
DISPLACEMENT (light): 13,669 lb. (6.2 tons)
DISPLACEMENT (loaded): 19,842 lb.
FUEL CAPACITY: 264 gals (1,000L)
WATER CAPACITY: 66 gals (250L)
ENGINES: 2 x Yanmar 8LV 2 x 370hp (2 x 279Kw)
MAX. SPEED (estimated): 46 knots
MAXIMUM NUMBER OF PASSENGERS ON BOARD: 12



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FOR MORE INFORMATION, VISIT CIGARETTERACING.COM



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MAX. SPEED (estimated): 46 knots
MAXIMUM NUMBER OF PASSENGERS ON BOARD: 12



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IGY's global expansion

Boston Yacht Haven and Marina Santa Marta join the marina group

Boston Yacht Haven and Marina Santa Marta are among the newest members of the IGY Marinas growing worldwide stable. Situated at Boston's historic North End on Commercial Wharf, Boston Yacht Haven offers boaters 100 renovated berths, accommodating yachts up to 300', plus a small boutique hotel, within sight of downtown and historic Freedom trail.

Marina Santa Marta sits on Columbia's northern Caribbean coast. As of September, Santa Marta will accept boats 25 to 132' long, with a maximum beam of 29' and a maximum draft of 11'. This Caribbean marina is close to the Panama Canal and likely will appeal to the sportfishing crowd.

FOR MORE INFORMATION, VISIT IGYMARINAS.COM



Staying in touch

Inmarsat invests in Ka-band satellites

Inmarsat has ordered from Boeing three 702-hp Ka-band satellites, which will allow the company to provide global high-speed mobile broadband service starting in 2014. Inmarsat-5 will support Global Xpress to service VSAT services in the maritime, energy and government sectors. Inmarsat expects that Global Xpress will deliver seamless global coverage and mobile broadband of speeds up to 50MB per second.

FOR MORE INFORMATION, VISIT INMARSAT.COM

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Busy at Perini

Introducing *Melek* and *Maltese Falcon* follow-up

The recently launched 184' (56m) *Melek* is the 50th yacht in the Perini Navi fleet and ninth in the 56m series. Ron Holland collaborated on the exteriors, and Perini Navi designed the interior of the aluminum ketch, whose two aluminum masts and carbon-fiber booms give her a sail plan of about 16,145 square feet (1,500m²). The builder's Turkish facilities constructed the yacht, which features a contemporary-classic interior of cherry wood with walnut inlays, as well as leather and parchment. She accommodates 12 guests in five suites, and will be available for charter in the Caribbean and the Med with some of the former crew from the *Maltese Falcon*.

Not a company to rest on its laurels, Perini Navi also announced news of its C.2157 concept, the 335' (102m) *Falcon Rig*, which builds on the success of 2006's 289' (88m) *Maltese Falcon*. Featuring taller masts with increased space between the spars for a larger sail area, the concept maintains the ability to pass through the Panama Canal. Stay tuned for more on this interesting concept.

FOR MORE INFORMATION, VISIT PERININAVI.IT

The world is your oyster

And the Pershing 92 comes in pearl



Dressed in white pearl, the Pershing 92's hull flaunts a slender profile, with a carefully hidden internal volume. Designer Fulvio De Simoni—with help from Pershing, Norberto Ferretti, Ferretti Group's Advanced Yacht Technology and Centro Stile—created yet another sleek design for the Pershing line. Fitting perfectly with all that have come before, and the 108 that may follow, the 92 has the defining Pershing features: the superstructure windows, the wide glass walls, the foldaway door dividing the cockpit from the salon, plus the power performance of a 42-knot top speed.

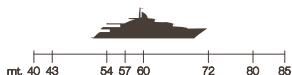
Down below, the 92 sleeps eight guests in a Poltrona Frau-leather-laden full-beam midships master suite, a forward VIP and two more staterooms. Poltrona Frau created and endowed all the interior furnishings, except for the galley (from Ernestomeda). The stern houses two crew cabins, as well as a tender garage and swim platform. Twin 2,638-hp MTU diesels power up the whole package.

FOR MORE INFORMATION, VISIT PERSHING-YACHT.COM



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First for Alloy

Alloy Yachts' 128' explorer sports a steel hull

Hull No. AY44, a 128' (39.16m), currently in build to a design by René Van Der Velden at New Zealand's Alloy Yachts, breaks ground for the New Zealand shipyard as its first steel construction. The explorer yacht's steel hull boasts a bulbous bow for less drag and more efficiency. The superstructure is in aluminum. With an interior by Redman Whiteley Dixon, the yacht will sleep 10 guests in five staterooms and accommodates crew in three cabins.

Two caterpillar engines will propel AY44 to a 14-knot top speed. At 10 knots, range will be 6,000 nautical miles, making this yacht suited for worldwide exploration, starting in 2012. AY44 will be Lloyds 100 AI SSC Yacht Mono G6 MCH, YMS and LY2 compliant.

FOR MORE INFORMATION, VISIT ALLOYYACHTS.CO.NZ



Going greener

Arcadia Yachts' 115 is next in line

Arcadia Yachts has released information on its first 115-footer (its forward-thinking debut yacht the Arcadia 85 was featured in an earlier edition of *Yachts International*). Ugo Pellegrino in partnership with Director Francesco Guida heads the recently created Arcadia Yachts, a subsidiary of Italian industrial group Tre Ti. Based in Torre Annunziata, Italy, Arcadia aims to build eco-friendly yachts in the 75- to 175-foot range in keeping with the comfort and high style for which Italians are famous. And with its simple assembly system, Arcadia banks on faster delivery of its yachts at competitive prices. Pairing electric motors with solar panels for basic electrical needs, the upcoming 115 can motor along at eight knots in total silence. There's also a stringent water-discharge system to avoid polluting the oceans. The 115' yacht accommodates eight guests in four staterooms, plus eight crewmembers. The first 115 will launch in June 2011.

FOR MORE INFORMATION, VISIT ARCADIAYACHTS.COM

LOA: 115' (35m)

BEAM: 26'6" (8.10m)

DRAFT: 6'11" (2.10m)

DISPL.: 150 tons

ENGINES: 2 x Man 1,224-hp with ZF gearboxes (optional electric propulsion)



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- New CL 100'
- New Navetta 26 Crescendo
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All in the family

Bannenberg & Rowell designs new Heesen family yacht interior

With the delivery of their seventh grandchild, the Heesen family is moving up to a larger yacht from last year's 144' (44m) *My Petra*. The new yacht *Petra*, the full-displacement 154' (47m) Heesen Hull No. YN 15747, has more space for the growing family, accommodating 10 guests and 11 crew. In addition to the four guest staterooms and the owner's suite on the upper deck, the new yacht will include a main-deck game room for the kids in the space where the master cabin traditionally sits. Bannenberg & Rowell has found inspiration in industrial designs and forms for the yacht's interior. All of this is powered along by two MTU 8V 4000 M70 diesel engines, which will take *Petra* to a top speed of 15.5 knots and give her a range of 4,000 nm at 12 knots.

FOR MORE INFORMATION, VISIT BANNENBERG.COM; HEESENSHIPYARDS.NL

LOA: 153'3" (46.7m)
BEAM: 29' (8.85m)
DRAFT: 9'4" (2.85m)
MAXIMUM SPEED: 15.5 knots
RANGE: 4,000 nm at 12 knots
MAIN ENGINES: 2 x MTU 8V 4000 M70 diesel engines

News from RMK

Sail and power under way

Building on their cooperation on the 2009 171' (52m) *Nazenin V*, at the Monaco Yacht Show this year, Sparkman & Stephens and RMK Marine once again joined forces to create her big sister. The New York-based designer and Turkish builder are working on a 184' (56m) world-cruising ketch. She gets a slightly more raked transom and curvier bow profile, while maintaining similar hull lines and a modern spade rudder that worked well for *Nazenin V*. The new design will sleep eight guests in four ensuite staterooms, plus an aft owner's suite. Guests will enjoy a fitness room as well.

Construction continues, meanwhile, on RMK's 45m (147'7") Ron Holland-designed motoryacht project (Build No. 80). Design Unlimited provided interior styling for the yacht based on a detailed brief provided by the experienced owners, who wish to do extensive cruising. The general arrangement is flexible enough to accommodate a variety of uses, including entertaining the clients' young children, welcoming large family groups and business guests. With a capacity for 12 guests and 11 crewmembers, the new yacht also will cater to the high-end charter market. RMK plans to display the new build at the 2011 Monaco Yacht Show.

FOR MORE INFORMATION, VISIT RMKYACHTS.COM



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Third time's also a charm

Dixon Yacht Design creates 100-footer for a repeat client

Taking the formal factor down a notch, Dixon Yacht Design pens a third yacht, sailing yacht *Meteor*, for clients looking to up the performance while maintaining comfort on their sailing yacht. Dixon designed the interior layout in conjunction with the interior team of Rhoades Young. In some ways, the pilothouse takes the spotlight in a layout designed to provide a more cohesive living space. Staterooms are located aft, with crew quarters for a smaller crew forward. Building in composite at Yachting Developments in New Zealand, *Meteor* is slated to launch in 2011.

FOR MORE INFORMATION, VISIT DIXONYACHTDESIGN.COM; RHOADESYOUNG.COM; YACHTINGDEVELOPMENTS.CO.NZ

Sunreef's big series

Polish builder launches custom yacht *Che*

Sunreef Yachts has introduced the custom aluminum 112' (34m) *Che*. The catamaran accommodates seven guests and up to five crew in a modern interior designed by Sunreef's team. Under sail, the sleek hull and big sail surface give her a maximum speed of 20 knots. A couple of Cummins engines back up the sails. A tender garage and ample storage for diving equipment and water toys, plus plenty of alfresco lounging and sunning areas, make *Che* perfect for charter. She can be had through Sunreef Yachts Charter.

FOR MORE INFORMATION, VISIT SUNREEF-YACHTS.COM

LOA: 111'7" (34m)
BEAM: 42' (12.8m)
DRAFT: 8'2" (2.5m)
DISPL.: 115 tons
MAST HEIGHT: 154'2" (47m)
ENGINES: 2 x Cummins 455-hp
MAX SPEED: 20 knots



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Southern Wind 102 Deck Saloon features new design

Southern Wind has created the SW 102 Deck Saloon. Why the name? The roomy and bright deck salon is an important feature of the new 102, which also draws inspiration from the SW 100's proven layout. But with more volume, the latest iteration offers up four guest staterooms and three crew cabins for comfort during long cruises. Nauta Design and Farr Yacht Design collaborated with Southern Wind on the concept, seeking yet better performance. The sleek SW 102 features longer waterlines, new hull bottom and a new sail plan. This semi-custom builder offers variants on the concept, including a version with garage at the transom and another with retractable keel.

FOR MORE INFORMATION, VISIT SOUTHERNWINDSHIPYARD.COM

LOA: 102'1" (31.12m)
BEAM: 22'8" (6.90m)
DRAFT (option 1): 13' (3.95m)
DRAFT (option 2): 13'9" (4.20m)
DISPL.: 64.5 tons
SAIL AREA: 5134 ft² (477m²)
ENGINE: Cummins QSB 5.9 MCD 305 hp @2,600 rpm

Soraya Yachts integration System available to all builders

Soraya Yachts had very high goals for its first yachts. Thoroughly thought out and designed, the Soraya 46 will be delivered in a few months with a proprietary system called Soraya Integrated Control Communication System. The SICCS aims to simplify life aboard by putting all controls at the owners' and guests' fingertips through mobile devices, such as iPhone, iPod Touch, iPad or other smart devices of their choosing, paired to a Wi-Fi network, or high-tech CISCO IP telephones. Everything is connected with CAT 7 high-speed IP cables, which allows operating the system with minimum hardware. Dimming lights, lowering blinds, increasing the temperature, turning on a movie, as well as checking on alarms or security systems, including night-vision cameras, is all possible from one device, according to the manufacturer. The system also is available for offshore monitoring. Soraya Yachts offered demonstrations at the Monaco Yacht Show and is making the SICCS technology available to other builders.

FOR MORE INFORMATION, E-MAIL PETER@SORAYAYACHTS.COM

Undersea scooter adventure

Aqua Star launches hassle-free diving

Aqua Star is developing a network of dealers to distribute two new underwater scooters, which the company describes as hassle-free diving, as they require no special certification or apparatus to operate. Two models (for one or two) take divers down below the ocean's surface (40' is the current maximum depth). The builder incorporates all breathing gear into a built-in helmet. Two electric motors provide vertical and horizontal movement for optimal mobility. Alternatively, riders can motor along using batteries only (they provide about 2.5 hours of autonomy). Divers/drivers turn the handlebars for direction and push batons for speed and depth, much like on a motorcycle. Pressure and depth gauges are on display on the control bar. The undersea scooters can be tethered to the mothership.

FOR MORE INFORMATION, VISIT AQUASTARSCOOTERS.COM



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PETARA 58.2M HAIDA G 71.1M ODESSA 49.9M VINYDREA 53M
LEO FUN 53.9M SEQUEL P 54.7M BARAKA 58.2M

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Kiwi tender lands stateside Company tries its Sealegs in Boston

Sealegs kicked off its US debut by launching a recreational model of its amphibious military marine craft. The center console-model comes in an attractive black paint finish. The company may be new to the US market, but it has built more than 500 craft to date, designed for rapid response from beach to water, under any conditions and in remote locales. Sealegs' design is simple and sturdy with a meticulous attention to details, such as potential areas of corrosion. The hull is built in aluminum, and the hull bottom can come to rest on the ground, when the craft is lowered for easy boarding. Sealegs has received a positive response from yacht owners, particularly ones with beachfront estates who enjoy the ability to ride from their back lawn directly into the bay at their doorsteps. The vessel goes from water to land (and from land to water) easily. A proven Honda motor powers the hydraulics commanding retractable wheels (they fold upward above the waterline when the craft is in the water). On land top speed is about six knots, and the craft's sturdy tires can handle nearly any type of soil from sandy dunes to gravelly shores. Worried about turtle nests or protected sea grass beds? The craft's easy-to-read GPS can include charts highlighting environmentally sensitive areas. Models include a 20' (6.1m) and a 23' (7.1m) RIB recreational model with a top speed in excess of 40 mph.

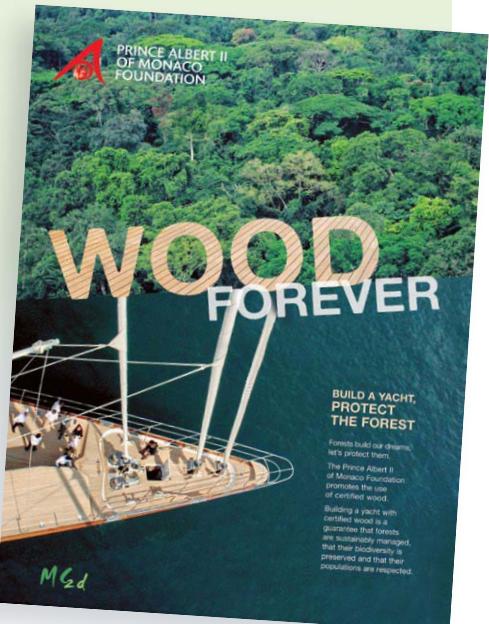
FOR MORE INFORMATION, VISIT SEALEGS.COM



Building with a conscience Monaco embraces “Wood Forever”

Everyone loves to tick off the spectacular rare woods that compose some of the world's most exceptional yachts. Articles are full of exotic-sounding names for rare species that make up extraordinary interiors, artfully done by leading designers. But just how rare are they? And where are they from? It is worth a thought. Deforestation is one of the many ecological challenges our planet faces, blamed in part for the greenhouse effect. Disappearance of tropical and ancient forests is a real threat to biodiversity. The yachting industry, while it consumes wood in interiors as well as in construction, certainly is not the biggest culprit, but it can set an example and help spread the word. And that is the whole idea behind a new initiative by the Prince Albert II of Monaco Foundation. The goal of the Wood Forever campaign is to make the yachting market (professionals as well as owners) more aware and amplify initiatives already in place to select woods that are harvested from sustainable sources. In support, The Monaco Yacht Show made “Wood Forever” the theme of its 20th edition.

FOR MORE INFORMATION, VISIT
MONACOYACHTSHOW.COM; PA2F.ORG

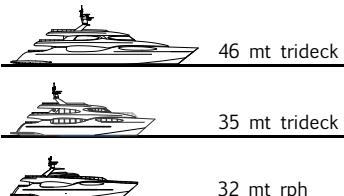




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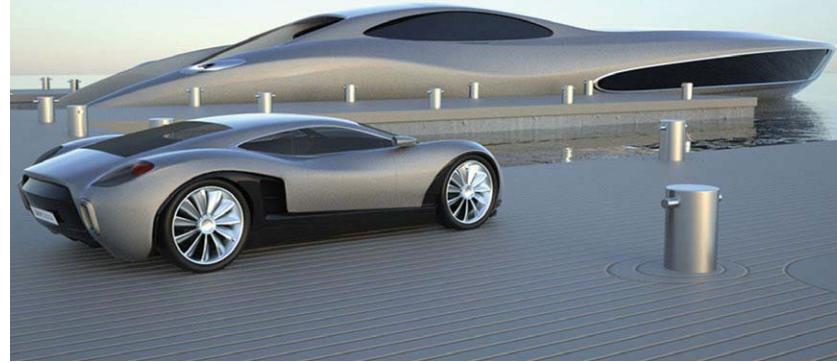
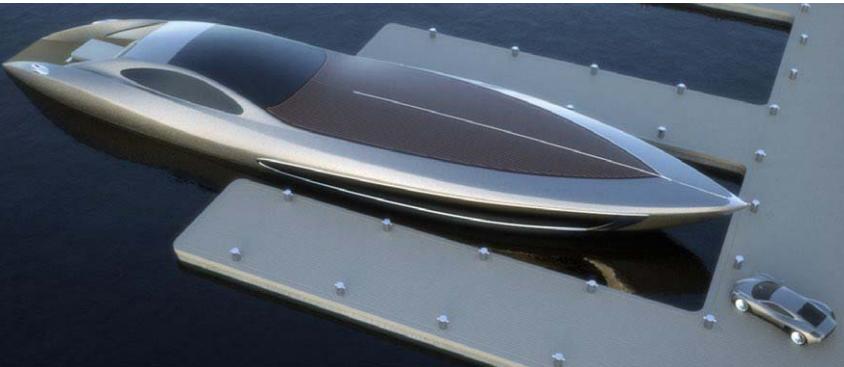
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Strand Craft 122 Mega entry

Swedish builder Strand Craft is better known for building retro runabouts and tenders than ultra-contemporary megayachts. So the yard created quite a buzz when it revealed plans for the sleek new Strand Craft 122. This high-performance open yacht, conceived with input from industrial design group Gray Design, is Strand Craft's bid to enter the megayacht market.



"All six units of Strand Craft 122 are commissioned, and we are working with construction drawings and also to choose a shipyard to build the yachts, [and] the car manufacturer to build the supercar tender," said Strand-Craft's Kurt Strand. "All I can say at the moment is that everything will be produced in Italy."

The builder describes the new 122 as a streamlined 124' (38m) superyacht with an Art Deco interior that can be personalized. Accommodations include four double, ensuite guest staterooms. Every cabin features a 52" LED TV and a Bang & Olufsen sound system. Equipped with twin 4,610-hp MTU 16V 4000 engines mated to Rolls-Royce KaMeWa waterjets, along with an optional 5,100-hp Vericor TF-50 booster, top speed is projected as 50-plus knots.

A handcrafted supercar is designed to be driven right into the yacht's stern garage.

Strand Craft also is working with a new model line of smaller boats and yacht tenders.

FOR MORE INFORMATION, VISIT STRAND-CRAFT.COM

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Horizon's open house

Positive message predicts rise

Taiwan and China are about to play an even more significant role in world boatbuilding. Already jointly ranked No. 4 behind leading European and American countries, these powerhouses have weathered the recent financial storm and are poised to take up the slack left by yard closures and layoffs elsewhere. This is the view of John Lu, CEO of Asia's largest builder, Horizon Yachts, and chairman of the Taiwan Yacht Builders Association, speaking at an open house at one of his yards, Premier Yachts, attended by 300 international owners, sales reps, media and other visitors.

Lu said his own yard had been hit by the recent turmoil; production was down by about a third, and there had been a few casualties in Taiwan and on the China coast.

But the industry in Asia is "like a turtle," he says. These creatures only need a small amount of oxygen and can keep going under water for a surprisingly long time. Taiwan and China are famous for their ability to "tighten belts" and adapt during harsh economic times. They should re-emerge in 2011 in a much stronger position vis-à-vis the rest of the world.

His rationale is not hard to follow. Asian builders use first-class American and European engines and fittings, but their lower labor rates provide a very distinct advantage in actual construction and fitouts, which compounds as the vessel gets larger.

The trend started with textiles and electronics three-plus years ago, and has escalated into all sorts of other areas, including boatbuilding. Many well-known boat brands sold in the United States and Europe today are actually built in Taiwan or China as OEMs. But yards like Horizon are increasingly »



ABOVE: A swanky soiree showcases the latest products from Horizon's diverse lines (including the new EC series, the E series and the SC series); CEO John Lu greeted international guests

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ABOVE: VIP guests enjoy a tour on the EP 105 long-range explorer yacht (at top); the Horizon EP 75 takes the spotlight (right)



handling international sales of their own brands, and Lu says that in the future they will control marketing everywhere. The recent bankruptcy of Germany's huge dealer Drettman, which sold Horizon's Elegance brand and the co-branded Banditos, was another incentive to do so. While Drettman sold and is poised to reorganize, starting this year, Lu said Horizon would develop its European market in a different way. The company's US operation is already wholly owned, and local US dealers are in fact Horizon staffers.

"Boats we are showing at the Fort Lauderdale boat show," says Lu, "include the rebranded E88, V75 and AC80 for an Australian client, called *Billabong*, which will also cruise the Caribbean, and go on to the Med (see our FLIBS preview in this issue)."

"Our strongest market in the past year has been Asia-Pacific, rather than Europe or America. Australia, New Zealand, China, Japan, Korea, Southeast Asia and Indian clients have all been buying boats."

"What does this tell us? The tectonic plates are shifting again. I agree that Chinese owners of bigger boats will tend to keep them abroad, as the Japanese did during their boom in the 1980s, but new-era Chinese owners of say 60- to 130-footers are likely to keep their vessels closer to home."

"There are places like Shanghai, Xiamen, Hong Kong, Hainan and so on where you don't really need to go anywhere, just entertain friends aboard your boat."

In formerly British-run Hong Kong, whose six marinas still berth more pleasure boats than in the rest of China combined, dealers have long joked that unless a vessel carried a mahjong set and karaoke facilities, it was unsalable. Many Hong Kong owners voyage only as far as the nearest sheltered bay, and Lu's theory is that this will hold true for the rest of China, where generally poor water and air quality, choppy coastal seas and red tape tend to discourage longer passages.

Horizon now builds in steel as well as composites, with a 148-footer underway, and a larger order in the wings. A Premier 136 is under construction for a Russian, and three earlier P130+ orders were delivered to US buyers. Lu, long a monohull builder, has recently branched out into catamarans and solar-powered pleasure and commercial boats.

FOR MORE INFORMATION, VISIT HORIZONYACHT.COM

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Kingship 156

Donald Starkey design



Donald Starkey and Roger Liang go back a long way—more than three decades. Finally they have decided to build a boat together. Speaking at the Foreign Correspondents Club in Hong Kong, Liang, whose Kingship yard is one of the foremost high-quality yachtbuilders in Asia, said he was very pleased to have this opportunity to collaborate with the now Dubai-based Briton Starkey, an exceptional designer in his own right.

Well-established Azure Naval Architects from the Netherlands is involved in the design of this distinctive vessel, which is to be built within the 50-GT rule, making crewing and other issues more manageable.

"Given these constraints, however, the yacht lacks nothing that a larger LOA vessel may have," said Liang. It sleeps 12 in six suites, and has generous lounges and open and covered deck spaces for entertaining. All are accessible from the central staircase, which ultimately leads up to a part-shaded sun deck, bar, dining facility and Jacuzzi, served by a food lift.

"The styling breaks from more recent Kingships in that it features a plumb bow, and generous circular ports on the forward main deck."

Kingship's latest deliveries include a Columbus 90 to the Med, and the Magellan 110 *Christina G*. Coming up are a Gentleman 131, project name *Cold*, for early 2011 delivery, a Kingship 138, and the Green Voyages 144 announced in Monaco last year.

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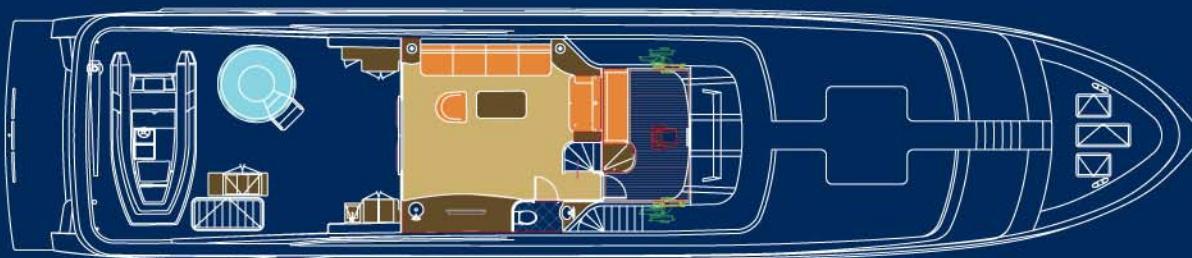
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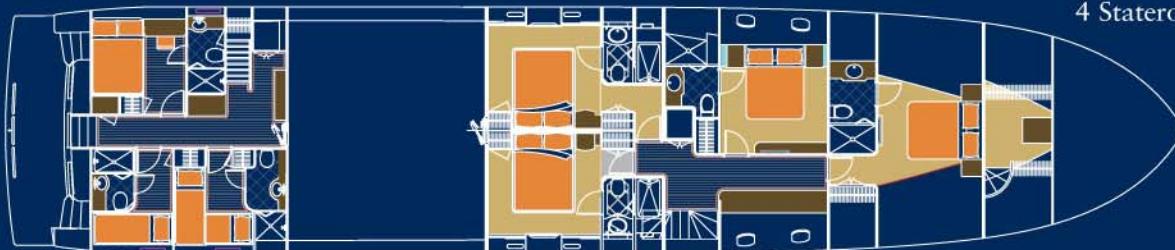


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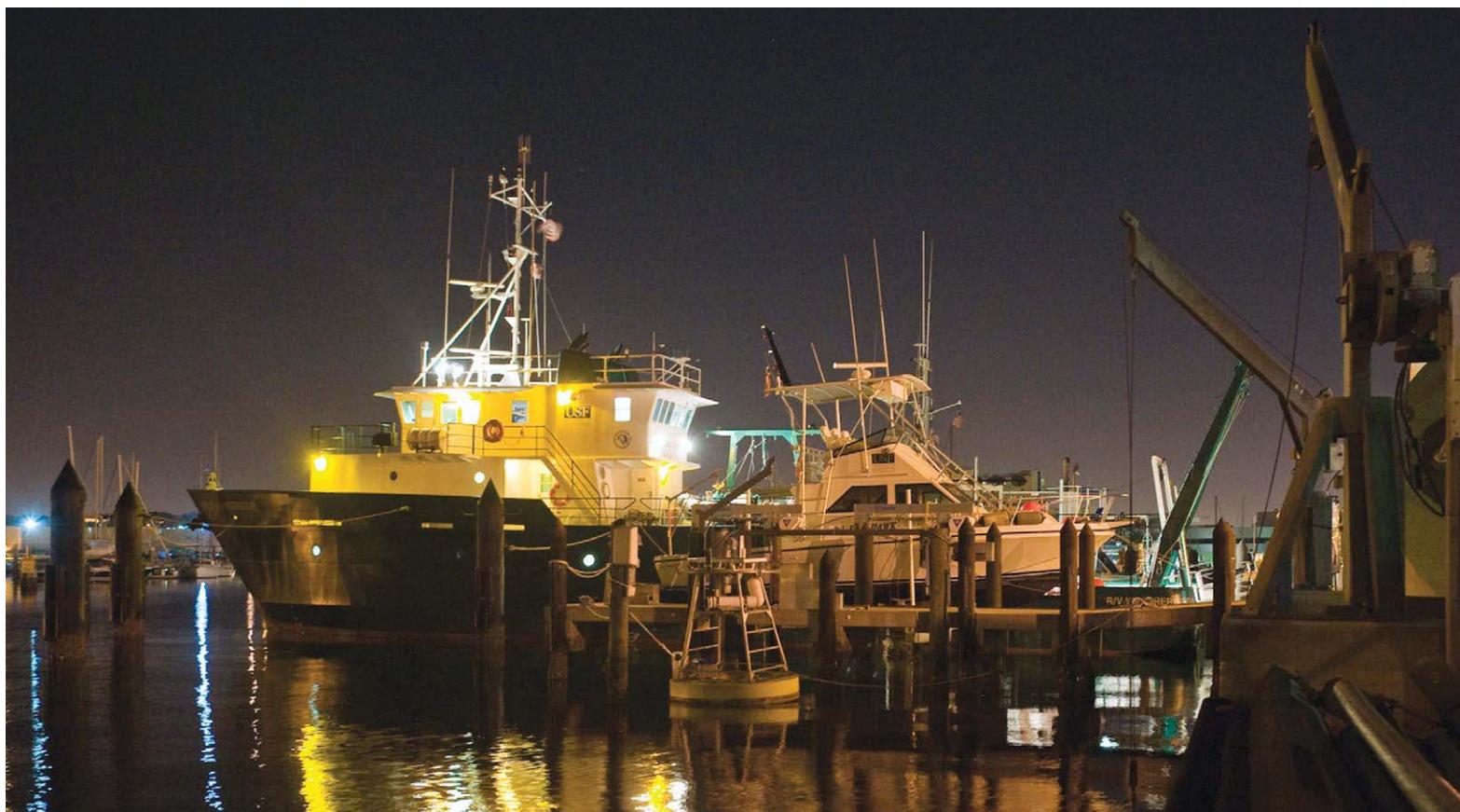


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Gulf oil spill SeaKeepers and USF track lasting effects

Recently, the National Oceanic and Atmospheric Association (NOAA) reported that most of the oil from the BP spill had either been disbursed or evaporated. It begs the questions: How much oil is left in the Gulf of Mexico, and where has it gone? Leaders in the nonprofit, corporate and academic environments are working on providing answers.

"Just because [the oil] has dispersed doesn't mean it's gone. Large clouds of tiny droplets still exist and can cause damage for many years—or decades," says Mark E. Luther, associate professor and director of the University of South Florida (USF) Ocean Monitoring and Prediction Lab. "These oil droplets can bubble up miles from the site of the spill in unpredictable ways. Oil doesn't degrade as quickly beneath the surface where it is dark and colder and can persist for longer periods—unlike on the surface where sun and warm water help break it down," he explains. He adds that oil from the Valdez spill, which happened in March 1989, is still surfacing—and the Gulf spill is estimated to have released about 20 times the amount of oil that spilled out of the Exxon Valdez.

The International SeaKeepers Society, a nonprofit international organization created by yachtsmen to help preserve the world's

oceans, works closely with the scientific community. Among scientists that have used the oceanographic data the organization's equipment has collected is Dr. Luther, who currently heads a USF research team gathering information on oil in the Gulf. In fact, SeaKeepers has had a long-standing relationship with USF. Its state-of-the-art laboratories process scientific data that the Society's widely endorsed SeaKeeper 1000 ocean-monitoring units have collected during the past six years, and USF's own research vessel, the R/V *WeatherBird II*, is equipped with a SeaKeeper 1000 monitor.

Recently, SeaKeepers partnered with YSI Inc to install Hydrocarbon sensors that can help map diluted oil plumes. The research vessel *WeatherBird II* was equipped with the sensor. It has been cruising the Gulf of Mexico with a crew of 14 scientists, taking water samplings at various depths and has found evidence of petroleum hydrocarbons in marine organisms like phytoplankton and bacteria. Evidence came from the nutrient-rich DeSoto Canyon, a critical area that supports the spawning grounds of commercially important fish species on the West Florida Shelf. More research is needed to define the extent of the toxicity.

"Oil can affect fish spawning and larvae for decades," says Dr.

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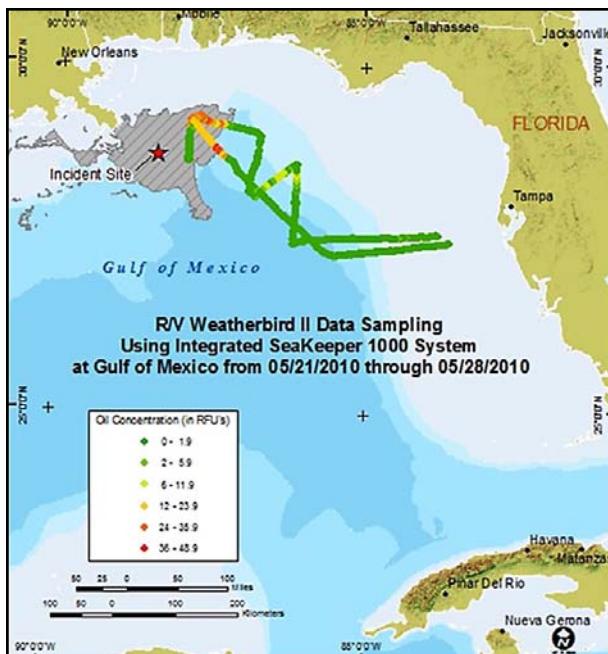


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FROM LEFT: The research vessel WeatherBird II, seen during earlier expeditions, is equipped with a Hydrocarbon sensor; the map tracks the data sampling Weatherbird II took in the Gulf of Mexico in May 2010 revealing higher concentration levels in yellow and red



Luther. He cited as example a fishing collapse that occurred four years after the Valdez crisis, a period that happens to coincide with the lifecycle of fish. "We won't know the full impact [of the BP oil spill] for four to five years, minimum."

These hydrocarbon sensors are not exclusive to USF. In fact, the sensors can be easily installed in a matter of hours in a smaller vessel's transom, in the gunwale or in the existing seawater system of any large vessel, or even on a stationary structure like a pier or buoy, multiplying opportunities to gather valuable and timely data from numerous locations. The sensors send data via satellite to servers maintained by SeaKeepers for immediate analysis by the state-of-the-art USF laboratories where it is calibrated and evaluated before being forwarded on to NOAA and the National Coastal Data Distribution Center for release to the larger scientific community at no charge. The sensors utilized also have photo-optical capabilities, which can help scientists identify the BP oil more easily because different types of oil absorb light at different wavelengths and have a different color signature from seawater.

SeaKeepers has had early success with companies agreeing to install these sensors, but is actively soliciting funding and more vessels to host them. "The more data that can be gathered from the open and coastal waters...the better equipped scientists will be to provide answers on the effect of the oil spill," says Dean C. Klevan, president and CEO of SeaKeepers. "The long-term implications [of

the oil spill] won't be known for years, so we are taking our ongoing relationship with the University of South Florida and weaving this into a larger effort," he adds.

Vessels that travel the same area repeatedly (be they pleasure boats, petroleum or container ships) effectively become research vessels simply by carrying the new hydrocarbon sensors.

Recently, Carnival Cruise Lines agreed to equip its *Triumph*, *Legend* and *Miracle* ships, which cruise out of New Orleans, Tampa and New York. They will assist in mapping the extremely diluted hydrocarbon plumes at the shelf break, in the loop current and in the Gulf Stream. Their operation in clean water is important in establishing a baseline for future studies. These ships can provide data from greater depths, an important capability. On smaller boats, sensors can be dropped from wires or dragged by "gliders" closer to the ocean floor to map deep plumes.

"There are vast areas of ocean where we have no data," says Dr. Luther. "Data from Seakeepers systems help tremendously to fill these voids in our knowledge base, especially on distribution of oil."

Finding answers to the question of how much oil and where the BP oil has gone will not be easy and will likely require collaboration among public, private and scientific entities. The International SeaKeepers Society fosters and encourages this type of collaboration. — Marilyn DeMartini

FOR MORE INFORMATION, VISIT SEAKEEPERS.ORG OR OMPL.MARINE.USF.EDU.



BELOW: A showcase of Azimut-Benetti's versatility, the summer-time event for owners and fans of the brand took place in Cannes

“WE WILL SURVIVE!

With 40 years of history and preparation, Azimut-Benetti is here to stay,” says Paolo Vitelli.

At the end of June, prolific Italian yachtbuilder Azimut-Benetti held a weekend gala in Cannes on the Côte d'Azur attended by 1,200 enthusiastic and dedicated yacht owners. Several Azimuts and Benettis were on display at Port Canto and available for sea trials, including the recently launched Azimut 64 and the new Ken Freivokh-designed Magellano. There were yacht owners from 40 countries—a testament to Azimut-Benetti's worldwide reach. In addition to daytime boating, a Saturday-evening sit-down dinner at the Martinez Hotel preceded a rocking night on the beach featuring Champagne, dessert and '70s disco diva Gloria Gaynor belting out her iconic standbys “I Will Survive” and “Never Can Say Goodbye,” among other familiar tunes. CEO and Chairman Paolo Vitelli also took the stage, and addressed his guests with a heartwarming welcome speech. **Jill Bobrow** caught up with Vitelli and COO Vincenzo Poerio during this weekend to find out about Azimut-Benetti's plans for the future in the wake of the economic crisis.

VINCENZO POERIO,

COO, Azimut-Benetti

How has Azimut-Benetti weathered the economic crisis?

Two-and-a-half years ago, we experienced a large drop in sales, so we knew we had to change strategy. We focused on micro-innovation; that is, we studied all of the internal working segments of our company and reduced costs everywhere possible. However, throughout this process, we have never lost sight of the fact that in the end our clients demand quality.

What is an example of the innovations you are implementing?

We have developed a new fully automatic robot for faring the hulls. It is revolutionary in that the consistency of the faring will guarantee near perfection.

What new models are you building, and how many do you expect to produce per year?

We have developed the new Delfino, based on a design that we produced 50 years ago. It is an express boat with two-and-a-half decks, featuring a zero-speed stabilizer electric system for noise reduction. We have already sold two, one in Australia and one in the States. We can build perhaps 2.5 a year. We also have a new Tradition—a 105ft (32m) tri-deck and have changed the layout from four to five cabins. Also this year, we launched our first yacht in our new Imagination series, a 154' (47m), semi-displacement, all-aluminum yacht capable of 25 knots. The series can be extended to 180' (55m). Built at our Livorno yard, the first boat was delivered this summer. We have customized this Imagination to be wheelchair-accessible. This is the third or fourth yacht that Benetti has built for disabled clients. There is an elevator, wide corridors, doors all designed at a 45-degree angle to accommodate a wheelchair, and the bathrooms are also customized for accessibility. We spent a fortune on hydraulic lifts to get the wheelchair to reach the swim platform. Imagination is the name of series and of Hull No. 1. We can build one per year.

How many yachts larger than 98' (30m) has Benetti built?

Benetti has built 120 boats over 30m. Over the next year, we will build on average 10 yachts over 30m; three of which will be Benetti Custom and seven will be Class yachts. We have already sold 90 percent of our production for this year.

In addition to boats, what's new on Azimut-Benetti's horizon?

We are continually investing in the company. Now in Livorno, we are investing in a new marina with more than 700 berths adjacent to the yard. A marina. Who knows, in the next few years maybe Livorno will become a new small Monaco.

Are you helping your own clients with financing?

We have a division called Yachtique, headed up by Paolo Cassani, which acts as the service division of our company. We can help clients find financing. We have good joint working relationships with several banks, including Société Générale, Barclays, etc.



**Happy clients
are our profit
base. If you don't
have happy
customers, you
don't have long-
term profit. We
are survivors**

Is there any one profile of an Azimut or Benetti owner?

Not really. We have yacht owners, young and old, from around the world. The American market is climbing. We have a recent contract there for a 197-footer (60m), and we sold a 131' (40m) yacht to a Mexican client, and a Delfino in South America. The Middle East market has matured. We have clients from Down Under, and in Europe—Italy, France, Greece, etc. We have a strong following.

What about emerging markets?

China and India are new to yachting, but there are people who have money and want the prestige of owning a yacht. Brazil is a particularly strong market for us. We have 140 owners from Brazil. Turkey is also emerging as a country that not only builds yachts but also, as it is a country of 80 million people, has many wealthy residents who are interested in yachting. At least the sea is in their blood, like the Greeks. It is a different story with the Chinese who traditionally are more land-oriented. They have to be educated about the joys of yachting.

Where do you see Azimut-Benetti five years from now?

We will recover from the economic crisis and continue to be number one. I have been with the company for 17 years, and I have seen many happy clients. Happy clients are our profit base. If you don't have happy customers, you don't have long-term profit. We are survivors; our company has no debt. We have "no holes in our hull." Paolo Vitelli (CEO) has continuously reinvested in the company. We have new young people working in the company. All of this is a strategy for success.

Is there a message you would like to impart?

The yachting market will never die. You cannot kill yachting, but it is time to become smarter, stop being lazy and keep generating new ideas in this new and different world. We have to keep on our toes, and we are doing just that.

PAOLO VITELLI,

Chairman/CEO, Azimut-Benetti

You are an icon in the yachting industry. You have created quite an empire that encompasses Azimut, Benetti, Atlantis, Fraser Yachts, Yachtique, marinas and real estate. What are your plans for the future?

We have a four-point plan:

We are dedicated to making the outreach of Azimut-Benetti even more international than it is. We must explore more markets. We are exploring China, Brazil and Venezuela, to name a few. We must adapt to the changing world and change with it. We are exploring markets in Southeast Asia. For instance, we are testing the waters in South Korea. We are exploring setting up a dealership, but this also requires coordinating our presence with promotion, spare parts, communication, service, etc. At the present, we have six boats there.

We are increasing the line and scope of products offered in order to take more segments of the market. For example, we have just introduced the Magellano, among others. Soon we will have four Magellanos out there. We are accelerating the renewal of all models. With all the "toxic" boats out there (toxic refers to boats sold at a very low price from companies that are bankrupt or in trouble), we don't want to follow in the path of obsolescence. We are building a new Delfino, a new Azimut Grande line, new Classic Supreme, a new Imagination, three new models of Atlantis....

We are making management more flexible. Before we were proud and rigid. We have become more flexible. When our clients speak to us, we are listening. As we don't want to lose any clients, we have become more adaptable regarding customization. When we had a big order book, we may have said no, but now, we never say no.

We are developing new tools for the sale of all of our boats. We emphasize quality in all aspects; we not only produce great boats, with the widest range possible, we also give service through Fraser Yachts Worldwide and Yachtique. We are involved with financing,

BELOW: The Delfino 93 may reprise a classic, at least in name, but it features up-to-date comfort





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Your daughter Giovanna is more and more involved in the company. Are you thinking about handing over the reins?

No, not at the moment. I will stay in the business to update the company and bring it into a new era. My daughter is a hard worker and very involved in Azimut-Benetti. She is in charge of events, such as this gala. She is also in charge of group communications and the coordination of marketing of all three divisions, as well as the legal department. She is learning quickly and is as passionate as I am about the business.

What strides are you making in an effort to be greener?

We are using low-emission engines. Our hull designs are more efficient. We are reducing the weight of our boats. The new 64 is the same weight as the previous 62, which means it gets better mileage. We are also trying to use "green" textiles inside.

If you had a crystal ball, how would you see the company five years from now?

We would reinforce our position in the market. We would have more market share, as the weaker companies disappear. Buyers will lose confidence in companies that have debt. Can you imagine what it means for a buyer to invest his money into a boat company where there is so much debt? We have 300 million euro of net capital; all is paid. We pay all our suppliers. We have zero debt. We will continue to be number one in terms of sales. We will always invest in new models. We will remain kinetic. We will continue to reach out to the international community. We will remain flexible. Azimut-Benetti is here to stay, after 40 years of a proven track record, buyers should and do have confidence in us. We will survive! ■



LEFT :The Tradition 105 debuts at the European fall shows;

ABOVE: CEO Paolo Vitelli onboard the new Tradition



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The hull of the Grand Banks 72SC not only has a proven past, but the fresh design of the superstructure is looking to a bright future. A recent day trip on the 72SC out of Newport, RI, allowed further exploration.

STORY Michael Verdon

PHOTOS Billy Black and
Kristina Strobel







ABOVE: Teak, a Grand Banks signature, warms the main salon's classic decor; stairs, visible in the background, lead to the raised pilothouse

t's a calm day in Narragansett Bay, with two-foot seas in the Atlantic, when we get aboard. The fair weather makes it a busy day in the bay, with lobster pots and fishing trawlers out in force. They have a very faint air of familiarity.

If Grand Banks has origins in custom boat building, fishing trawlers inspired its founders to create a whole new line of business. In 1956, Robert J. Newton and sons built custom sailboats and motor yachts on Junk Bay in Hong Kong under the name American Marine Ltd. They used renowned naval architects such as Sparkman & Stephens, Nathaniel Herreshoff, Ray Hunt and Kenneth Smith, among others, for their designs. In 1962, they commissioned Smith to design a 36' diesel-powered boat with radically different lines. The Newtons specified a humble-looking design, incorporating traditional workboat lines derived from New England's trawlers and fishing vessels. The result was *Spray*. The Newtons were so enamored with the design that a year later they abandoned custom work and launched a line of boats. The Heritage Series' intrepid go-anywhere trawlers are *Spray*'s direct descendants. In 1993, Grand Banks added the Eastbay Series, characterized by sleek Downeast lines and simple, refined interiors. The Aleutian Series came next. Beginning with the 53 RP, the line grew to include the 72RP and 72SC, the largest and most generously appointed boats in the Grand Banks line.

The Aleutian 72SC is the new flagship. Built on the same hull as the 72RP, launched in 2004, it features many of the same design cues, except for the extended flybridge deck that now covers the aft cockpit below. The late Tom Fexas designed the semi-

displacement 72SC hull, which can reach 23.8 knots at top end with standard twin 1,015-hp Caterpillar ACERT diesels, or cruise for 1,000 miles at 10 knots. With the optional twin 1,150-hp Caterpillar engines, the new Aleutian flagship reaches 25 knots. This makes it a versatile design that works for day trips along the coast, quick jaunts across to Bimini or Catalina, or much longer jogs from mainland Alaska to, well, the tip of the Aleutians.

We first head for the pilothouse. It is a social area with a galley five feet behind the leather-covered Stidd Admiral helm seat and a dinette to the right adjoining the bulkhead. The console features elegant simplicity. It is covered in flawless teak—even the large stainless wheel is teak-clad—and instead of a blinking bank of monitors, there are two 15-inch touch-screen monitors with a few small gauges beneath. The Garmin 5215 touch screens, which are an option on the Grand Banks, are well worth considering as they make navigation all encompassing and fun. We scroll down to select multiple functions and put up radar info, sonar data and 3D charts on one screen in less than two minutes. Using the mapping software and remote control, we plot our course for the day's run in less than 30 seconds. It is nice to be able to consult just two screens instead of looking across three or four small ones for different data points.

Since there is quite a bit of traffic, we climb the internal

stairs next to the galley and head up to flybridge helm station to navigate out of the bay. The 72SC is an effortless boat to run, thanks to power steering and easy tracking of the hull. We run through the RPM curve, reaching 2,350 and 23.3 knots, about a half-knot lower than the company's official top end. Later, we discover that the 9-sq.ft. Naiad fin stabilizers are activated. There is a trade off for smooth running through the chop; the fins create enough hull drag to lower the speed but we still seem to zip by other boats.

With its substantial hardtop (headroom: 6'9") the upper deck is a good place to relax, even on extremely sunny or mildly rainy days. Two L-shaped lounges (the larger measuring 6'1" x 4') with tables and electric Miele grill complement the well-equipped helm and companion seats, perfect for the navigator. The section aft of the outer stairwell is a large 14' x 19' space for tender storage or minus the tender, another large social or sunning area. The bow, with its two lounges and open foredeck, also makes a good social or sunning area. But the real social area is the lower cockpit. It measures a luxurious 12' x 19', or 228 square feet. The extended bridge overhead gives it full protection from the sun and rain, and an elegant eight-person wooden table, aft lounges and beautiful teak floor make it a special place to congregate.

The interior is defined by teak, which is Grand Banks'

BELOW: The real social area is the lower cockpit, which measures a luxurious 228 sq. feet; the boat features a real office; the master stateroom has a nautical feel



signature. Teak is everywhere in the 72SC, through the salon, into the galley, up to the pilothouse and down to the three staterooms. The joinery work and cabinets show that the company employs fine woodworkers. The teak interior is light and airy. Grand Banks enhanced the sense of open space by using modern, modular furniture in the salon, an off-white headliner with some teak frames and speckled beige/brown Giallo Topazio granite counters in the galley and stateroom heads. Large rectangular windows running across the main deck and hull windows allow natural light to permeate the interior on all decks.

Grand Banks took every care to add all the comforts of home. The galley, for instance, not only has an electric stove, microwave/convection oven and large fridge, it also has double-bowl stainless steel sink, garbage disposal, dishwasher, freezer and trash compactor. The full-beam master suite, likewise, has a king-size bed with innerspring mattress, walk-in hanging locker, built-in safe, television cabinet, en-suite head with two sinks, huge shower stall and exceptional storage space (as well as a second door to the engine room). The designers used Shoji screens to soften the angles around the windows and add another level of privacy, while softening the light in the staterooms. In this optional four-stateroom layout, there are two other staterooms (one with twin beds) that carry the same high levels of fit and finish as the rest of the boat. The boat features a real office with a lounge, desk and windows—the perfect spot for an owner to keep tabs on business while away from home.

The engine room is meticulously laid out, providing good working space around the big Cats as well as easy sight checks on fluid levels and gauges. Five fuel tanks are judiciously placed along the length of the hull for even weight distribution. Aiming for strength and lightweight, Grand Banks used hand-laid glass beneath the waterline, cored construction above and installed honeycombed backing behind the joinery and bulkheads in the superstructure. Even some of the furniture has honeycombed interior for weight savings.

The boat's looks make this a classic but the engineering, construction and technology make this the most modern Grand Banks yet. ■



ABOVE: The pilothouse is functional and attractive; the console features elegant simplicity with a teak-clad stainless-steel wheels and large monitors



For more information, call 206-352-0116
or visit GRANDBANKS.COM



Grand Banks 72SC

LOA: 72'
BEAM: 19'10"
DRAFT: 5'4"
MAXIMUM SPEED:
23.8 knots (standard power)
HIGH CRUISE:
18.5 knots (standard power)
RANGE@ HIGH CRUISE: 600 miles
SLOW CRUISE:
11.5 knots (standard power)

RANGE@ SLOW CRUISE: 927 miles
FUEL CAPACITY: 2,625 gal. (9,937 L)
FRESH WATER CAPACITY:
350 gal. (1,325 L)
ENGINES: 2 x 1,015 hp CAT ACERT
C18 diesels
PROPELLERS: 41"(D) x 36.5"(P) x
5(B) NiBrAl
GENERATORS: 1 x Onan 21.5kW
Second generator optional

BOW THRUSTER:
Hydraulic, Side-Power
STERN THRUSTER: optional
WATER PURIFIER: Seagull IV
AIR CONDITIONING:
Marine Air reverse cycle
STABILIZERS:
Naiad model 302 (optional)
CONSTRUCTION: composite
BUILDER: Grand Banks



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SYCARA V SPEAKS

Nobiskrug collaborates with Pure Detail design to enhance its development of a 68-meter platform to provide the owner with a modern masterpiece.

STORY Jill Bobrow | PHOTOS Dieter Schneider



FOR
ITSELF





At her debut at the Monaco Yacht Show, the stunning 223' (68m) *Sycara V* was a head turner. Recently launched at the Nobiskrug yard in Rendsburg, Germany, she has met and exceeded her owners' expectations. All aspects of the boat were carefully thought out and just as carefully implemented. "The yacht speaks for itself," enthuses the owner. *Sycara V* is the manifestation of a cohesive team effort. Owner representative Steve Narkawicz was involved every step of the way and confirms a productive and intensive cooperation with the yard and its project manager Andreas Schmidt.

Nobiskrug, in operation since 1905, has built countless commercial and naval vessels as well as private yachts. The builder received much acclaim for its 241' (73m) *Siren* and the 302' (92m) *Tatoosh*. In August, the yard delivered the 197' (60m) *Jamaica Bay* and currently under construction are *Mogambo* and *Sapphire*, both 243' (74m) yachts. Nobiskrug's Managing Directors Susanne Wiegand and Holger Kahl say "we are happy to focus full attention on our clients and to work on highly individual projects." *Sycara V*'s owners, for their part, say they were extremely impressed with the support they received from Wiegand and Kahl, "They did a fantastic job," the owner says. Nobiskrug recently became a subsidiary of Abu Dhabi Mar, which has infused the company with capital, strengthening its position in the worldwide yacht market. This transition took place while *Sycara V* was under construction.



CLOCKWISE: This photo of the main-deck salon, looking forward through to the main lobby and lounge/library, shows the commissioned artwork that conceals a 61" plasma TV; the main-deck bar and dining table feature abundant details using glass, veneers and metallic finishes; the lounge/library works well for large social gatherings or as an intimate cinema or game room



ABOVE: A panoramic view of the bridge-deck full-beam master stateroom (looking forward) reveals how spacious it truly is; high ceilings and curved windows and doors emphasize the sense of space; looking in the opposite direction, the owners enjoy a view of their private deck

Sycara V's hull is steel and her superstructure is aluminum. Solid construction and sophisticated insulation ensure that she is extremely quiet. Exterior styling by designer Craig Beale and his company Pure Detail of Perth, Australia, yields a distinctive result. *Sycara V* is aggressively rugged on the outside but contemporary and light on the inside. Integrated into her hull port and starboard, are multiple vertical portlights. At first glance these windows appear to be ovals, but in keeping with the "contemporary-modern" theme, they are, in fact, more similar to the hip shape of an iPhone or iPad. The windows make a significant statement when one is inside the boat, yet on the outside, they recede into the dark blue hull. Blending and flowing are two key design concepts. Narkawicz, who has worked with these owners for 20-some years on various other yacht builds says, "What mattered most to the owner was that the circulation be fluid throughout the yacht." With five deck levels, it is easy to have a yacht feel divided and disparate, but this is not the case with *Sycara V*. The owner says he

"...wanted to achieve the spatial flow of a Fifth Avenue penthouse." Beale worked hard at doing away with corridors and boxed-in rooms. "Since the owner's preference is for spaciousness, I made extra wide passageways when possible," he says. The owner confirms, "I don't care for boats that are built like a maze. I don't like feeling trapped, I wanted this yacht to exude freedom and elegance."

The configuration of decks is, from the top, sun deck, bridge deck, main deck, lower deck or "tween deck" and tank deck. An elevator connects all guest decks up to the sun deck. The yacht can accommodate 12 guests with a master suite and five deluxe staterooms. Crew accommodations are for 17, including flexible spare cabins for supernumeraries, such as a nanny or pilot. The owner is quick to point out that this yacht has something for everyone. "With my yachting experience, I know what I want and I have a pretty good idea what other people may want when they charter."

The owner specified that the yacht's entertainment ar-



eas be flexible. He was keen that his family and guests have many choices of where to exercise, dine, lounge, observe, play and be pampered. The sun deck is an outside extravaganza, incorporating an infinite variety of options. Amidships is a glassed-in fully operational gymnasium with in-deck running and rowing machines as well as other state-of-the-art exercise equipment. Should the great outdoors not provide enough of a distraction, flat-screen TVs fold down from the ceiling to keep the exercisers amused. Adjacent to the gym is a dayhead with a combined regular and steam shower. There is also a dedicated room for beauty and massage treatments. Forward on the sun deck are lounge chairs that can be configured in any direction, a large custom spa pool for eight and two observation seats that lend a view over the bow. This area can be completely or partially covered in sections with a movable sail shade. Aft on the sun deck is a concealed barbecue, horseshoe-shaped Beale-designed bar, stools and cove seating with a coffee table that trans-

forms into a dining table for 12. This area can also be sheltered by sail shades. Options abound.

Below the sun deck is the bridge deck, shared by the owners and the captain. Forward is the super-sized wheelhouse with an integrated bridge, commodious captain's cabin and ship's office to starboard. Behind the helm chair is ample seating for the owner, who enjoys spending time on the bridge, with his guests. A bridge-deck pantry with coffee maker and ice machine can easily service the sun deck via a dumbwaiter. Situated aft is the luxurious owners' suite with a California king-size bed, lounge area and floor-to-ceiling windows. The bathroom, also flooded with natural light, is clad in a warm honey onyx. Here, there are several thoughtful touches. For her, there is a vanity with makeup mirror. The shared spacious shower cubicle with multiple shower jets can be converted to a steam facility complete with a fold-down teak seat. The dressing rooms light up when the doors are opened. A lockable closet for the owners' belong-

ABOVE: Her master bathroom boasts a make-up vanity and provides direct access to the shared walk-in wardrobe; concealed sliding doors in American walnut and frosted glass attractively separate the lobby from the private master stateroom study



ABOVE: This lower-deck VIP guest cabin is finished in rich gold metallic lacquer, chestnut, walnut, custom-dyed leather and honey onyx amplify the golden undertones; each guest cabin has its own personalized color scheme

ings is handy for charters. Narkawicz points out that the spaces are like an accordion—everything is expandable. Also on this deck level is the supernumerary cabin.

The outside space aft of the owners' deck is well protected with clear frameless-glass windbreak doors so that you can do a puzzle without your pieces flying around. Here is yet another bar and another dining table, shaded by an awning. The owners' portion of this external bridge deck is reached via a pair of curved stainless-steel stairs from the main deck and can be made completely private by closing off the wind-break doors. "It is nice to know, I can enjoy breakfast in my bathrobe in complete privacy," the owner says.

The main-deck salon can be entered either amidships via a white onyx-clad lobby, which opens to the central

staircase and elevator, or through glass doors from the aft deck. The salon, like the rest of the yacht, offers flexibility. The dining area can open to the aft deck and also to the bar space forward. Ample salon windows make you feel like you are on the edge of the ocean. Here, as in the rest of the yacht, there is an abundance of bright pastel colors. Bulkheads are burled maple. The dusky-blue cabinets are painted in a sleek metallic finish. A 61" plasma TV is concealed by a commissioned artwork that slides away when the TV is activated. And as for sound, the speakers are hidden in hexagonal walnut columns. Most of the cabinets are used for storage, except for one that houses a Yamaha piano. The main salon sports yet another bar constructed of floating molded glass, gloss-finished quilted birch veneer, marble and granite with a pair of striking



bespoke uplighters. A formal dining room aft can seat 14. Circular doors open nearly 10' wide and can close off the dining area. Between the main-deck bar and the dining table, a 42" plasma screen, concealed on the centerline of the vessel, drops down and rotates so that it can be viewed from the bar or the dining area.

The guest staterooms, which are all VIP quality, are on the lower level. Aft are two queen staterooms each with single Pullmans. Three additional guest rooms are doubles. All are made individual via different color schemes and unique bathrooms. The guest cabins all boast 32" LCD screens, which have been cleverly concealed behind framed mirrors.

The crew area is significant on *Sycara V*. The owner is extremely crew-friendly and insisted on achieving "the best

crew quarters in the industry." Pantries with dumbwaiters are on every level to ease service. There is a huge commercial custom stainless-steel galley with openable portholes. Practical solutions, including German-made commercial-grade MKN stoves, were key to its design. While the walk-in coolers and storage are on the tween deck, there is ample space for food and storage right in the galley. Deep sinks accommodate very large pots and pans. Appliances are hidden so as not to clutter the counter tops. As the owner likes to spend time visiting and communicating with the crew, he ensured that the crew mess, finished in limed oak paneling, be luxurious. It features leather settees, huge windows, a 40" plasma screen in the common room and individual TVs in all the cabins. A large walk-in closet allows the crew to keep personal items that could

ABOVE: This lower-deck guest cabin consists of a queen and king-single bed with the added flexibility of a fold-down Pullman berth; its ensuite bathroom features Azul Cielo marble; the captain's cabin, lower right, benefits from full-height windows and a private external entry



ABOVE: This lounge area, capitalizing on the vessel's foredeck geometry, is elevated to maximize the view; the central bed transforms into a sun bed with pillow support; the sun-deck bar's size and shape provide the best possible vantage point

not be accommodated in their cabins.

A garbage locker that refrigerates the trash, and can contain 125 compacted bags, is situated forward of the crew mess. There is a cold-storage walk-in room on the tween deck, as well as dry storage, a laundry room with six washers and dryers, an AV room and a Euro Cave that pampers 200 wine bottles.

Twin 1,566-kW Caterpillar 3516 diesel engines can power *Sycara V* to a 17-knot maximum speed and enable *Sycara V* to cruise at the comfortable speed of 14 knots. A 49,995-gallon fuel capacity (about 189,250 liters) allows her to cruise up to 7,000 nautical miles at 10 knots. In the main engine room, there are three generators accommodated in sound boxes, but one generator alone can run the whole boat including the bow thruster. While roaming far and wide, the yacht will leave little behind; a HUG soot particle incinerator ensures no black smoke trails the stacks.

There are two garages aft and one forward for a 31' twin-diesel Chase Novurania tender that can be easily removed

through upward-opening doors and a 26' Novurania. Jet Skis and a rescue tender are housed in steel compartments. Should the owner decide to carry a mini convertible aboard, there is a compartment for that as well. Diesel refueling can be done directly in the garage.

Also of particular note is the beach club, accessed via the swim platform or the tender garages. On the practical side, it harbors a pantry with a separate washer and dryer for beach towels and a dayhead with shower. The lounging area is complete with a bar and a bulkhead-recessed 42" plasma TV. Light permeates from the main deck above through two circular stepped recesses with crystal prisms. A wide stern door, with an integrated gull-wing door appreciable in inclement weather, provides access to the interior.

If you can imagine it, you can discover it on *Sycara V*. This is truly a yacht that has something for everyone. Form and function equal flexibility and fun.

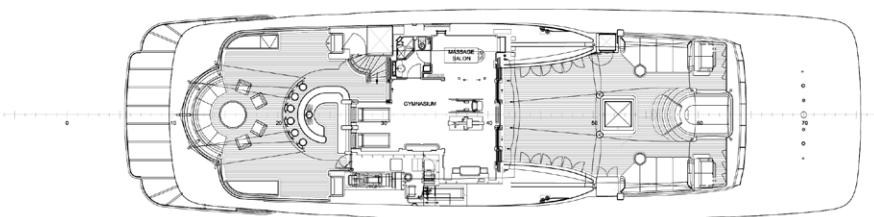
Nobiskrug *Sycara V*

LOA: 223'6" (68.12m)
BEAM: 39'5" (12m)
DRAFT (full load): 11'2" (3.70m)
DISPLACEMENT: 1,538 tons
ACTUAL TONNAGE: 1,219 tons
MAIN ENGINES: 2 x Caterpillar 3516 HD; 1,600 rpm (2,100 hp)
GENERATORS: 3 x Caterpillar C9 248 kW 440V 60HZ 3 PH, 1 x Caterpillar emergency generator

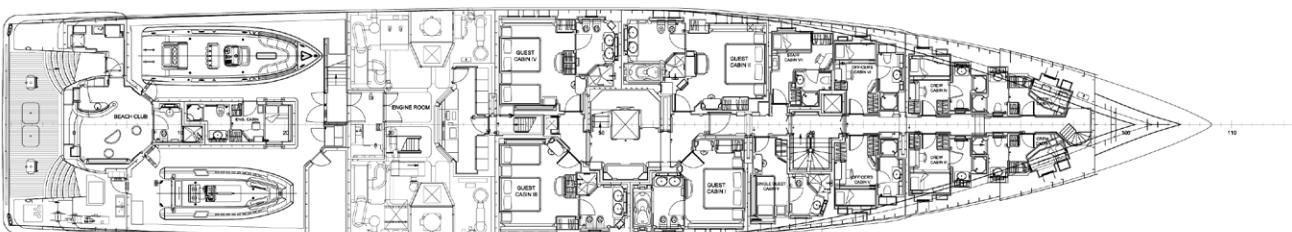
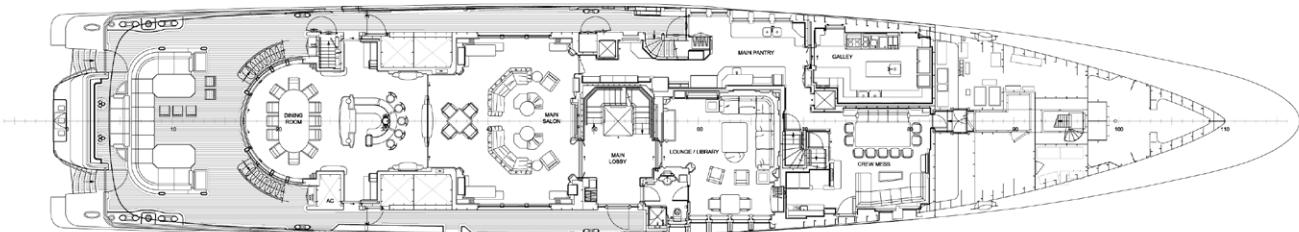
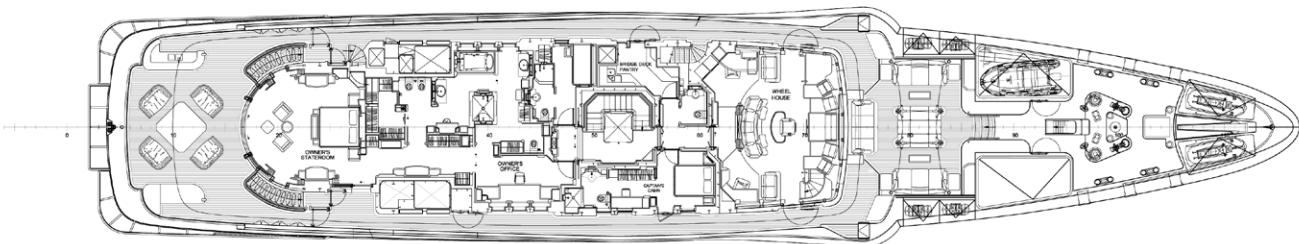
MAXIMUM SPEED: 17 knots
CRUISING SPEED: 14 knots
RANGE @ 14 KNOTS: 5,000 nm
RANGE @ 10 KNOTS: 7,000 nm
FUEL CAPACITY: 49,929.6 gal. (189,000 L)
FRESHWATER CAPACITY: 8,242.3 gal. (31,200 L)
FRESHWATER PRODUCTION CAPACITY: 10,570 gal. (40,000 L) per day

BALLAST WATER CAPACITY: 1,2971 gal. (49,100 L)
TREATED BLACK WATER CAPACITY: 3,249.5 gal. (12300 L)
GREYWATER STORAGE CAPACITY: 3513.6 gal. (13,300 L)
BUILDER: Nobiskrug
NAVAL ARCHITECTURE: Nobiskrug
EXTERIOR STYLING: Pure Detail
INTERIOR STYLING: Pure Detail

*Original dimensions are provided in the metric system



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The proof is in the details

CRAIG BEALE OF PURE DETAIL REVEALS THE THINKING BEHIND THE DESIGN

What was your involvement in the look of *Sycara V*?

Pure Detail provided all the exterior style details in working drawing and computer-generated model, as shown above (except for naval architecture and engineering). Pure Detail was also contracted to develop the interior to achieve a perfect match to the owners' satisfaction. [Subsequently] according to the owners' wishes, the sharp chine line was softened and the sheerline was extended forward to achieve an elegant, sleek appearance.

What makes this exterior unique?

Many things: The aft sun deck's large, cantilevered roof over the horseshoe bar was designed to provide protection from the elements without the traditional support columns obscuring the view, thus becoming a feature element in its own right. The teardrop wing stations were designed to reduce the impact of the hull protrusions (normally visible on motoryachts of this size) and at the same time creating a sleek, streamlined feature. Step-ups were also incorporated to increase visibility at the wing helms when docking. Each aft deck has the ability for alfresco dining, all readily serviced via a food lift.

Was there a color theme, as in the prevalent blue? How did you achieve the lacquer effect on much of the furniture?

Metallic gloss lacquers were used with clear gloss-coated veneers; mirror-polished stainless-steel inserts and plush leather give the furniture sharp, contemporary appeal. Each cabin and bathroom has an individual color scheme providing variation. The sun-deck gym/massage room and lower-deck beach club have deep teal blue furniture. The gloss lacquer bulkheads have the external superstructure's gloss white lacquer, mixed with additives to give a pearlescent blue sheen, blurring the line between inside and out.

There seems to be a bit of sailing-yacht sensibility such as teak decks and grates.

Although the interior décor is inherently contemporary, it is still wonderful to note that on this boat, form equals function, and there is a practicality behind much of the design. The teak grates, for instance, are a smart-looking entry feature [but] all are working units, plumbed with drainage tray and removable for ease of cleaning.

What are some of the special details and effects that you brought in with regards to accessories?

Artisans produced the bespoke main-deck bar uplights, and lobby and study cabinet-top lamps. Bulkhead sconces are Murano glass from Venini. Cedric Hartman reading lamps are used extensively throughout the owners' and guest areas. The door hardware is bespoke and produced from 316-grade mirror-polished stainless steel. Artwork was commissioned and framed in Australia. The



CLOCKWISE: Pure Detail's renderings reveal more of the yacht's assets: gull wing doors for easy tender launch; a true beach club, with lounge area; a pilothouse with room for guests and a full-service gymnasium on the sun deck



owners' ensuite Kohler spa bath is a RiverBath flagship whirlpool offering a variety of personalized water experience.

Tell me about the finishes used to produce a warm yet contemporary effect.

Guest-area bulkhead veneers include chestnut burl and American straight-grain walnut in satin clear finish, and burl walnut in a high-gloss finish. The furniture is made up of a combination of veneers (chestnut burl in gloss or satin finish, quilted birch in gloss or satin finish, burl maple in gloss finish), plus Sikkens metallic lacquers, polished stainless steel, marble/onyx (nine types) and mirror inlays. Upholstery leathers for the salon, bar, dining and lounge/library are Spinneybeck.

I understand the elevator is also quite special.

The elevator services four levels. The lift's portside face has a continuous full-length Umu glass strip. Umu is an electronic laminated film glass that can be switched from clear translucent to an opaque milky white, allowing light to transmit through as the lift travels up and down. There are two large circular portholes in the car bulkhead to create a more open feel. From the stairwell side, as the elevator shaft is illuminated, the Umu glass appears as a continuous light panel.

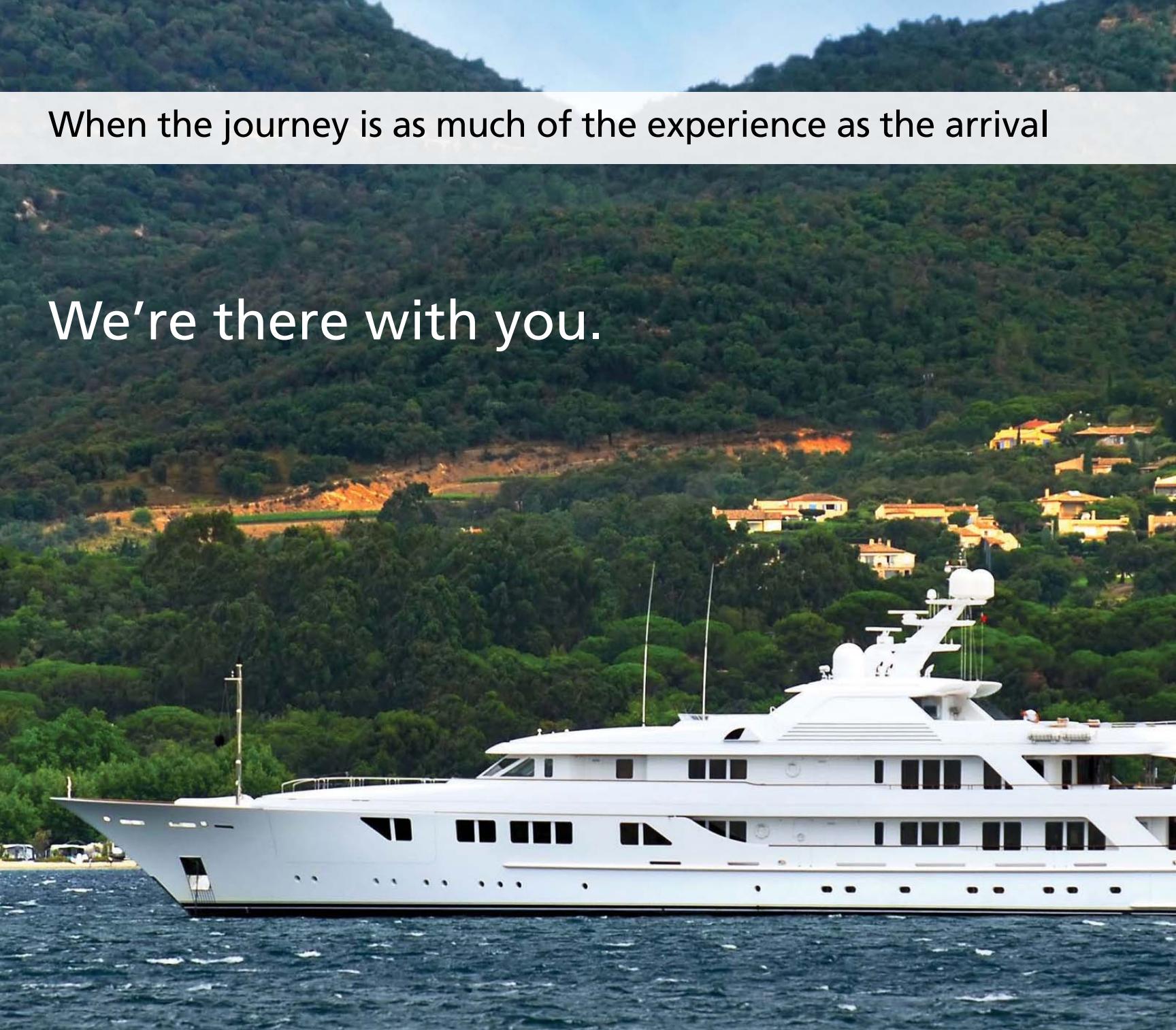
What is Pure Detail's credo?

The company's name is derived from a passion to provide the finest of details, no matter how small. Pure Detail strives to create a desirable, unique item that meets with the client's highest expectations. ■

For further information contact: Pure Detail, Perth Australia, +61 8 9330 8350 or e-mail: puredetail@bigpond.com.au

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Richmond Yachts 150' *Status Quo*

NORTHWEST PASSAGE

With the April launch of *Status Quo*, Hull No. 6 in its succession of tri-deck motoryachts, British Columbia builder Richmond Yachts celebrates the completion of the largest all-composite yacht built in Canada to date.

STORY Jerry Stansfield | **PHOTOS** Neil Rabinowitz







ABOVE: The salon's elaborate joinery keynotes *Status Quo*'s décor and furnishings; details include a coffered, domed ceiling

Amodern motoryacht is a masterpiece of engineering, often drawing upon the inspiration of earlier designs, taking advantage of newer, more advanced materials and technologies, and routinely introducing more than a few landmark innovations of its own. As a result, and as the term implies, a luxury yacht offers a seagoing habitat of superlative comfort and enjoyment. The silence of a luxury motoryacht rivals that of the most opulent five-star hotel suite, even as it crosses an ocean at 12 knots, its stately demeanor a marked counterpoint to the unfelt, unheard firepower within.

How, then, could those visitors reasonably be expected to appreciate the energy and dynamics required to drive, turn, stabilize and stop a vessel of 300 tons or more? Maybe that's precisely the point—they aren't expected to; it's part of the escape and appeal that the yacht offers.

Still, an opportunity to peer beneath a motoryacht's genteel countenance can reveal the ingeniousness and power of the engineering that puts the fun in its functionality. Such an opportunity presented itself during *Status Quo*'s final series of sea trials prior to delivery earlier this year. As typical morning overcast gave way to brighter skies over the



shipyard's namesake city, the Vancouver, BC, suburb of Richmond, the Richmond Yachts commissioning crew cast off lines, and the 150' tri-deck eased down the Fraser River toward the southernmost precincts of Georgia Strait. A sea trial can be as complex and detailed an affair as the vessel itself, and generally follows a script that includes, beyond speed, fuel burn, decibel readings and real-time, real-life testing of every component from coffee makers and electric blinds to thrusters, radar, crane and anchor windlasses. On this day, the Richmond crew had even welcomed on board an inspector from the American Bureau of Shipping (ABS), there to complete his own exhaustive survey prior to authorizing classification under that organization's rules. Maneuvers required for that documentation—including emergency stops and full-throttle lock-to-lock turns—would test the limi-

its not only of the yacht's structure and agility, but also of its sound- and vibration-dampening technology.

Upon exiting the river a few miles downstream from the Richmond yard, *Status Quo* turned north toward a series of maneuvering and speed tests in Howe Sound, a half-hour away. The brief passage allowed time for a leisurely inspection of the accommodation deck, and a chance to experience sound levels in the living spaces nearest the engine room while the yacht was underway. Not even during a stretch of full-throttle operation did mechanical or hull noises come close to interfering with normal conversation, instead producing little more than a muted background hum. Four guest suites, including three with a queen-size bed and one with twins, open to a central foyer with a refreshment cabinet housing an icemaker and two Sub-Zero refrigerator drawers beneath

ABOVE: Left: A television cabinet separates dining and living areas; the main-deck day head features trademark bombé-style cabinet doors

BELOW: The custom dining table was built by the Richmond Yachts craftsmen



a hammered gold sink. At the forward end, a concealed service door allows crew access for room make-up, and aft, a staircase coils upward, around a central column incorporating an illuminated art niche, to the main-deck starboard foyer. Here, an expanse of richly veined marble floor leads forward past the entryway and main-deck dayhead, then through double doors and an intimate sitting room to the owners' suite and an imposing king-size bed at the forward bulkhead. His-and-hers baths are accessible via doorways on either side; another door in the port aft corner opens to a large walk-in wardrobe.

Status Quo, the largest composite yacht yet built in Canada and the largest built at Richmond Yachts, also serves as a showcase for the shipyard's prowess in fine cabinetry and joinery. "For every yacht we build, we want to be able to show it off, but also to be able to say, 'Wait till you see the next one,'" shipyard owner Don Davis says. Sure enough, while the fit and finish of earlier Richmond products has been uniformly top-drawer, the newest *Status Quo* is a celebration of impeccably book-matched mahogany veneers, elaborately detailed inlays

and flawless finishes as a fitting environment for the near-rococo furnishings throughout. Even the bathroom cabinets feature the rounded bombé-style door fronts (a challenging geometry made yet more difficult by its cross-hatched inlay pattern) that have become more or less a signature of the Richmond brand. Salon and dining spaces are equally ornate, their intricate moldings framing overhead coffers; the one above the dining table features a gold-and-white Murano-glass chandelier illuminating an expanse of cabinetry for china and crystal, and a divider cabinet housing a pop-up TV screen. Surrounding the central stairway opposite a floor-to-ceiling wine cabinet, a side-lit curved-glass panel repeats the sculpted waterfall theme of a corresponding surround directly above at pilothouse level. The galley features commercial-grade appliances, voluminous cold storage and generous prep space along granite countertops and a central island.

Outside, on the aft main deck beneath the boat-deck overhang, the woodwork is a study in elaborate detail. Like all exterior decks and except the helipad, this area is

BELOW: Large windows in the master suite offer commanding views and illuminate detailed cabinetry inlays and moldings; features here include two 46' TVs, walk-in wardrobe, and full entertainment system





CLOCKWISE: Lower-deck guest suites offer a choice of twin or queen-size berths; the guest deck foyer features an art niche and refreshment cabinet; the VIP suite is one of two available



ABOVE: Dual banquets on the aft main deck surround a high/low table for dining or cocktails; aft-facing orientation ensures a panoramic view astern; the full-service bar in the foreground features a teppanyaki grill

clad in teak, and here displays a pattern of sunburst and geometric motifs echoed in overhead fixtures and surfaces. But in lieu of the more common forward-facing settee built against the transom, Richmond designers have opted to install dual banquets oriented sternward, because that's where the view is, in this case just past a granite-topped refreshment center complete with ice maker, two refrigerators and a teppanyaki grill. A 46-inch swing-down TV screen provides entertainment, and air-conditioning ports keep revelers cool and comfortable. One level above amid comparable grandeur, a gloss-finished teak table seats 10 for alfresco dining, with plenty of room left for a service bar and gas grill, and lounge chairs or chocks for securing an inflatable tender.

Just inside, a skylounge is furnished with the usual sofas, game table, chairs and wet bar; perhaps less expected is an adjacent owner's office with desk and credenza, and access through a pair of beveled-glass French doors. For-

ward past the upper terminus of the central staircase is the wheelhouse, whose vertical windshield accentuates the 9-foot-1-inch maximum height of a domed overhead studded with fiber-optic lights arrayed as the night sky might appear. Two Stridd helm chairs face a six-screen display panel built into a leather-topped console, and a raised observers' lounge accommodates six comfortably. Adjoining the pilothouse, a queen-berth ensuite stateroom with a commanding portside view can serve as captain's cabin or an additional VIP suite.

Crowning *Status Quo* is a broad sun deck with a jetted tub forward between raised sunpads, and beneath the composite hardtop a pair of curved settees, daybed and a semicircular bar with five fixed stools. Another first for the Richmond yard, the aftmost third of *Status Quo*'s top deck features a helicopter pad encircled by fold-down railings for touch-and-go operations.

A stairway from the galley provides access to crew quar-



ters forward on the lower deck. Included here are a large mess and a laundry/utility room with two washers and dryers, two twin-bunk ensuite staterooms and a double-berth cabin, which, in the event that owners opt to designate the bridge-deck accommodation as a VIP suite, will serve nicely as a captain's cabin. An engineer's cabin is located aft, adjacent to machinery and electrical spaces and a dive center with compressor, wet-suit locker and tank storage.

So how did this yacht, with all its opulence and refined elegance, acquit itself in the brute-force department as required by ABS standards? As it turns out, the beauty is also a beast. From an 18-knot full-ahead speed, commissioning captain Dean Scott brought the massive *Status Quo* to a dead stop, even making way astern, well within the mandated one-minute limit, a collision-avoidance maneuver that left crewmembers and visitors alike holding tightly to the nearest grab rail or stanchion. Similar-

ly, the yacht completed a hard-left, hard-right S-turn—again at full throttle—in a mere 28 seconds, meeting the required spec with an agility that belied its considerable dimensions. Perhaps as coincidence, perhaps as an ethereal acknowledgement of its seagoing prowess, this newest Richmond yacht, on the homebound leg of its test run, picked up an escort of a half-dozen or so Pacific white-sided dolphins as they bounded and plummeted over, under and around *Status Quo*'s bow bulb in an impressively athletic display of their own.

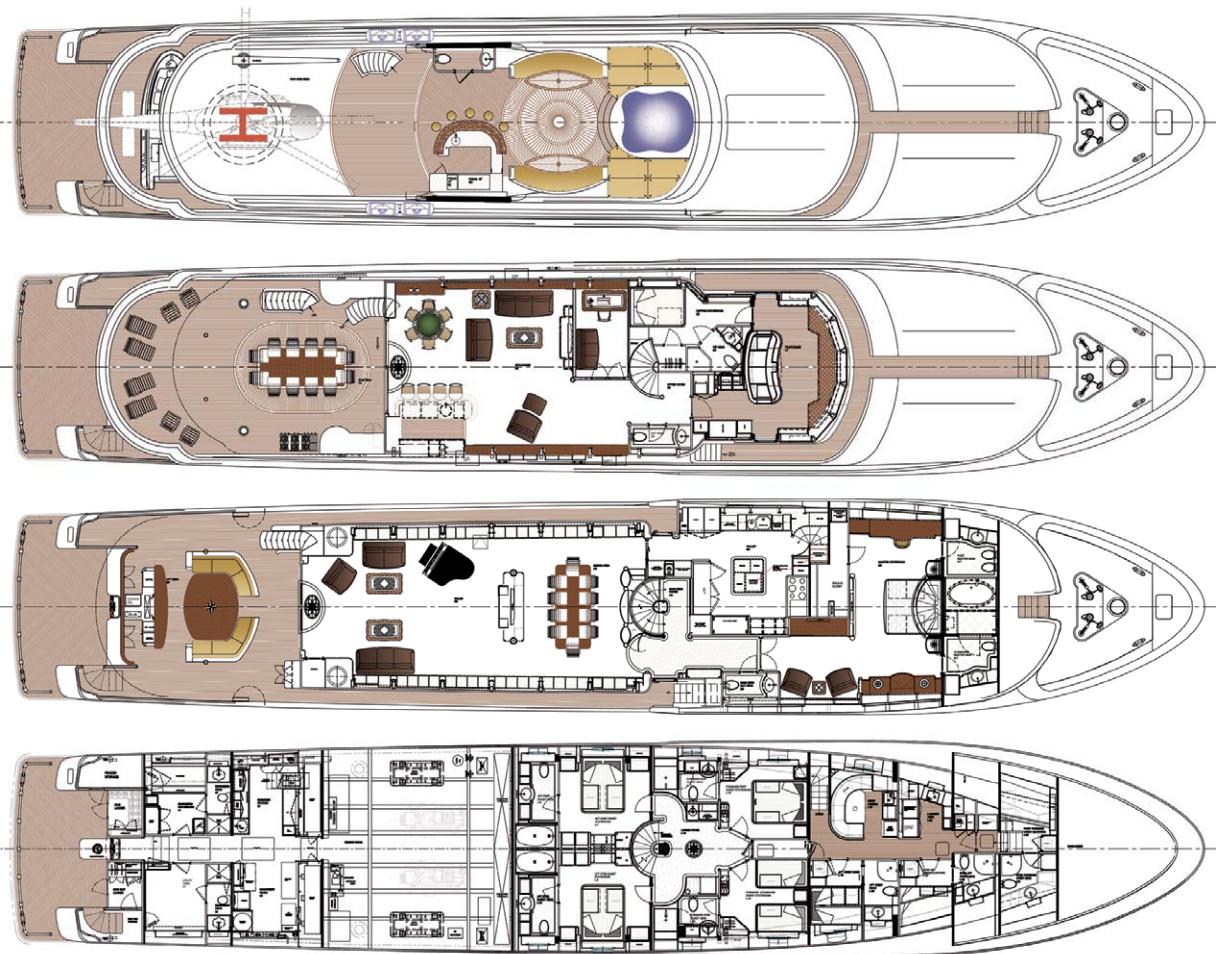
Hull structure, fire-suppression systems and countless other issues already had been weighed, measured, test-run and otherwise scrutinized in earlier inspections during construction—and indeed, many of these were retested in sea trials. Overall, the evaluation earned *Status Quo* a report card that offers reassuring proof of its capacity to deliver a lifetime of yachting at its finest. ■

ABOVE: An array of direct and indirect overhead lighting on the sky lounge aft deck creates a just-right ambience for any occasion; the pilothouse command center features a full suite of Furuno and Simrad electronics **BETWEEN:** The sky lounge's bar and entertainment areas; sculpted, side-lit glass encircles stairway landings





ABOVE: A commercial-grade galley empowers the chef to offer five-star meal service; just aft of the fully equipped sun-deck is a helicopter pad for touch-and-go landings



For more information, visit
RICHMONDYACHTS.COM

Richmond Yachts 150' Status Quo

LOA: 150' (45.72m)
BEAM: 28' (8.53)
DRAFT (LIGHTSHIP): 6'6" (1.98m)
DRAFT (FULL LOAD): 7'4" (2.2m)
DISPLACEMENT: 312 tons
ENGINES: 2 X 2,000hp MTU V16 2000
MAXIMUM SPEED: 18 knots @ 2350 rpm
CRUISE SPEED: 16 knots @ 1600 rpm

RANGE: 3,500 nm
FUEL CAPACITY: 13,000 gal. (49,210 L)
GENERATORS: 2 X 74kW Caterpillar
FRESHWATER CAPACITY: 1,700 gal. (6,435 L)
CONSTRUCTION: Cored composite
CLASSIFICATION: ABS/AMS + 100-A1 Commercial Service, MCA certified and LY2 compliant
BUILDER: Richmond Yachts, Canada

*Original dimensions are provided in the metric system



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Northcoast Yachts 125 RPH

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SHOW STOPPER

STORY Jerry Stansfield | PHOTOS Neil Rabinowitz







ABOVE: Nine feet of headroom and large windows offering panoramic views emphasize the salon sitting area's generous proportions

Stephen Yadvish wears multiple hats in the course of his daily business routines. As president of Northcoast Yachts, he oversees the creation of gleaming new vessels at the company's Tacoma, Wash., shipyard, while a few miles north in Seattle he guides repair and refit projects at his affiliate boatyard, Yachtfish Marine. For Yadvish, the two complementary enterprises also offer a kind of synergy that at least in part has shaped the direction of each, and most recently played a role in the construction of a strikingly handsome 125' raised pilothouse that's noteworthy not just for the way it looks, but also for the way it's built.

Designing the all-composite Northcoast 125 presented a series of challenges common to virtually all spec projects; these included gauging the market and identifying emerging preferences, then developing an arrangement and overall style that not only would correspond to those requirements, but would stand out as a singular opus that could compete with the most finely detailed



custom jobs. "Our intent," says Yadvish, "was to create a yacht that appeals to buyers globally, with contemporary, European styling and a casual elegance reflecting both an active lifestyle and refined taste." To that end, Northcoast chief designer Paul Frederickson fashioned an exterior look anchored in curvy, elongated contours consistent with the low profile that the raised-pilothouse configuration offers. In a refreshing contrast to the seemingly disjointed, random placement of visual elements often seen in contemporary-styled yachts, Frederickson has taken care to establish clear relationships between structural and design components—hull, superstructure, windows, overhangs and hardtop—to form a disciplined, cohesive whole that suggests grace and motion,

at rest or underway.

Supported by the dual legs of the signal mast and by polished stainless-steel stanchions set inboard of the flybridge coaming, the composite hardtop appears to float above the top deck; the stanchions' outward angle reinforces the illusion as it repeats that of corresponding interior elements (more on that later), and its sculpted perimeter echoes the dark/light interval as the eye descends to pilothouse and main-deck levels. Gently scalloped curves define side windows, as they merge aft, narrowing toward the overhang that shelters the California deck.

Interior arrangement, components and furnishings, a collaboration among Stephen and JoDee Yadvish, Frederickson and Seattle-based Adriel Designs, reflect a simi-

ABOVE: A dramatic staircase seems suspended in mid-air; rosewood cabinets and a leather sole complement stainless-steel fixtures in the galley; the boldly styled dining table features an onyx insert

larly modern, even minimalist form, but offer complementary embellishments and earthy tones to give living spaces a rich, inviting warmth and texture. "Our emphasis on this yacht's interior," Fredrickson says, "has been on superlative quality, both in the materials we selected and in their finish." Immediately apparent upon entering the main-deck salon through a double curved-glass door is that the dining table—itself a showpiece with its backlit onyx top—has been located aft, virtually adjacent to its open-air counterpart just outside past a service bar, an agreeable juxtaposition for seating a dozen to perhaps 20 dinner guests. Just forward in the salon is a seating/lounge area that features a 63" Samsung video screen facing a sectional sofa and occasional chairs beneath a vaulted overhead that provides nine feet of headroom. Rosewood is the predominant species throughout the yacht, with macassar ebony accents echoing the boldly figured paneling and built-ins. Entryway wall panels are

covered in woven bamboo fiber, and hand-pulled leather graces door panels and drawer fronts. Even the galley, otherwise a very businesslike space fitted with Wolf, Sub-Zero and Viking appliances and a service door to the portside deck, has been softened with the same rosewood tones, dark stone countertops and even a floor surfaced in leather.

For its sheer visual drama, the staircase rising from the main-deck foyer to the pilothouse easily qualifies as an interior focal point. Executed in polished stainless steel and stainless-steel cabling in a form that calls to mind the works of architect Frank Gehry, the curvy fixture offers a high-tech look that celebrates its own structure while keynoting the irregular angles repeated in the aforementioned flybridge hardtop stanchions, table bases and elsewhere.

The foyer leads forward to a full-beam owners' suite whose king-size bed, also framed with leather accents,

BELOW: The two-level master suite features a large dressing area next to his-and-hers baths; a translucent onyx panel transmits light both ways, adding to the suite's open, airy feel





offers panoramic views through large windows on either side, with copious drawer storage just below. Forward and one half-level down are a dressing area with vanity and dual wardrobes, and a his-and-hers bath sharing a glass-enclosed, sunken whirlpool tub with shower. The lower-deck vestibule opens to three queen-berth guest suites and one with a twin-berth-plus-Pullman arrangement, all finished to the same standard as the master, plus a laundry room and utility/storage space. Just above off the main-deck entry, a low-height compartment beneath the pilothouse sole houses entertainment-system electronics in a centrally located, air-conditioned space.

The pilothouse adroitly meets its dual objectives as primary command post and favored social center. Four display screens arrayed on three hinged panels beneath the

sharply raked windshield may be adjusted electrically to any angle for optimum viewing while underway, or at anchor lie flat to open a 180-degree-plus vista for guests seated at the portside observation banquette, at a single seat opposite or on an adjustable chaise lounge set into the starboard aft corner. Centered on the brushed stainless-steel console is a racy-looking steering wheel whose design was inspired by a vintage Ferrari.

Topside venues echo the 125's casual elegance. A broad swim platform, surfaced in teak as are all other exterior decks, offers access via twin curved stairways to the aft main deck, then forward on either side to the foredeck, where a voluminous bosun's locker provides convenient storage for fenders and cleaning gear. Stairways from the pilothouse and California deck ascend to flybridge level.

ABOVE L-R: The master berth headboard features a graphic motif executed in leather; the master bath has a central sunken spa tub and shower; the twin-bed guest suite is fitted with a third, pull-down, berth



ABOVE: Under-lit tables beneath the composite hardtop add drama to the flybridge sitting area; the topside helm includes port-and-starboard docking stations

Here, a large boat deck and 2,500-pound-capacity crane accommodate up to an 18' tender, while an adjacent jetted tub accommodates up to six fun-seekers. A pair of expansive sunpads and a full-service bar with propane grill ensure opportunity for refreshment and repose. Forward and beneath the hardtop, raised banquets flank the upper helm; each is paired with a pedestal table fitted with downward-facing LED lights for both illumination and ambiance. The helm station itself includes dual Stidd chairs and a console with three display screens. Fixed wing stations on either side ensure clear sight lines for docking and maneuvering. Once alongside, electrically operated boarding gangways—one per side—emerge laterally from compartments in the engine room overhead, then swing forward or aft as required for

convenient egress via aft side gates to float or quay.

As striking as the Northcoast 125's styling may be, a look below the surface reveals a litany of attributes every bit as attractive—and this is where Yadvish's experience in yacht refit projects truly pays dividends. "At the repair yard, we see boats from many builders as they really are used, and we fix a lot of problems that are the result of errors or shortcuts in their design and construction," Yadvish says. "What we learn from these projects can be applied to our new builds as a way to maintain consistently high-quality standards." For example, the builder specifies solid fiberglass in areas around through-hull fittings like seawater intakes, stabilizer shafts or shaft strut mounts, to eliminate risks of compressing coring material or water penetration, which can compromise



LEFT: Display screens recede into the pilothouse console to open up the view ahead. **BELLOW:** A spa tub, raised sunpads and bar with barbecue grill are among topside amenities; alfresco dining is also possible on the aft main deck



structural integrity. Yadvish also says the builder opts for corrosion-resistant copper-nickel plumbing in areas of saltwater exposure, a precaution that improves reliability of piping systems and extends service life, he says. Two sea chests ensure a dependable supply of raw water for all onboard cooling requirements. And lest a casual observer miss yet another example of the Northcoast compulsion for overbuilding, Fredrickson during a recent tour cheerfully pointed beneath the rim of a hatch in the swim-platform deck to a massive rudder arm tie rod, visible only by dint of some serious neck-craning, of stainless steel polished to a finish worthy of the showiest jackstaff. In a more humble compartment, the gleaming hardware would be more startling, even out of place, but within the tidy confines even of the 125's lazarette,

its painted surfaces an apt complement to the properly supported runs of wiring, hydraulics and plumbing, it seemed entirely at home.

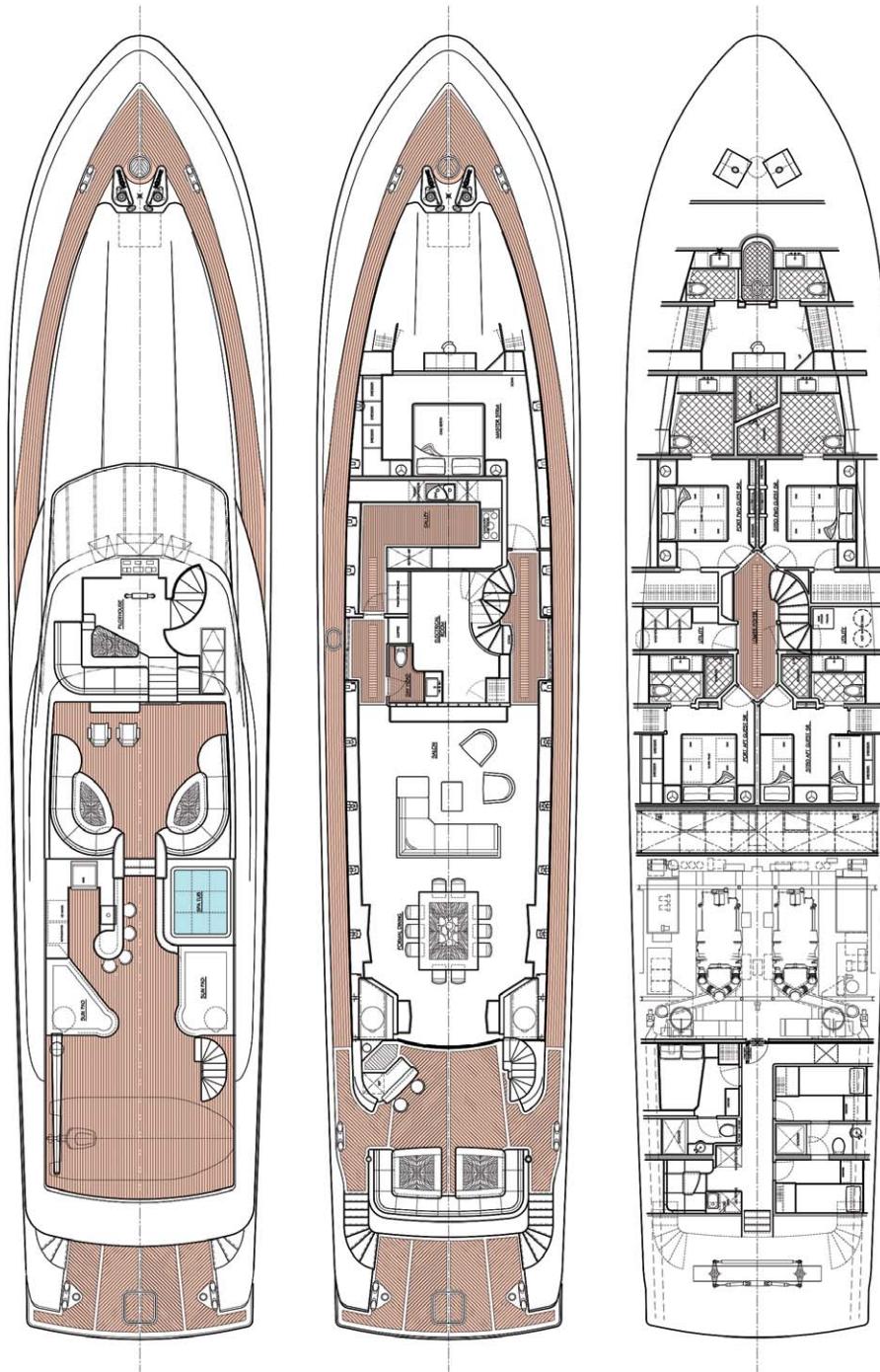
While the design, styling and fit-out of the RINA-classed Northcoast 125 appears to have met a challenging brief of broad appeal in an international market, and can reasonably be expected to draw the attention of prospective owners with a heightened sense of style, a close look at the myriad details of its construction ought to prove equally powerful in helping to close the deal. Scheduled for its East Coast debut at the 2010 Fort Lauderdale International Boat Show, this memorable new design can reasonably be expected to command the undivided attention of serious buyers from around the globe. ■



ABOVE: Dual staircases lead to the main-level aft deck; a spotless engine room opens aft to crew quarters



For more information, visit
NORTHCOASTYACHTS.COM



Northcoast Yachts 125 RPH

LOA: 125'6" (38.28m)
BEAM: 25'5" (7.77m)
DRAFT: 6'3" (1.9m) (est.)
DISPLACEMENT: 190 tons
ENGINES: 2 x 1,899hp C32 Caterpillar
PROPELLERS: 2 x 5-blade Nibral (Michigan or equiv.)
TRANSMISSIONS: ZF 3055 2.5:1 Reduction

BOW THRUSTER:
American Bow Thruster @ 57 hp
SPEED: 22 knots (est.)
RANGE: about 2,500 nm
FUEL CAPACITY: 7,400 gal. (28,012 L)
STABILIZERS: TRAC Zero-speed
(American Bow Thruster)
GENERATORS:
2 x 65kW Northern Lights

FRESHWATER CAPACITY:
1,000 gal. (3,785 L)
CONSTRUCTION: Cored composite
DESIGN: NCY/Paul Fredrickson
INTERIOR DESIGN: NCY/Stephen
Yadvish, Adriel Design, Paul Fredrick-
son
BUILDER:
Northcoast Yachts, Tacoma, Wash.

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164' *Vitruvius Exuma*

EXPLORER



CREDENTIALS

The Perini Navi Group's first Picchiotti motoryacht project, the 50m Vitruvius "radical explorer" *Exuma*, could well prove to be a game-changer, not least for her ultra-efficient hullform.

STORY Phil Draper | **PHOTOS** Giuliano Sargentini





ABOVE: The interior is a mix of the traditional and progressive. The mood throughout is one of contemporary calm, a relaxing home away from home. The salon occupies the aft area of the main deck

In Italy in July, the Perini Navi Group's just-renamed Picchiotti Shipyard—formerly its Cantieri Navali Beconcini division—launched its first motoryacht project, the Philippe Briand-designed 164' (50m) MY *Exuma*. Resplendent in her shimmering metallic-silver livery and matching titanium detailing, this all-aluminum displacement motoryacht not only looks different, she's a breed apart on all sorts of levels.

"We had been considering a motoryacht diversification for some years using the Picchiotti brand, which we acquired back in 1991 along with a prime-site building in Viareggio" says Perini Navi Group CEO Giancarlo Ragnetti. "But it wasn't easy. There's so much competition out there, and we wanted to find something unique, something that would fit with what we had achieved with our sailing yachts. Eventually, our association with Philippe Briand, who has been helping us develop our high-performance Perini Navis, produced the answer.... Picchiotti was once a famous motor-yacht name. Now it will be again."

A world-renowned yacht designer responsible for some 10,000 boats built all over the world, everything from trailer-sailers to super-sailers, Philippe Briand had not long finished his original 197' (60m) *Vitruvius* motoryacht

concept when he first started talking with Ragnetti and his management team. The first Vitruvius proposition was originally co-publicized with Lürssen and Vitruvius Yachts, a company owned by Veerle "Cookie" Battiau. Vitruvius was her vision. Briand was the translator.

For whatever reasons, that first 197' (60m) Vitruvius didn't get past the concept stage with the German super-yacht builder, but when at a Monaco Yacht Show Battiau eventually met *Exuma*'s owner, who was persuaded to move up from his 120' (34m) Christensen *Exuma C* to a 164' (50m) sub-500 GT Vitruvius design, the deal with the Perini Navi Group came together very quickly, and the path for the Picchiotti rebirth was laid. Battiau first introduced the client to the Italian builder at the beginning of 2007, and the contract was signed by September, so it ended up being just short of a three-year build program.

If ever there were a perfect match, it is Cookie Battiau

and Philippe Briand's Vitruvius concept and the Perini Navi Group, which during the past 27 years or so has earned one of the best reputations in the business for its super-sailers. To date, the Perini Navi Group fleet numbers 49—an assortment spanning 80' to 246' (24m to 88m), although the average new build these days is well over 164' (50m)—and it continues to swell by two or three feet every year.

MY *Exuma* is certainly a very different interpretation of the word motoryacht. She's low, lean and long. When the owner was working up the original model with the creative team, he likened the result to the slender commuter yachts that used to carve their way in and out of New York. It was an attractive association.

"The hullform is a clear development of our sailing yacht hulls, where volume and weight distribution are crucial for optimal performance," says Briand. "Because of the racing dimension, sailboat hulls have evolved their

BELOW: The Perini Navi Group's in-house design team used soft hues and light veneers with occasional dark grain, as evident in the dining room; the soles are natural teak. With its boxed sofas and pedestal tables, the aft deck is a flexible entertainment space





ABOVE: Long, lean and low, *Exuma* is somewhat reminiscent of the classic commuter yachts so in vogue in the Northeast during the 1920s and 30s; tank tests suggest her hullform is 25 to 30 percent more efficient than conventional motoryacht running surfaces

efficiencies.... There hasn't been the same drive in the motoryacht sector.... So there are big gains to be found."

Certainly the work he's done here is unique in this size range. Indeed, his studio has a registered trademark for the geometry—BOS or "Briand Optimized Stretched."

Tank tests on two different-size models at the University of Southampton's Wolfson Unit in the UK confirmed Briand's calculations. His Vitruvius profile is in the region of 25 to 30 percent more efficient than a comparable displacement hull. And that saving for a displacement motoryacht translates not to more speed, but less fuel—and in the case of a 164' (50m) motoryacht, considerably less fuel.

Beyond her round bilge, which reduces wetted area for a given buoyancy, BOS characteristics include the deep bow and vertical stem, which maximizes waterline length, and a keel camber that's better for slower-speed cruising. And beyond some shallow tunneling around shafts, props and P brackets, *Exuma*'s appendages include twin rudders, a progressive-blade keel, various flow plates and twin Quantum Zero Speed 1500XT fin stabilizers. But even without the stabilizers, she's unlikely to be too uncomfortable. The low profile of this

design also helps with stability in terms of rolling and pitching, because the center of gravity was kept nice and low.

When we saw her at her official launch party, she had not experienced real seas, only the relative calm of the waters around the yard in La Spezia, in northwest Italy. However, Briand is confident that she will deliver exceptional cruising stability when she finally confronts a deep-ocean swell.

Her draft won't hinder her adventures in shallow waters much either. She draws just 7'6" (2.3m).

The contract requirement was go-anywhere voyaging at 12 knots, although her twin 1,300hp (970kW) Cat C32s will actually push her up to a maximum speed of around 16.5 knots. The quoted range at the cruise speed is 5,500nm, more than enough for an ocean crossing, and plenty for extended cruising in the remotest parts of the world.

While her low, stretched profile may suggest that she delivers less in terms of internal volume, *Exuma* actually delivers much the same space as any other motoryacht squeezed in under the 500 GT rule. She is actually 499 GT and displaces 440 tons.



What is different with *Exuma* is the way the volume is used. And that relates to her explorer credentials. The essence of a Vitruvius project is proportion. The name is no coincidence. Ancient Roman architect Marcus Vitruvius Pollio was famed for his perfect-proportion architecture; his geometry work was most famously acknowledged by Leonardo da Vinci in his drawings of "Vitruvian Man"—remember the naked man whose arms and legs define a perfect circle?

As to how the internal volume is worked aboard *Exuma*, that's a mix of the traditional and progressive. The accommodations provision is traditional.

The main salon, comprising lounge and dining areas, occupies the usual spot aft on the main deck. Forward of that finds the main lobby, up-and-down stairs and pantry. And beyond that a full-beam owners' suite, composed of major and minor bedrooms, both of which benefit hugely from two-thirds of those full-width hull windows; the remainder delivers similar views to a bathroom to port and shower room to starboard. And incidentally, those windows are raked in to eliminate glare.

The interior scheme aboard *Exuma* was the respon-

sibility of the Perini Navi Group's hugely experienced in-house design department. The mood throughout is one of contemporary calm, a relaxing home away from home. Soft hues and light veneers are broken only by the occasional dark grain here and bold fabric there. The paneling is mostly oak, a mix of natural grains and gray staining, which matches the panels of gray leather on doors and lockers. The soles are a natural teak. Ceilings everywhere are a non-reflective "oyster white"—RAL 1013 for those who know their color charts.

Amidships on the lower deck is mostly guest accommodations—a central corridor accessing two doubles aft, one on either side, and to starboard a twin-bed cabin and a gym that with twin pull-out beds doubles as an occasional cabin for guests or a couple of extra crew or personal staff. Sensibly, there's a service door in that area, connecting across to the main galley and crew mess and their connection with the pantry above and the four crew cabins forward. Overall, the captain and six/seven crew have a total of 1,099 square feet (102 square meters) of dedicated space aboard.

On the walkaround upper deck, the bridge works

Exuma by the numbers:

Clever proportioning within the 500GT rule

PUBLIC AREAS:
979ft² (91m²)

OWNERS' AREA:
570ft² (53m²)

GUEST AREA:
861ft² (80m²)

CREW AREA:
1,097ft² (102m²)

WHEELHOUSE:
215ft² (20m²)

LAZARETTE/GARAGES:
1,323ft² (123m²)

beautifully. All that bulging glass, rather reminiscent of the iconic 1991-launched 244' (74.5m) *Eco* (now *Enigma*), not only looks good, but also delivers a 300-degree or so panorama with the minimum of mullion distraction. Aft of there are a dayhead and captain's office and finally the skylounge, which delivers similarly superb views in the opposite direction. Glass doors from the skylounge access the upper aft deck, which, thanks to a large spa pool, is likely to be the main outdoor attraction on board.

The progressive use of space especially relates to the huge amount of onboard storage, which of course goes hand in hand with any serious cruising ambition. Overall, it adds up to a whopping 1,323 square feet (123 square meters). There's not only a full-beam lazarette-cum-garage aft off the engine room, but also most of the foredeck area is given over to storage. Effectively, the for-

ward 40 percent of the hull is a two-tier affair—tenders and toys above, crew accommodations below.

Exuma carries the ordinary stuff—presently two Casoldi tenders, one 21' (6.4m) stowed in the main garage and a 14-footer (4.3m) under the foredeck, a personal watercraft and a pair of motor scooters. Plus, she has a few more imaginative support vehicles behind swing-up hull doors—a two-seat 12' (3.7m) Hov Pod hovercraft, which should prove especially useful in those more remote corners of the world, and a custom-built 16'5" (5m) amphibious vehicle based on a 4x4 Iveco Campagnola—isn't it nice to see an automobile with an LOA?

"Exploring the world is what this yacht is really about," says Cookie Battiau. "Sailing yachts are efficient, but to really see the world, you need the A-to-B convenience of the motoryacht.... We just have to make sure we do that

BELOW: A fairly conventional layout positions the master suite forward on the main deck; but there are actually two bedrooms there instead of one. The master bed faces a full-width hull window; an adjacent bedroom is not pictured





with the minimum impact on the environment.... Fuel efficiency is only part of our story.... For instance, *Exuma* incorporates the latest wastewater treatment technology and various other energy-saving systems.... And future Vitruvius yachts will be pushing the boundaries much further."

And two even bigger Vitruvius projects are already under contract. Still inside at the Picchiotti yard in La Spezia is the second Vitruvius, the client of which is an existing Perini Navi owner. She's the same basic prospect, only slightly longer at 180' (55m). However, that extra 16'5" (5m) on her LOA may not sound much, but, in terms of gross tonnage, it's a massive leap. She will be around 700 GT, which means about 40 percent more interior volume than *Exuma*. And Vitruvius No. 2 is even more of a world explorer; she's being built to ABS ice-class standards, because her European owner has Northwest Passage ambitions. The contract for that one was signed in March 2008 and delivery should be in 2011.

The third Vitruvius project came via the builder, too. She is a whopping 240' (73.3m). The hull of that one is in the early stages of construction at the Perini Navi Group Yildiz facility in Tuzla, near Istanbul, Turkey.

But eventually, like *Exuma* and the 180' (55m) Hull No. 2, she will be transported to La Spezia for fit-out. The contract for that one was signed in August 2009, and delivery to her American owner is scheduled for 2013.

Along the way, Vitruvius Yachts' deal with Picchiotti/Perini Navi Group has become an exclusive agreement within the 148' to 246' (45m to 75m) range, but bigger and smaller projects could be developed in the future, whether with Picchiotti or other builders. "And in theory, a Vitruvius design need not necessarily even be a Briand design," says Battiau. "Vitruvius is a concept in the broadest sense of the word. It is about ethical, sustainable yachting, a notion that could be translated by another creative team entirely.... We will wait and see how this develops!"

And Picchiotti is similarly free. It can build motoryacht projects for any other parties. It just so happens that the first three new-generation Picchiottis are Vitruvius projects.

And for those who would like to experience *Exuma*'s capabilities for themselves, try Fraser Yachts. She's offered for charter from September, initially in the Western and Eastern Mediterranean, but one would expect in some more exotic locations thereafter. ■

ABOVE: On the lower deck there are two large-bed suites, a suite with two beds and a gym/occasional cabin; the crew quarters (not pictured) are located forward on the same deck



ABOVE: The upper deck's large pool spa and comfy sun-loungers are likely to be the main outdoor attractions. With shades drawn, the sky-lounge is ideal for curling up with a good book or a favorite movie.



164' Vitruvius Exuma

LOA: 164' (50m)
BEAM: 31'2" (9.50m)
DRAFT: 7'6" (2.30m)
DISPLACEMENT (FULL LOAD): 882,000 lbs (441 tons)
TONNAGE: 497 GT
ENGINES: 2 x Cat C32 Acert, 1,300hp (970kW) @ 2,100 rpm
MAXIMUM SPEED: 16.5 knots
CRUISING SPEED: 12 knots

CONSUMPTION: 2 x 15.8 gph (60 L/hour) @ 12 knots, excluding generators
RANGE: 5,500nm @ 12 knots
FUEL CAPACITY: 19,813 gal. (75,000L)
FRESH WATER CAPACITY: 4,490 gal. (17,000L)
CONSTRUCTION: Aluminum
CLASSIFICATION: ABS Maltese Cross A1 Commercial Yachting Service—AMS + MCA LY2

NAVAL ARCHITECTURE: Briand Yacht Design
INTERIOR DESIGN: Perini Navi Group Design
CONCEPT/EXTERIOR: Vitruvius Yachts/ Briand Yacht Design
BUILDER: Picchiotti/Perini Navi Group
CHARTER: Fraser Yachts (fraseryachts.com)
CONTACTS: picchiottiyachts.com, vitruviusyachts.com, philippebriand.com

*Original dimensions are provided in the metric system



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PHOTOS BY NEIL RABINOVITZ



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M/Y POLAR BEAR

Visit us at the Fort Lauderdale Int'l Boat Show, October 28th - November 1st in the Superyacht Builder's Annex, booth 1313-1314 to learn more about our line of expeditionary yachts.

Citadel's newest 102-foot *Polar Bear* is slated for launch December 2010. This tri-deck expeditionary yacht has massive 28-foot beam and provides an interior square footage equal to yachts 20 feet longer. The Citadel 102 provides more space, more range, better economy while requiring fewer crew.





THE 51ST FORT LAUDERDALE INTERNATIONAL

RIGHT: The *Yachts International* Pavilion Club is a members-only lounge offering up space for a bar, dining room and private meetings.

The nearby luxury car display features Maybachs, Bentleys, Rolls-Royces, Ferraris, Aston Martins, Mercedes-Benzes and more.

STAFF REPORT
AREAL PHOTOGRAPHY Forest Johnson





Having celebrated an important milestone last year, the Fort Lauderdale International Boat Show marches on. A few years back, it claimed the title of the largest in-water show, and there have been few if any challenges since.

Even for seasoned pros, visiting the show can be daunting, due to the sheer scale of this annual showcase. It covers more than three million square feet. If you can't picture what this figure represents, another way to think about it is that it is the size of the gigantic new Dallas Cowboys Stadium in Arlington, Texas, or about twice as large as the new Yankee Stadium.

Cherry-picking while browsing the docks is perfectly fine. There is plenty to sustain your interest, from the latest in electronics, to engines, to builders and designers in air-conditioned tents, to boats small, large and mega-large, with food, beverages, clinics and more in between. But if time is of the essence, then it's best to know what your goals are and have a game plan before you dive in.

While it has evolved with the boating-industry needs, FLIBS remains true to its roots. In the early days, the show was a way to help a few brokers move inventory, increase local interest in boating and provide a diversion from the hot summer months (it was first held in July), with fishing clinics and entertainment for the entire family. At the heart of the show, there is still this desire to cater to the widest audience of boaters.

But as interest in boating grew, so did the show—exponentially. More notably, for the past few years, organizers have witnessed a substantial increase in the megayacht segment—that is, luxury yachts with accommodations for crew. Yachts 100' and larger are more numerous than ever. Last year, there were more than 40 with an average length of 132'. The largest in the show was the 214' Feadship *Trident*, which will make a return visit this year.

The largest in the show this year is 281'. The recently launched *Cakewalk*, built at Derecktor Shipyards in Bridgeport, Conn., and the largest yacht (by volume) built in the United States to date, certainly will help create a buzz. It will make its boat-show debut in Fort Lauderdale, appropriately enough since its owners chose to build in the United States to prove that a US-built yacht could rival the best European-built luxury vessels.

The big yachts often are the headliners. They create excitement and have a following well beyond the few qualified buyers who can afford to build, buy and operate these multi-million-dollar moving islands. Often they lead the charge when it comes to new technology and materials, many of which are also on display at FLIBS, from the latest in radar or GPS technology to helm and fighting chairs, propellers and lighting. And while there are but a few hundred afloat, they help support a vast industry that caters to their design, construction, maintenance and operation.

But naturally, a majority of boaters are interested in craft smaller than these big yachts. FLIBS offers something for nearly anyone interested in boating, including hot new boat models in all sizes.

BOAT SHOW

BOUNTIFUL AND BEAUTIFUL



NUMBERS

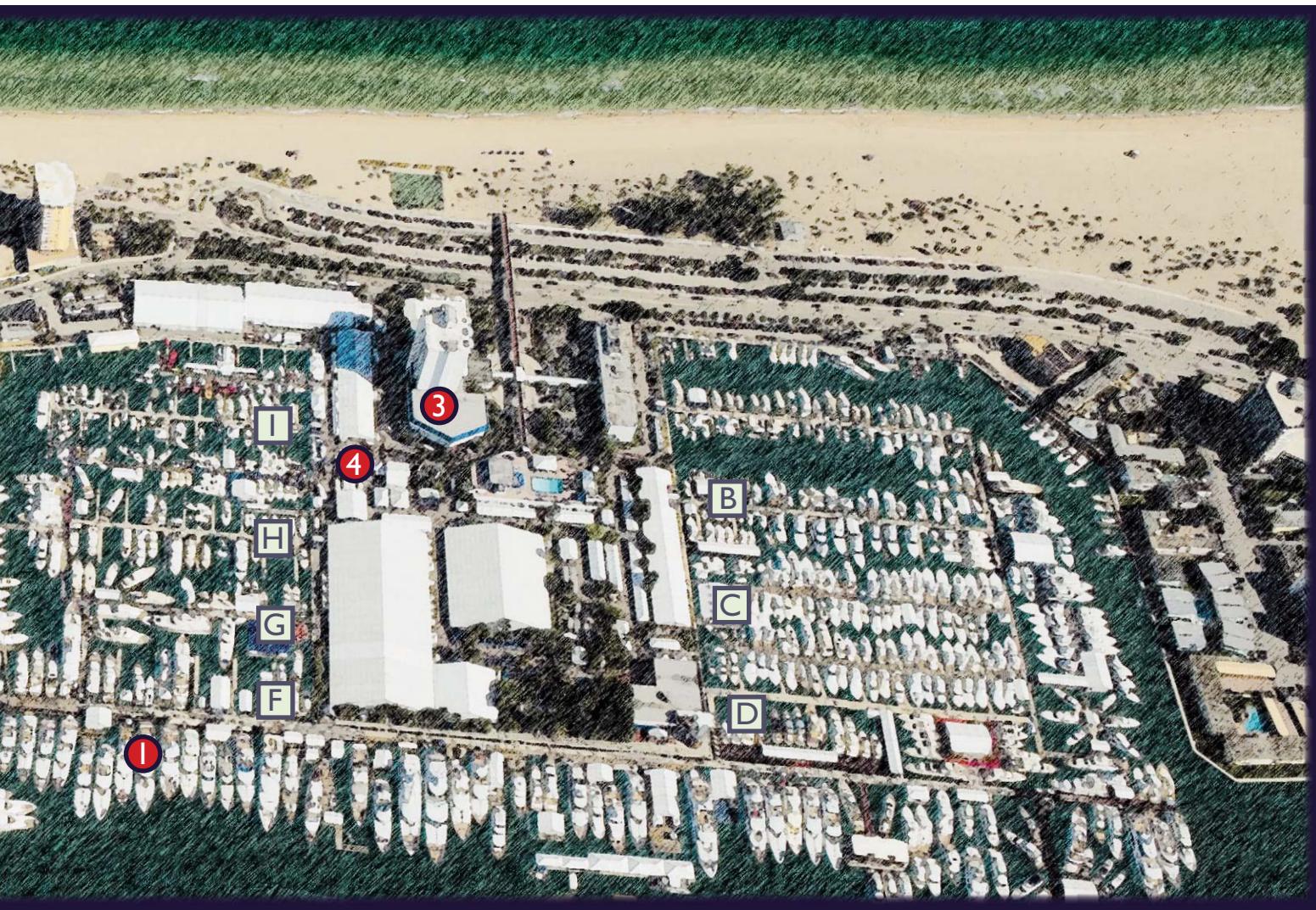


MEGAYACHTS

Potential owners seeking to acquire a luxury yacht with full crew accommodations will find it worth their while to fly into Fort Lauderdale for a look at yachts from the world's top builders, nearly all represented with a yacht at FLIBS this year. Several of the megayachts on display will or already have made the Top 100 lists. The largest yachts line the docks of the Hilton Marina near the 17th Street Causeway Bridge and Face Dock, on the Intracoastal Waterway at the Bahia Mar Beach Resort & Yachting Center.

80' PLUS YACHTS

Many of the 80-plus-foot yachts available on the brokerage market are on display at the Hall of Fame Marina, just east of the landmark Swimming Hall of Fame and its luxury automobile showcase, to Las Olas Marina farther north. The best entrance for ticket holders is the north entrance by the Hall of Fame. Then head to the waterfront and veer right following the docks all the way to the Las Olas Marina.



30' PLUS MOTORYACHTS

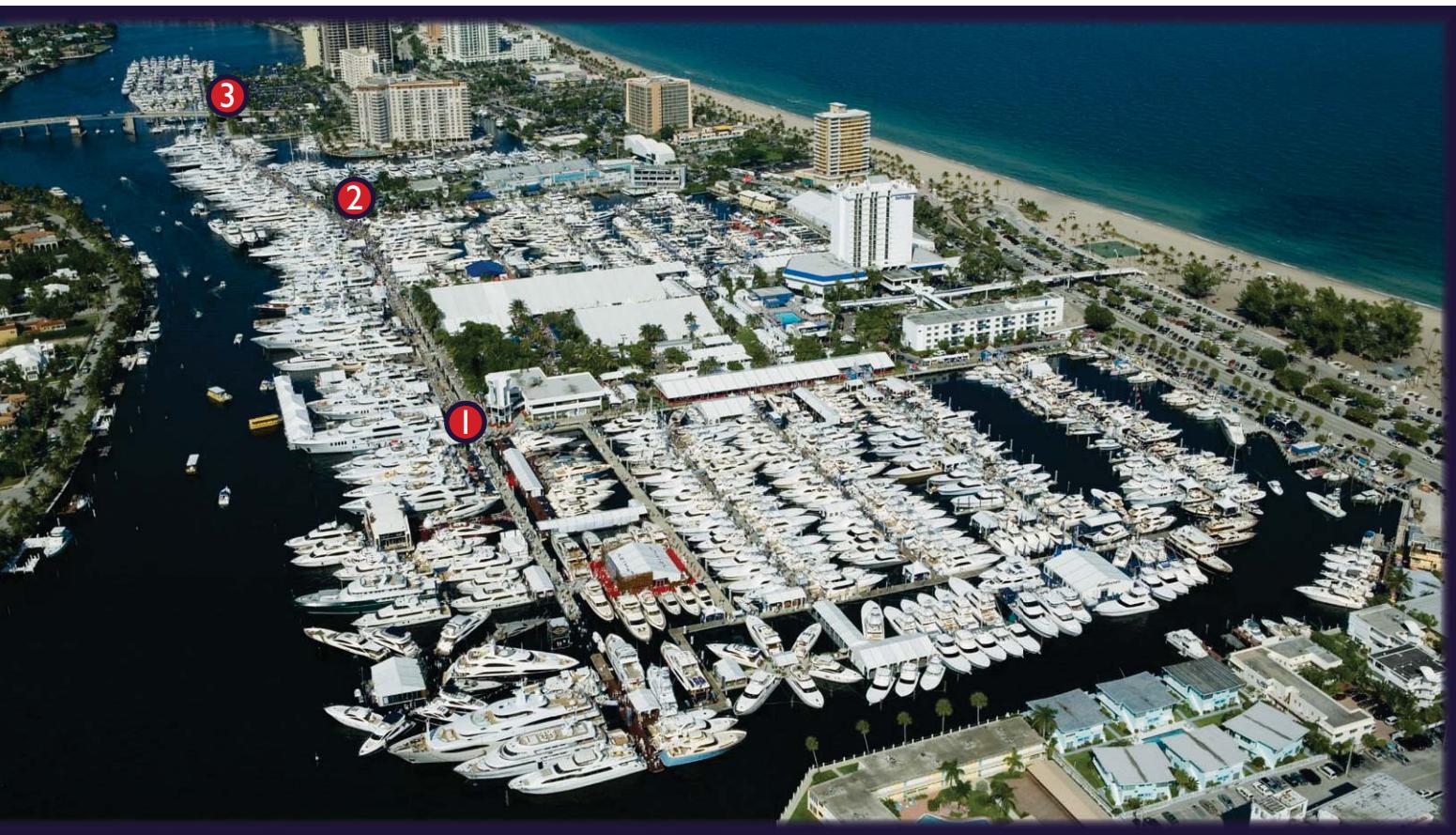
For the most part, motoryachts exceeding 30' in length are on display along the temporary floating docks the organizers add to the existing concrete docks of the Bahia Mar (3 on the map) to accommodate a diverse flotilla of specialty craft suitable for fishing, cruising and racing. The B, C and D docks are on the south side of the marina; F, G, H and I docks are on the north side. An easy tip to remember is that slip numbers go up as you move away from the hotel buildings.

UNDER 30'

In general, boats under 30'—including RIBs and performance cats—are displayed on land at Bahia Mar (on the north side of the pool entrance) and in the air-conditioned halls of the Greater Fort Lauderdale/Broward County Convention Center. However, a few are also in the water.

Visit showmanagement.com for a show planner and complete listing of companies and boats on display.

FACTS



The Fort Lauderdale International Boat Show takes place this year at the Bahia Mar Yachting Center (1), the Hall of Fame Marina (2), the Las Olas Municipal Marina (3), the Hilton Fort Lauderdale Marina (4) and the Greater Fort Lauderdale/Broward County Convention Center (5).

SCHEDULE

- **THURSDAY, OCT. 28** (Prime Time Preview), 10 a.m. to 7 p.m.
- **FRIDAY, OCT. 29**, 10 a.m. to 7 p.m.
- **SATURDAY, OCT. 30**, 10 a.m. to 7 p.m.
- **SUNDAY, OCT. 31**, 10 a.m. to 7 p.m.
- **MONDAY, NOV. 1**, 10 a.m. to 5 p.m.

ADMISSION

PRIMETIME PREVIEW (Thursday Oct. 29): \$32

GENERAL ADMISSION

ADULTS: \$16 ONLINE; \$18 AT BOX OFFICE

CHILDREN (6 TO 15 YEARS): \$3 ONLINE; \$5.00 AT BOX OFFICE

CHILDREN UNDER 6: Free

2-DAY TICKET: \$32 ONLINE; \$34 AT BOX OFFICE

BOX OFFICE LOCATIONS:

Bahia Mar Yachting Center, Las Olas Marina, Las Olas Riverfront (downtown Fort Lauderdale), Greater Fort Lauderdale/Broward County Convention Center.

There are no ticket sales at the Hall of Fame Marina and the Fort Lauderdale Hilton Marina.

The yacht lineup at this year's boat show is subject to change without notice



Yes.



Photo: Neil Rabinowitz
110' Motoryacht *Victorious*

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BOAT LISTING

The following pages offer a sampling of the largest yachts and new models expected at the show this year.

DERECKTOR SHIPYARDS

Cakewalk

The newest *Cakewalk* surpasses her four predecessors in size, and at 281' (85.6m) and 2,950 tons is the largest yacht built in the United States since the 1930s and possibly the largest ever built in the United States by volume. Renowned yacht designer Tim Heywood gave *Cakewalk* the allure of a modern classic. Built in Bridgeport, Conn., the yacht features the latest in yacht design and engineering from the world's top yacht suppliers. Fort Lauderdale's own Liz Dalton created the interior décor, designed for the comfort of the owners and charter guests.

LOCATION: Hilton Marina



LÜRSSEN

Northern Star

This 247' (75m) ice-classed exploration yacht, with classic lines by Espen Øino International, is the second yacht the Rendsburg, Germany, shipyard built for experienced owners. The yacht boasts a range of nearly 9,000 nautical miles at 12 knots. While cruising the world's oceans, guests will lack for nothing with a cinema, beauty salon, massage room, spacious sun deck with pool and swim-up bar, and a garage for numerous tenders and toys. The yacht also features a helipad. Spacious suites for 12 guests, decorated by Pauline Nunns, occupy prime real estate on the main and upper decks, and 22 crewmembers cater to their comfort and safety. This amazing vessel was our August issue's cover yacht. Visit yachtsmagazine.com for the full article.

LOCATION: Hilton Marina



NOBISKRUG

Siren

This aptly named 241' (73.5m) yacht, with exterior and interior design by Newcruise Yacht Projects in Hamburg, casts a spell with its truly elegant lines. The German shipyard Nobiskrug built *Siren*, one of the world's 100 largest yachts, in 2008. Available for select charters, the yacht has a touch-and-go helipad, transatlantic capability and a top speed of more than 17 knots.

LOCATION: Hilton Marina



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PERINI NAVI

Felicità West

At 210' (64m), *Felicità West* is one the world's largest and fastest aluminum sailing yachts. At one time or another, this imposing ketch, launched in 2003, has made the Top 100 list. The Nuvolari-Lenard-styled yacht, with naval architecture by Ron Holland, boasts huge spaces, including a great flybridge. The best view, for those who don't fear heights, is from the crow's nest, 131' up. But for those who prefer to remain at water level, the swim platform provides easy access for swimming, diving and snorkeling. If fishing is what you like, the yacht hauls a fighting chair and complete gear. Her towering main mast should make her easy to spot.

LOCATION: Bahia Mar, Face Dock 15



TRINITY YACHTS

Mi Sueño

Trinity Yachts is bringing big yachts to the show. Alongside the steel-hulled *Bacarella*, the biggest yacht launched at Trinity to date and scheduled for an encore appearance in Fort Lauderdale, will be the first in the Gulf Coast builder's wide-beam series, the 190' *Mi Sueño*. This alluring yacht, with Trinity's signature split-level panoramic master suite, amazing deck space and powerful performance, was featured in the October issue of *Yachts International*. The article is also available online.

LOCATION: Bahia Mar, Face Dock 9 A-B



DELTA

Mr. Terrible

This alluring 154' (47m) yacht by Espinosa Inc. and the Delta Design Group is making her show debut in Fort Lauderdale. Topped by a discreet and private sun deck with spa pool, the composite yacht has an elongated profile that emphasizes its knack for performance. Lightweight materials, including carbon fiber, and powerful MTU engines allow *Mr. Terrible* to reach 23 knots. A Polynesian-inspired interior provides a fantasy-filled and plush retreat.

LOCATION: Bahia Mar, Face Dock 13-A



WESTPORT

Westport 164

The latest-born of Westport's flagship 164 series (which started with *Vango* in 2006) is part of an impressive display. This tri-deck motoryacht, built for a repeat customer, offers expansive space for 10 guests plus the owner's party, comfortably accommodated in the ondeck suite. Naval architects William Garden and Taylor Olson plus designer Donald Starkey worked with the shipyard on the series. The yacht is versatile, with a top speed of up to 24 knots and Atlantic range at 12 knots. The 164's successful design provided some of the design clues now available on the Westport 40m (also on display).

LOCATION: Hall of Fame Marina, FD 10-18



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CHRISTENSEN

Remember When

The 162' (49.38m) *Remember When* is the newest yacht in Christensen's Custom Series line. The Vancouver, Wash., shipyard built the composite *Remember When* for a repeat customer who was looking for a full-beam sun deck and refinements to his current Christensen. Among these is a Navis Dynamic Positioning System (DP). Top speed is 17 knots and at cruising speed, the yacht has a 4,000-nm range to take her owners and guests to faraway places. Christensen craftsmen did the marble work and full walnut joinery in-house to an interior design by Carol Williamson & Associates.

LOCATION: Bahia Mar, Face Dock 14a



RICHMOND YACHTS

Status Quo

The newest yacht from Richmond Yachts is not only the yard's largest, but also the largest composite yacht built in Canada. The 150' (46m) tri-deck yacht serves as a showcase for the shipyard's prowess in fine cabinetry and joinery. Turn to the feature in this issue for full details on this yacht.

LOCATION: Bahia Mar, Face Dock 12



BENETTI

Lady Sheila

While this is not a new model per se, this alluring yacht (hull 11 of the 145 series) has never been at a boat show. It shares with previous Benetti *Visions* great deck space, including an appealing aft main deck area, sun deck with Jacuzzi and a private nook forward. Its modern interior with a dynamic décor by Bannenberg & Rowell includes a great gym area aft on the bridge deck, with a surround of glass doors that makes it as appealing as an indoor space as an outdoor workout area. The ondeck master suite is both private and panoramic.

LOCATION: Bahia Mar, Face Dock 14



FEADSHIP

Sirius

This brand-new yacht is the newest born into Feadship's F45 Vantage series, built at Royal Van Lent. At 146'6" (44.65m) and under 500 GT, this steel-hulled yacht has plenty to offer to eight guests plus the owner's party. The modern interior is Miami-inspired, like the earlier *Harle*, featured in *Yachts International*. Among the yacht's many attractive features are large windows flooding the interior with light, a great skylounge opening onto a spacious outer entertainment area on the bridge deck and a wide-open sun deck.

LOCATION: TBD



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HORIZON P130

Antithesis

Asia Pacific builder Horizon Group will show a full range of its abilities in Fort Lauderdale. *Antithesis*, delivered early to her American owners, is hull No. 5 of Horizon's composite-yacht custom series, which is marketed under the Premier label. The shipyard worked closely with the American owners to personalize this roomy 130' (40m) long-range cruiser with marble, fabric and artifacts of their choosing.

LOCATION: F Dock 612 to 618



FEADSHIP SL39

Go

The most recent in Feadship's custom series, the 128' (39m) *Go* begs to go places after its christening at the De Vries shipyard in Aalsmeer. While *Go* follows sisterships *Ocean Mercury* and *Kathleen Anne*, she has her own personality, and that's the whole idea. Above the waterline, this yacht is purely custom. De Voogt Naval Architects styled the exterior and FPA Architects won a contest Feadship organized to design the modern interior. *Go* is enjoying considerable success as a charter yacht.

LOCATION: TBD



IAG

Primadonna

The IAG Yachts shipyard, founded in 2005 and based in Zhuhai, China, is showing confidence in the US market by bringing its newest 127' (39m) tri-deck to Fort Lauderdale where the company has a sales office. Italian company YD&AS designed the composite yacht's light interior. The 340 GT yacht accommodates 12 guests and nine crewmembers, including the captain who enjoys his or her own cabin on the bridge deck. Fitted with top-of-the-line equipment from international brands, the yacht is designed to satisfy both imperatives of value and quality, as well as meeting international guidelines for charter and safety.

LOCATION: TBD



NORTHCOAST YACHTS

Northcoast 125

Built on spec, this resolutely modern 125'6" (38.28m) yacht in composite is a looker designed to appeal to a wide and international audience. Among interesting features are a split-level master suite, pleasant lines by Northcoast chief designer Paul Fredrickson and modern décor and furnishings by shipyard owners Stephen and JoDee Yadish in collaboration with Adriel Design. An interior staircase in stainless-steel cabling adds plenty of visual drama. Top speed is about 22 knots. The yacht is featured in this issue.

LOCATION: Bahia Mar, Face Dock 16



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Atao 82'



Atao 82'

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MOONEN

Northlander

This is the American show debut of the current flagship of the Moonen fleet. This 125' (38.16m) steel-hulled expedition yacht is ideally suited for cruising in any climate with a range of 5,000 nm. The warm interior décor features impeccable joinery and a central atrium that ends with a skylight mounted on a hydraulic arm, one of several original features. Big deck spaces for entertainment in and outdoors complement a pleasant layout and interior in warm summer wheat tones with a private ondeck master bedroom and lower-deck guest staterooms.

LOCATION: Bahia Mar, Face Dock 18



HARGRAVE

DREAmer

The new queen of the Hargrave fleet, DREAmer, is a 135' (41m) tri-deck with a generous top speed of 20 knots, thanks to its twin Caterpillar C32 Acert engines. The contemporary-looking yacht features a main-deck master suite and four staterooms, plus accommodations for eight crewmembers. It will be one of the 10 yachts, including a brand-new 101' (31m) raised-pilothouse yacht with a country kitchen design, that Hargrave will present at the Fort Lauderdale show.

LOCATION: Las Olas Marina, Dock 12-15



MARLOW YACHTS

Marlow Explorer 97E

Marlow Yachts debuts the Marlow Explorer 97E, its largest yacht to date. The exterior lines are unmistakably Marlow. Inside, big-yacht features include a grand salon and a separate formal dining room for entertaining. A U-shaped galley opens out to the side deck, allowing fresh air in. The ondeck master suite has direct entry from the salon and a private door to the exterior. Belowdecks are five guest cabins, a private commissary, full laundry facilities plus crew quarters aft. A solar roof system recharges house batteries for onboard appliance use. Plenty of deck space includes an expansive flybridge and a swim platform plus a transom door with access to a full store of toys, perfect for the unrestricted navigation this Bureau Veritas-certified yacht allows.

LOCATION: Bahia Mar, F/D Dock, 26-29



INACE

Boundless

This is the latest expedition-style yacht from the yachting division of the Brazilian shipyard. Steel-hulled, efficient and sturdy for long-range cruising, the 98' (29.87m) yacht features a design by Overing Yacht Designs, a naval architecture firm specialized in the design of luxurious-yet-tough yachts. The interior is by Michael Kirschstein. During sea trials near Fortaleza, the vessel was found to be quiet and stable even without its Quantum stabilizers. Equipped with a bulbous bow, the yacht is built to ABS and MCA standards. Top-brand equipment from Caterpillar engines, Northern Lights generators and Nautical Structures passerelle and gangway are aboard.

LOCATION: Las Olas Marina, 107-109





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RIVA

Duchessa 92

Riva continues to carve its niche in the megayacht segment, resolutely keeping its designs modern and elegant. For fans of the earliest day cruisers in wood and later-day composite runabouts that elevated the Italian brand to icon status, this model may seem to be a completely different Riva. Yet it clearly is the same brand, committed to style, design and performance with a touch of whimsy. Mauro Micheli designed this modern and elegant flybridge model, which features engineering by Riva.

LOCATION: Bahia Mar, D/E Dock 4-9



VIKING SPORT CRUISERS

85 Motor Yacht

This new model built in the UK by Princess Yachts makes its debut appearance in the United States. A choice of layouts for lower-deck accommodations adds flexibility to a well-thought-out interior with a real galley, dining room and practicable helm. Engine options provide top speeds of 30 to 33 knots. But with all the deck space available from the spacious flybridge to a well-appointed foredeck and a sizable platform with hydraulic lift, it's safe to bet it will be just as enjoyable at mooring or cruising at lower speeds. Stay tuned for more.

LOCATION: Bahia Mar, D Dock 432A-E



BERTRAM

Bertram 800

A gentleman's sportfisher may best describe the Bertram flagship. There's a huge cockpit with live bait well at the transom, plus fish boxes, rod holders, a transom gate and a large rod locker as well as optional bench seating along the transom that transforms the cockpit into a party arena. The hull is classic Bertram, and Zuccon International Project designed the superstructure. Low-profile furnishings, real windows and light-hued colors make for an open feel from lower deck to enclosed skylounge. The 800 goes beyond the specific interests of the hard-core fisherman.

LOCATION: Bahia Mar, D/E Dock 4-9



PERSHING YACHTS

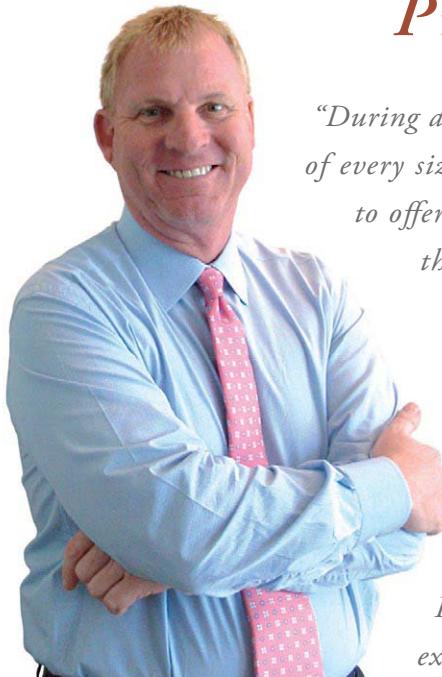
Pershing 80

After a noted debut at the Monaco Yacht Show in 2008, the Pershing 80 makes its first appearance at a US show. Built-in flexibility includes a sliding roof that extends out to shade the cockpit. A Searex automated trimming by ZF helps optimize the performance of the surface-drive propellers coupled to twin MTU diesels (a choice of horsepower is available for a top speed of up to 50 knots). Streamlined for looks as well as performance, the exterior goes perfectly with the chic contemporary interior certain to quicken the pulse of Pershing fans all over the world.

LOCATION: Bahia Mar, E Dock 500A-N



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HORIZON GROUP

AC80 Catamaran

The first launched in a new series designed to explore the world in comfort, this is one of the few power catamarans shown in Fort Lauderdale this year. The Horizon Group has made a commitment to building fuel-efficient yachts. It made a foray into solar power with the introduction last year of a solar cat. This 81' (24.7m) catamaran is the first model in the AC series. The AquaCat 80 uses conventional engines and propulsion but is built to be fuel efficient for long-range autonomous cruising. Like all catamarans, its 27'3" beam makes for an open main deck with large owner's suite and expansive skylounge deck with primo views.

LOCATION: Bahia Mar, F Dock 612-618



VICEM YACHTS

78 Cruiser

Vicem's in-house design team has given its 78 Cruiser a makeover. The 2010 78 Cruiser is a classic with a contemporary twist, evident for instance in the satin-finish anigre, subtle colors and leather accents in the updated interior. Markedly larger windows, a bigger swim platform and sun pad area, and a hardtop for the flybridge are other refinements made to the original model. Twin MAN V8 900-hp common rail engines allow the 78 Cruiser to reach cruising and maximum speeds of 16 and 21 knots, respectively. At 10 knots, the yacht has a 1,200-nm range. The 78 Cruiser accommodates 12 guests and three crewmembers.

LOCATION: Bahia Mar, B Dock, 215-219



LAZZARA YACHTS

LMC 76

Lazzara's foray into the world of pod propulsion continues with this motor cruiser, which was introduced as a design last year. This time Lazzara partnered with Cummins MerCruiser Diesel and Zeus (3 x 600 hp) for an economical and compact propulsion package with a top speed of about 28 knots. Although different from the edgy LSX series (78, 92 and soon 120) equipped with IPS, the LMC 76 is all Lazzara, with its evident attention to thoughtful design. A roomy interior for a relatively small LOA features five staterooms, including a full-beam master with huge windows.

LOCATION: Face Dock 5 A-E



SANLORENZO

SL72

The SL72 is a brand-new 22-meter flybridge motoryacht from Sanlorenzo, built in composite and featuring a layout and interior by Marty A. Lowe. Her aim was to create a zen-like atmosphere to celebrate life on the water. The salon is a "put-your-feet-up" area next to the upper dining space. This is the first showing in the United States for this recently introduced model. Equipped with twin V12 MAN engines, this comfortable yacht, designed for relaxing family outings, has a cruising speed of 20 knots and a 28-knot top speed. RINA-certified, the SL72 has a range of about 350 nm.

LOCATION: Bahia Mar, facedock 12





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AZIMUT YACHTS

72S

The innovative Azimut shipyard was one of the first builders to introduce a sort of hybrid between the open sport yacht and flybridge. Hybrid here does not refer to propulsion, which is conventional. What isn't conventional is the model itself, a stylish, speedy flybridge. To keep the 72S quick and limber, the shipyard adopted carbon fiber in key areas such as the hardtop and the garage door. Naval architecture and a generous power package (2 x 1,800-hp MAN common rail engines) allow the 72S to flirt with 40 knots. Azimut is debuting in the United States several models, ranging in size from 53' to 73'3".

LOCATION: Bahia Mar, E Dock, 504 A-K



VIKING

Viking 70 Convertible

The new 70 looks familiar, thanks to its strong fishing DNA and a Viking blue hull. An aggressively raked stem, a sweet sheerline and a black metallic mask wrapping around the front of the deckhouse, recall its siblings. A 208-square-foot cockpit with observation mezzanine provides all you need for bait and beer stowage. An electrically operated sliding fiberglass door opens onto a huge salon, fully equipped galley and dinette for four. A four-stateroom layout includes a spacious master suite. The 70 Convertible will be offered with Caterpillar, MAN or MTU power for a top speed of 43-plus knots.

LOCATION: D Dock 432F-O



CANTIERE NAUTICO CRANCHI

Sixty 6 Flybridge

Cranchi is the name of the founder of this Italian shipyard, which first opened its doors in 1866 on the banks of Lake Como in Northern Italy. It began building boats in composite in 1970. Today, the company produces leading-edge designs ranging from 28' to 64' (the first of the yacht class). A very novel-looking flybridge is slated to debut in Fort Lauderdale. At 66' (20m), it will be the largest Cranchi yet. The Cranchi Sixty 6 Flybridge puts light at the heart of the design with shapely side windows, large hull windows and skylights on the flybridge. Further details will only be available at the show.

LOCATION: Bahia Mar, F/G Dock 8-10



APREAMARE

Maestro 65

Boatbuilders now understand that boaters in various parts of the world have different expectations. This Maestro 65 is built in Italy with the US boater in mind. Uniquely charming as all Maestro yachts are, the US version offers a few important tweaks. The flybridge was extended five feet. It shades the cockpit, reconfigured with a nice seating area, and provides space for a large tender up top. The helm (adapted from the Maestro 82) was outfitted with companion seating and is shaded by a hardtop. The swim platform has a hydraulic system for easier water access. A walkthrough will reveal even more.

LOCATION: Bahia Mar, B Dock, 237-239



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FAIRLINE**Squadron 65**

UK-based Fairline is showing several models new to the US market. The Squadron 65 was introduced in Europe only a year ago to great reviews. The sun deck is exceptionally large for a yacht this size and stretches way aft to shelter the cockpit area, making room up top for sun beds, a lunch area with bench seating and a helm station with banquette seating for two. Light pours in from all angles. The master stateroom benefits from large hull windows above the bed and in the ensuite bathroom. Another window in the transom opens up the crew area, located aft of the engine room.

LOCATION: Bahia Mar, F/G Dock 1-3

**VIKING SPORT CRUISERS****V62**

This sporty model by Princess Yachts makes a US debut. Nice interior volume goes hand in hand with impressive performance. With aft salon door and sliding roof open, the main deck is filled with air and light. A lower-deck galley with full-size refrigerator and freezer; a full-beam master cabin with large vertical portholes; a walkaround VIP and a tender garage are amenities seen on larger yachts. A swim platform, operated by a hydraulic system, facilitates boarding. Twin Caterpillar C18s (at 1,015-hp each) provide an exciting speed range of 30 to 34 knots.

LOCATION: Bahia Mar, D Dock, 432A-E

**HATTERAS****GT60**

Hatteras is reaching out to its core clientele of sportfishing enthusiasts with a new series of tournament-class convertibles. The first of these is the Hatteras GT60. With a striking bow flare, a long foredeck, sleek deckhouse and tumblehome aft, the new series takes its design cues from the classics. Teak accents are available for custom touches. It looks great on the coaming boards. With a pair of 1,900-bhp Caterpillar C32As, the GT60 offers a top-end speed of 41 knots, a 36-knot cruising speed and a range of about 400 nm. The GT Series features robust electrical and mechanical systems inside fiberglass bottomed hulls.

LOCATION: Bahia Mar, C Dock, 335A-M

**JEANNEAU****Prestige 60**

Jeanneau has been part of the Fort Lauderdale show for years. Here, for the most part, Jeanneau is known as a sailboat manufacturer; although for years now the French company has built motorboats in various sizes, including, more recently, motoryachts marketed under the Prestige name. The Prestige 60 makes its US debut. A well-designed flybridge motoryacht, it appeals with its multiple outdoor entertainment areas, spacious galley located near the cockpit and full-beam master with large hull windows. Equipped with IPS and Volvo Penta engines, the yacht also has an optional dynamic positioning system.

LOCATION: Bahia Mar, F/G Dock 4-6



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RIVIERA

Riviera 5800 Sport Yacht

A new sport yacht by Australian builder Riviera makes its US debut. It features IPS Volvo Penta propulsion and power. This means the engine room is relatively small, freeing more space for interior volume. One of the layouts has room for four roomy staterooms. An anchor locker is available for a clean-looking foredeck area set with a comfortable sun pad. A large sunroof and side windows keep the main-deck salon bright and airy. The aft-deck location of the U-shaped galley is convenient for service to the large cockpit, but an alternate layout is available with a galley down. Riviera is also showing the Riviera 43 open flybridge.

LOCATION: Bahia Mar, C Dock, 329



FAIRLINE

Targa 58 Gran Turismo

Launched at the London International Boat Show earlier this year, the Targa 58 Gran Turismo is a spacious three-cabin express cruiser with an optional fourth cabin sporting a single bunk, ideal for a crew cabin. The space can be used instead as a convenient lazarette. Light is at the core of this appealing design. An interesting layout has allowed Fairline to create an especially spacious master suite with room for a built-in recliner, aside from a large bed and bathroom, accessible through sliding doors. On the main deck, a galley aft is convenient to the cockpit, equipped with a table and banquette seating. A sliding door and large side windows open up the space to the great outdoors.

LOCATION: Bahia Mar, F/G Dock 1-3



FERRETTI YACHTS

Ferretti 560

This flybridge cruiser introduced in Cannes last year makes its US debut. It offers all that everyone wants on their boats nowadays. The master bedroom features big hull windows close to the waterline. The VIP in the bow also benefits from natural light. The galley is not only spacious and well equipped, its position aft of the main salon is practical for service to the sun deck, equipped with an exterior helm for an exhilarating ride in the wind (top speed in the low 30s). But the lower helm is inviting, too.

LOCATION: Bahia Mar, Face Dock 1A-B



FAIRLINE

Squadron 55

A three-cabin layout with a full-beam master is not that common on a 55-footer. Fairline has accomplished this and even found room for a small crew cabin aft of the engine room. A spacious flybridge, accessible from the main-deck salon as well as the aft deck, offers ample room for relaxation behind and around the helm station. The in-house design team used many curves, including in the main salon, where the built-in sofa has an appealing free-flowing shape. Several engine options are available.

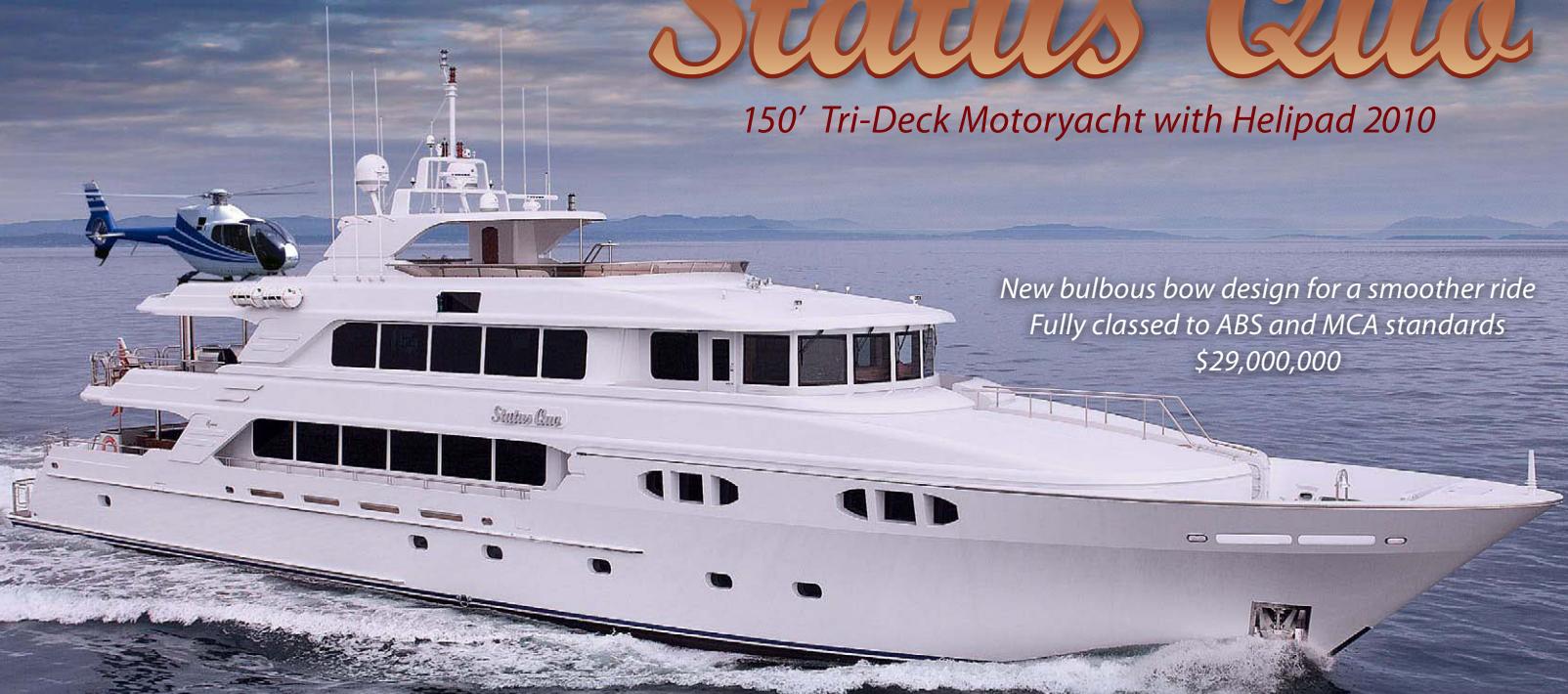
LOCATION: Bahia Mar, F/G Dock 1-3



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GRAND BANKS

53 Aleutian RP

Grand Banks introduces a trawler packed with amenities. This 53-footer, designed like all Grand Banks for long-distance cruising, has three roomy cabins, a formal salon, a dining area and space for a laundry room (which can be converted into a crew cabin if the owners prefer), plus two helm stations—one in the attractive raised pilothouse, the other on the flybridge for fair-weather cruising. The engine room provides good access, making maintenance and repairs easier. The boat deck accommodates a small tender.

LOCATION: Bahia Mar, B Dock, 200-210



SUNSEEKER

Portofino 48

The newly introduced Portofino 48 Express Cruiser (making its US debut) features a spacious owner's suite with large hull windows. A forward cabin features two twin beds that merge into one large berth. A salon/dinette and galley complete the lower deck. The main deck features two different configurations. Joystick operation and elevated bench seating facilitate maneuvering. Performance-wise, the IPS pods and Volvo Penta engine get along well with the Sunseeker hull, which can get up to 32 knots. This year again, Sunseeker, represented in Florida by Nautikos, will have a huge display with boats ranging in size from 52' to 110'.

LOCATION: Bahia Mar, Face Dock, 2A-H



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ZEELANDERYACHTS

Zeelander 44

The tagline from the manufacturer for this vessel is "mini superyacht." It does have solid credentials. This Dutch-built yacht features naval architecture by Frank Mulder, whose name is associated with a number of well-known vessels with a knack for speed, including *Octopussy* and *The World Is Not Enough*. Cor D. Rover gave the speedy composite boat its classic lines. IPS 600s and two Volvo Penta's make it maneuverable. Cruising speed is 32 knots and range is about 450 nm. Top speed is 40 knots. It comes equipped with a full galley. The US distributor is Nautique Group USA.

LOCATION: Bahia Mar, B dock, 207-209



NOVURANIA

Chase 23

Although several of these appealing tenders have been sold, the model makes its show debut alongside sister Chase 27 and larger 31 and 38. These composite boats, are built in Vero Beach, Fla. Their low profile, flush decks and optional folding console are designed for garage storage. Their performance and comfort make them really fun to ride and drive. While the Chase 23 is great at slow speeds for a comfortable cruise under the shade of the bimini, it really comes alive with its inboard diesel power at full throttle. Other essentials include a side-boarding door, a wide variety of fabric choices, optional teak decking, GPS with 3-D display, iPod plug-in and more.

LOCATION: Bahia Mar, Face Dock 15



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

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(RE)

Bimini Big Game Club THE BIRTH OF A LEGEND

The reopening this past summer of the Bimini Big Game Club signaled the return not just of a hotel on the island, but a provider, a friend and a historic landmark.

“The Big Game is an institution, an icon,” visitor Larry Solas said one breezy afternoon in July. “Anyone who knows Bimini, knows the Big Game.”

LEGEND

Solas had sailed his boat over from Miami and was now standing in the upstairs Bimini Big Game Bar and Grill. Open sliding glass doors overlooked the pool on one side, the marina on the other. “Remember Gary Hart and *Monkey Business?*” asked Solas, referring to the yacht that, literally, sank the Colorado senator’s presidential campaign. “That was right here, at the end of the dock.”

Guy Harvey paintings of fish filled one wall—the Bimini Big Game Club is now a Guy Harvey Outpost Resort & Marina—while an adjacent wall displayed old black-and-white photographs. The large one in the center showed a mustachioed Ernest Hemingway.

“He liked the island because he could come here, be isolated, and do what he loved—fish,” said John Hemingway. “For fishing, you can’t do better than Bimini. This is where they all run.” John was seated in front of a large plate of cracked conch. He had flown down from Montreal for the public Grand Opening, which—fittingly—had been planned to coincide with the 111th anniversary of his grandfather’s birth. Halfway through his lunch, John got up to greet

STORY Thomas Swick



The marina welcomes boats up to 145'; by spring 2011, a full-service fuel dock will be operational

OPPOSITE PAGE: Views of the revamped resort and Big Game Bar & Grill

his cousin Anne, who had come over from Miami with her family for the event. The daughter of Ernest's brother Leicester, she had the *con gusto* Hemingway smile—as recognizable and as American as the Kennedy smile.

After lunch a small group headed to the historical museum in Alice Town. One wall was covered with black-and-white photographs, a kind of Who's Who of Bimini. Pointing to a picture of Capt. Bob Smith, John said, "My father used to fish with him. He'd say, 'Anyone who doesn't catch a fish goes overboard. Anyone who catches a fish goes overboard.'"

Photos of more luminaries filled more walls: Neville Stuart on opening day of the Bimini Big Game Fishing Club in 1947; Mi-

chael Lerner, a founder of the International Game Fish Association, who started a marine laboratory on the island; Ernest Hemingway, with a caption underneath for the uninitiated: "Hall of Fame Member. Outstanding angler. Landed Bimini's first unmutilated tuna in 1935. Through his writing, he portrayed Bimini as a fishing destination."

A tablet carried a list of movies filmed on the island. Among them was "The Silence of the Lambs." It was the last scene, John had told me at lunch, when Hannibal Lecter makes a suggestive phone call. Hemingway. Hart. Hannibal. And now Harvey. A 4-H club of notable visitors.

Standing at the bar of The Anchorage next door, Mark Ellert looked out the window at the ocean. "Everybody's first impression

when they come here," said the president of Guy Harvey Outpost Resorts, "is that aquamarine water after the deep blue. That's the genesis of the two colors in our logo." Then he paraphrased a line from Hemingway's "To Have and Have Not": "Don't let anyone tell you there's not a lot of water between here and Cuba."

"That's what we have to do at the club," he reflected. "Resurrect that spirit."

The Bimini Big Game Club looks like the spruced-up mid-century motel it is, though one that has been turned into an open-air gallery. Almost every available outside wall is fitted with a large Guy Harvey painting of fish. The lobby is a modest, low-ceilinged affair with a Guy Harvey rug on the floor, a Guy Harvey painting behind the reception desk



and Guy Harvey pillows on the two couches. Almost lost amid all the color, framed and hanging on a side wall, are three typewritten letters between Hemingway and Lerner.

The pillared breezeway beneath the restaurant wears a fresh coat of blue and aquamarine paint, and the requisite Guy Harvey paintings on the walls. The blue-and-white umbrellas around the pool carry, on the white sections, a Guy Harvey drawing of Hemingway's "The Old Man and the Sea."

The rooms have a kind of spare, hard-edged coziness. The concrete floor with an organic surface has a cooling quality, and the white concrete block wall behind the beds is softened by blue canvas with white rigging between the posts (giving your bed the look of a catamaran designed by Picasso). The floor

of the shower is a mosaic of slightly raised pebbles of various sizes, which not only give you traction but subtly massage your feet as you sing and soap up. "Historically," Guy Harvey said one afternoon in the breezeway, "this has been a masculine place. They've made it to appeal to everyone."

The renovation—which cost about \$3.5 million—began only in March, after the place had been closed a year and a half. Eight-five percent of the work was done by locals. "Some worked six to seven weeks without a day off," said hotel manager Christopher Pollock.

The club hopes to attract a wide range of guests. Deep-sea fishing, of course, will always be a draw, but Pollock noted that Bimini also offers good backcountry fishing, as

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(North Bimini's Southern Tip)

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Mark Ellert, Guy Harvey and Charles Forman inaugurated the new Big Game Club this past summer; improved amenities, a touch of out-island adventure and original Guy Harvey art work renewed the Big Game Club resort, founded in 1936



well as diving and opportunities to swim with dolphins. The island's location is another plus.

"Remoteness has to be part of the attraction," Harvey said, explaining how he had chosen the Big Game Club for his first foray into the lodging business. He had been looking for a place that fit into an expedition idea, the feeling that you're at an outpost.

The club has established a partnership with the Bimini Biological Field Station, which conducts research on sharks. This coincides with its interest in the environment, which is indistinguishable from its commitment to the community. Introducing recycling on the island—which Pollock said they hope to do—is just as important as creating jobs.

On the evening of July 21, tourism officials, members of the media and friends of the Big Game Club gathered for a ribbon-cutting ceremony at the entrance to the marina.

David Johnson, deputy director general of the Bahamas Ministry of Tourism, noted that the rebirth of the club had already galvanized the island. Standing in the crowd, Vicki Brown said: "It's so wonderful for me to see Bimini revived." Her father-in-law had owned the Compleat Angler, the famous watering hole, hotel and repository of memorabilia that burned down in 2006. She said she hoped that it might also be resurrected.

After dinner upstairs in the restaurant, Mark Ellert reiterated his dedication to the environment and the community, stressing that it is about more than just running a nice hotel. "Everybody," he said, "can offer a good bedroom." Guy Harvey stood up and proposed a toast: "One thing brought Ernest Hemingway and myself here, and that was the fish. Here's to the fish!"

Everyone drank to the fish.

Then a large cake was carried in from the kitchen. It was followed by a parade of staff waving sparklers and singing "Happy Birthday" in a lilting, calypso rhythm. After the last "to you" they shouted with conviction: "The Big Game is on!"

Papa's cake, appropriately, was laced with rum. ■



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THE DUTCH YACHTING INDUSTRY'S GUARDED OPTIMISM

Holland, one of the top yachtbuilding countries in the world, is in a unique position. Boating is so much a part of the country's history, and water so much a part of its topography, that Dutch people say that water runs in their veins. In fact, within a few hours of Schiphol Amsterdam International Airport are some 20 shipyards building all manner of "superyachts" and specialized suppliers providing for them, representing a concentration of yachting expertise like nowhere else in the world. It is estimated that the yacht sector employs 30,000 people in Holland. Maybe because of geographical proximity, maybe because the Dutch have an ingrained sense for what is practical, and maybe because the level of expertise required in the construction of multimillion-dollar dream machines relies on a small and highly skilled group of craftsmen mandating a certain level of cooperation, Dutch shipyards tend to be fairly open about their business. Many are members of HISWA, an association dedicated to the promotion of the Dutch watersports industry in its entirety. As part of its overall marketing program on behalf of the Dutch yachtbuilding industry, the organization invites international journalists each year to peek inside sheds and behind bulkheads. The visits this year coincided with the mad contest for the coveted Soccer World Cup. While villages were festooned in festive orange (the color of the Dutch royal family), subtle tributes to the home team were also in evidence in workshops around shipyards. Yet, when it came to the business of yachtbuilding, the mood was more subdued, reflecting what organizers described as the Dutch yachting industry's "guarded optimism." Another year went by with few new contracts for new builds in a sector that suffers from overcapacity, as demand has shrunk back to a core of passionate yachtsmen. Some of the yards are winding down as yachts, ordered before the crisis, approach completion date. But for a few, current contracts will sustain activity through 2014, and ambitious programs of expansion are still being considered or executed.

While the Netherlands is not a large country, and within a few days it is possible to view a good number of shipyards, regrettably it is not possible to see them all.

STORY Cecile Gauert



» ROYAL VAN LENT / FEADSHIP

My week started with a visit to Royal Van Lent, which continues on Kaag Island a tradition of yachtbuilding more than a century in the making. The shipyard's history and stability contribute to its appeal as a renowned custom yachtbuilder. A shapely 223' (68m) yacht named *Lady Christine*, designed by De Voogt Naval Architects with an interior by Rodney Black Design, was one of the latest creations to emerge out of the modern sheds. The yacht features a custom interior with incredible detail, featuring wengé, cherry and mother of pearl inlay, all done by hand. A 19'7" (6m) custom overflow pool with an eyecatching waterfall aft is one of this yacht's many distinctive details. A helipad features a composite sole by Dutch manufacturer Esthec. A full review of *Lady Christine* will appear in a future issue of *Yachts International*. The shipyard was also working on another of its F45 Vantage semi-custom series yachts, nearly complete, and a 255' (77.7m) yacht with styling by Eidsgaard Design, among others. In recent months, the Feadship group (which includes Royal Van Lent, De Vries Scheepsbouw in Aalsmeer and Makkum shipyards, plus De Voogt Naval Architects) had signed two new contracts, and the current activity, including a few confidential projects and substantial refit projects, promises to keep the group busy through 2014. The Royal Van Lent shipyard will benefit from a massive expansion project, partly funded by public funds, designed to enlarge bridges and locks in nearby cities, and at the shipyard extend a dock to accommodate yet larger vessels and update a slipway. From here, the future looks well, as CEO Dick Van Lent put it. This goes for the entire Feadship Group. As of our June visit, 14 yachts were under contract and seven under construction between the Royal van Lent and De Vries shipyard. Visit feadship.nl.



ABOVE: *Lady Christine* on sea trials and a detail of the transom before the yacht's delivery; the latest Vantage F45 nearly finished inside the Royal Van Lent shipyard



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» VITTERS

The recently expanded Vitters Shipyard was next on the tour. A new shed extension now allows Vitters to build yachts as large as 262' (80m). The shipyard was busy during our visit: Craftsmen were finishing the sailing yacht *Marie*, a Hoek Design, with a classic décor by Hoek Design and New York-based David Easton Design featuring abundant anigre. The owner of *Marie* had spotted the award-winning *Adèle*, a 180' classic ketch Vitters built in 2005, and was inspired to order his own dream vessel. Built in Alustar, *Marie* will sport a custom rigging in lightweight carbon fiber. The imposing carbon fiber masts and full PBO rigging awaited outside the shed. Scheduled to leave a week from our visit, *Marie* looked very impressive on the pontoon that would float her out to the water for eventual sea trials, delivery and life beyond. A few layout and deck revisions gave her a distinct personality from sistership *Adèle*, including an extended main deck-house. Stay tuned for more on *Marie*.

The shipyard was due to turn its attention next to *Sarissa*, which was to enter the shed for outfitting as soon as *Marie* left. A 138' (42m) lifting keel sloop with naval architecture by Tripp Design Naval Architects and interior by Rhoades Young Design Ltd., *Sarissa* will be one of the largest carbon-composite yachts built to date. Earlier this year, Vitters acquired UK-based composite builder Green Marine, where the hull was built. This sleek racing machine will accommodate family adventure, starting in 2011. Another active project with promising features remains confidential at this time, but we hope to be able to present this mysterious yacht in the near future. Visit vitters.com.



ABOVE: *Marie* a few weeks before sea trials fills one the sheds at Vitters; below right a rendering of the 138' (42m) lifting keel sloop *Sarissa*

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» ROYAL HUISMAN/RONDAL

Several more impressive sailing yachts were due to leave Dutch shipyards in short order. Royal Huisman was completing *Twizzle*, a sleek 188'7" (57.5m) performance flybridge ketch by Dubois Naval Architects, styling by Redman Whiteley Dixon and interior by RWD and Todhunter Earle. The superstructure is designed to be as smooth as a rock polished by years of ocean currents. Royal Huisman's sister company Rondal manufactured hatches with concealed hinges to house winches, tenders and other deck equipment in seamless compartments. Among a number of technical challenges the custom shipyard had to tackle is the yacht's remarkable stern platform, which unfolds to provide a beach club and tender docking. The owners wanted this exceptional addition to be as sleek as the rest of the yacht, and special design and engineering produced a seamless and hidden mechanism. In keeping with the theme, the shipyard installed a modern touch-screen "glass bridge" by Radio Zeeland, part of an advanced electronics and navigation package. At 496 GT, this impressive yacht will have a hull speed of 17 knots.

As a true custom shipyard, the 126-year-old Royal Huisman, founded in a nearby town to build wooden boats, can tackle vastly different projects as witnessed by the work begun on a 180' (55m including spars) ketch designed by Dykstra & Partners Naval Architects and an interior by Rhoades Young Designs. The *Spirit of Tradition* classic ketch is built in Alustar and is scheduled for a 2012 delivery. A third project, also by Dykstra and Rhoades Young, is the 123' (37.4m) classic cutter *Bugamena*, also due in 2012. Construction on that project was slated to begin in August. These projects, in addition to an important refit job, are keeping the shipyard at capacity.

A visit to the Royal Huisman shipyard, located in the charming village of Vollenhove, is not complete without a visit to Rondal. In addition to hatches, masts, spars and deck hardware, the company also manufactures yacht doors. A new streamlined design for a door with flush panels was slated to be introduced in Monaco. Visit royalhuisman.com, rondal.com.



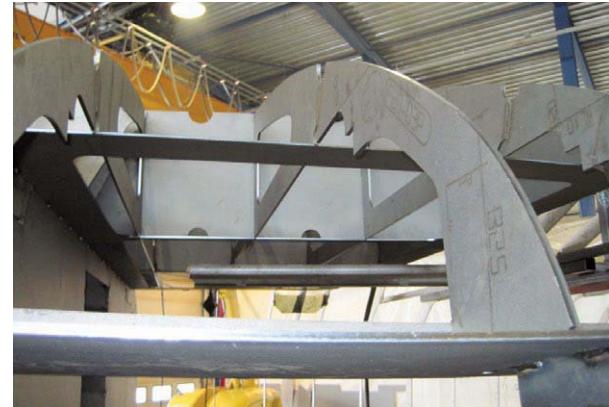
ABOVE: A 3D rendering of *Twizzle*, and a detail of the high-tech unfolding stern platform; sister company Rondal designed seamless hatches for the sailing yacht; it also designed this completely flush sliding door for motoryachts



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» VRIPACK

We also paid a visit to the design and engineering firm Vripack. The company feels young and energetic, even as it approaches a 50-year anniversary and has more than 6,000 projects to its credit. Because it tackles a great variety of jobs, from naval architecture to engineering of specific sections of yachts to the full design of craft large and small, Vripack has managed to keep busy in spite of the downturn. Last year, the firm introduced a Smart Kit concept, as a way to reduce construction time and increase accuracy in metal construction. This year, the firm has put into practice what it is preaching, with the construction of a contemporary 66' (20m) cruiser with a round bilge hull for Italian company Gamma Yachts. The goal was to complete the project in seven and a half months. When we visited, Hull No. 1 was in the advanced stages of construction at Jetten Yachting close to the Vripack office, located near lovely Sneek in Friesland. Cut precisely with laser, following detailed 3-D engineering and design, the entire metal structure, delivered as a kit, allows builders to reduce fairing and assembly time (Vripack Sales Director Marnix Hoekstra estimates the time and effort saved on the first boat of the Gamma series amount to about 200,000 euros). The entire boat, from the earlier stages of design, was thought out in terms of building efficiency, eliminating complicated curves and shapes where you can't see them. The boat's interior is designed to come together quickly with tightly fitting panels, covered with a choice of finishes, snapped onto the bulkheads. This offers a great solution for a quick and relatively inexpensive refit a few years down the line. While a few shortcuts make the construction quicker and help reduce costs, the yacht features great style and an appealing contemporary profile with a vertical bow. Designed to be used in the Mediterranean, the boat is open and shapely, with a large aft area, ideal for outdoor entertaining. The Gamma 20 was scheduled to debut in Genoa. Visit vripack.nl.

ABOVE: Earlier photos show the metal structure of the Gamma 20 yacht; created in 3D and cut with precision, the structure is delivered as a kit; the finished product shows style and originality



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» ICON YACHTS

We then headed to Icon Yachts in Northern Holland. At the time of our visit, the shipyard was finalizing its latest 203' (62m) yacht, *Baton Rouge*, formerly known as project Florida, was christened in late July. The Tim Heywood-designed hull was looking spectacular dockside at Icon's impressive facility. Timing did not permit to see the yacht's Redman Whiteley Dixon interior. Consistent with the company's model, this second hull based on a pre-engineering platform looks substantially different from Hull No. 1, which sports a Redman Whiteley Dixon design. A host of other well-known designers, including Guido de Groot, Bannenberg & Rowell, Liebowitz & Pritchard, Hot Lab and more, contributed a variety of profiles to personalize the Icon platforms. The most recent platform, still under development at the time of our visit, was a 295' (90m) designed to operate with pod-style propulsion.

Icon Yachts was created based on a strategy to build custom yachts on thoroughly pre-engineered platforms, locking in all technical areas but affording owners the possibility to personalize their yachts extensively, so each Icon yacht can look radically different from the next. The primary goals were to increase efficiency and decrease cost and delivery time without compromising quality. The company happened to finish its first project, introduced at the 2009 Monaco Yacht Show, just a few months after the financial crisis rattled the world economy. While work continues on a substantial refit started last year, Icon Yachts slowed progress on its third hull under construction, project Midlandia; however, development of new potential platforms has continued. Recently, the company announced a few changes at the top. Wim Koersvelt, who was passionately involved during the first years of the shipyard's development has taken on a consulting role. Jen Wartena is now general manager and Stephan Vitus puts his extensive technical design and engineering background at the service of new project development. Visit iconyachts.eu.



ABOVE: A few weeks after our visit, the 203' *Baton Rouge* underwent sea trials; Icon Yachts has perfected a modular type of constructions; entire sections of the engine room and piping are fully designed, painted and assembled outside of the hull, helping to streamline the build process

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Photography by Jim Raycroft

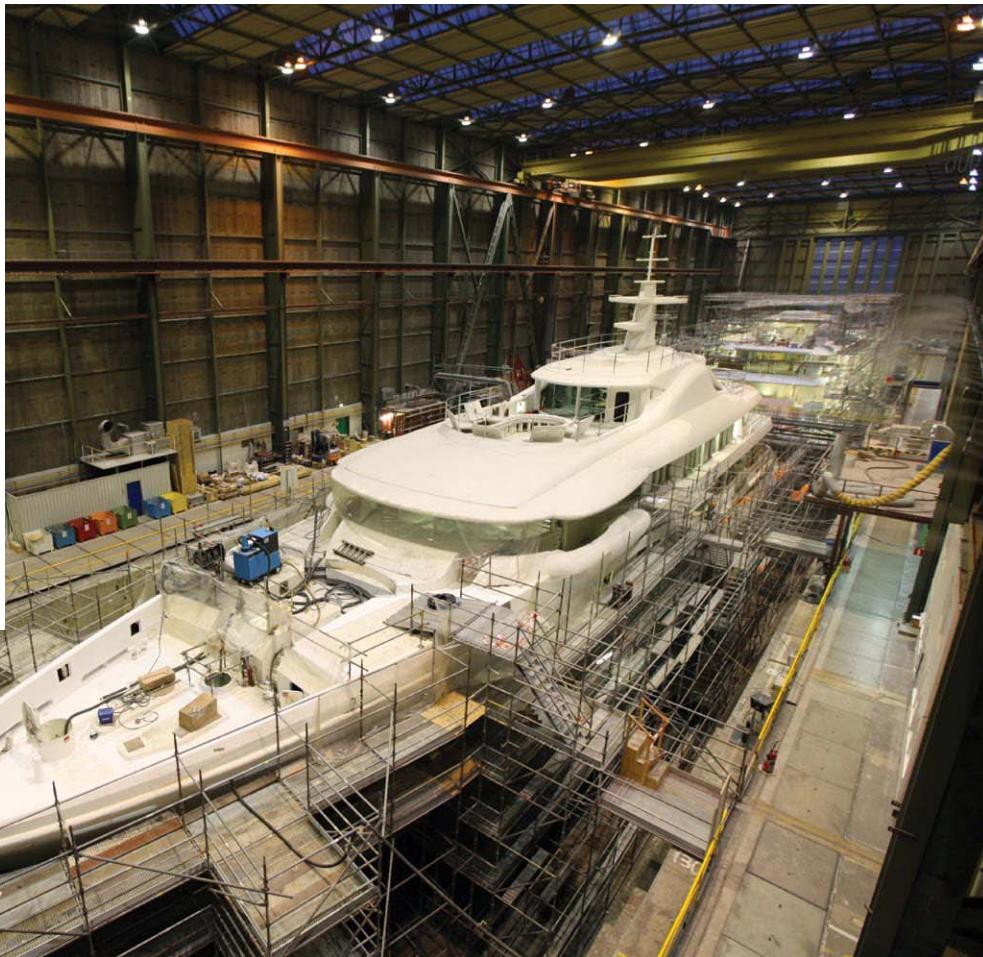
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ABOVE: The newest addition to the Damen-built Sea Axe Fast Support vessel fleet; a rendering shows the Amels Limited Editions 212 as it will appear finished, and one of two 212s currently under construction in Vlissingen

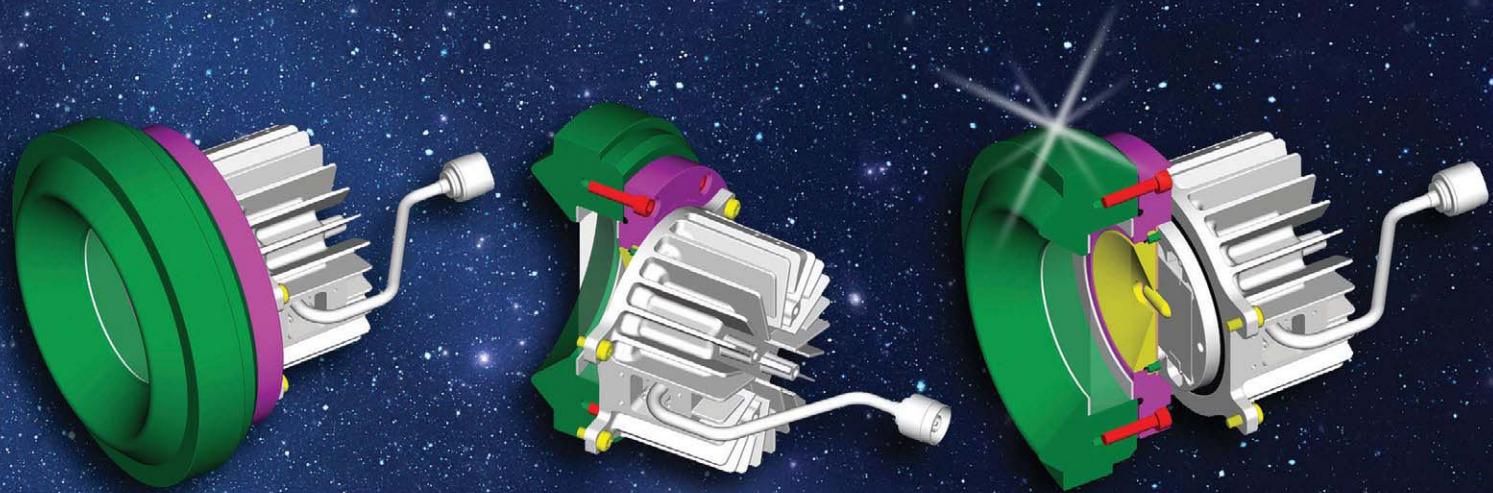


» AMELS

A visit to Vlissingen means a visit to Amels' impressive shipbuilding facility. One of this builder's strengths is its affiliation to parent company Damen Shipyards Group, a corporation with 1.4 billion euros in revenues in 2009 and 34 shipyards worldwide, including in Vlissingen. One of the ways that Amels benefits from this affiliation, for instance, is that Damen builds the recently introduced Sea Axe Fast Yacht Support vessels, which Amels started marketing last year. Damen in partnership with the technical university of Delft tested an elongated hull featuring a narrow forefoot deeper than the keel (thus the name) and found it performed extremely well in rough seas. It was ideally suited for shore support vessels that carry crew and supplies and need to operate in any kind of weather, and the company expanded the concept to yacht support vessels. Last year, Amels unveiled the Sea Axe Fast Yacht Support at the Monaco Yacht Show. The range has grown from 121' (37m) to now 220' (67m) and the shipyard already has delivered two 164' (50m) support vessels, named *Oberon* and *Umbra*. The concept turns the concept of the shadow boat inside out. These vessels' main characteristics are their patented axe-bow design, high speed, transatlantic range and huge cargo space. The support vessels allow clients to use desirable real estate on the yacht for entertainment and relaxation, rather than hauling toys and tenders, like any support vessel, but their speed allows the crew to precede the mothership and set up before owners and guests arrive. A 220'-long, 36'-wide, Fast Yacht support vessel (known as the Sea Axe 6711) was sold recently to a client who saw the scale model of the 164' in Monaco and was intrigued with the idea, although he found the 164' too small for his needs. The vessel, which will be delivered in the spring of 2012, will have a range of 6,000 nautical miles at 18 knots and will support a fully certified helipad (MCA Large Yacht Code), able to handle a helicopter with a take-off weight of 11,023 pounds. The Sea Axe vessels are fully faired and can be custom painted to match the mothership.

Amels also continues to dedicate energy to its successful premium series. We featured the fifth of the 171 Amels Limited Editions, *Bel Abri*, in our October issue, and Amels delivered the first of its 177s (54m, 650 GT) in April. Construction on the first Amels 199, whose fresh Tim Heywood design was introduced at the 2009 Monaco Yacht Show, was slated to begin in July with a projected spring 2013 delivery. The Amels Limited Editions current flagship is a 212' (65m), 1,503 GT yacht with Tim Heywood design and Andrew Winch interior. Two Amels 212s were under construction when we visited. Amels promises more is yet to come. Visit amels-holland.com

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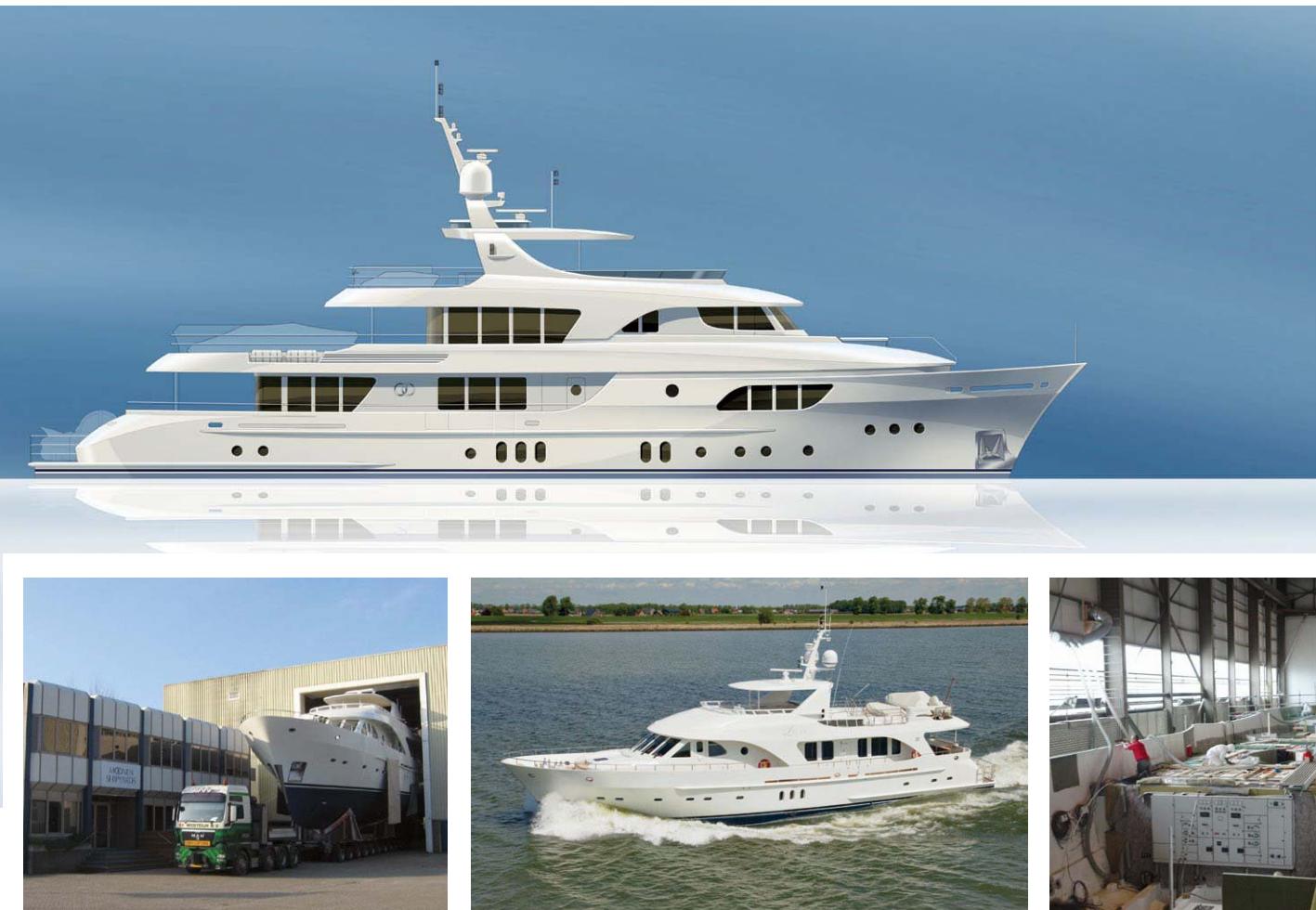


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» MOONEN

On a sunny and breezy day, we arrived at Moonen's Groot-Ammers facility and boarded one of its latest yachts, a 97' (30m) steel-hulled vessel. *Livia*, featuring an attractive interior designed by Art-Line in collaboration with her owners, has the feel of a modern beach house, which we had an opportunity to explore during a leisurely cruise. While the interior, flooded with light thanks to large windows, feels homey and comfortable, it's difficult to resist the appeal of the outer decks, especially the spacious sun deck, comfortably set with banquets, dining table and Jacuzzi aft. The aft deck and foredeck offer more space for dining and relaxation. Back at the dock, we walked through the sheds where Moonen is working on its first-ever GRP yacht. This does not signal a big change for Moonen, which has specialized in aluminum and steel vessels since inception. This 120' (37m) Bill Dixon-designed yacht was started at Royal Denship, which unfortunately declared bankruptcy. Moonen and the yacht owner came to an agreement to finish the yacht and work started in earnest. Working closely with Green Marine, which is handling all the composite work, Moonen is hoping to show the finished yacht next spring. While Moonen has had to curtail its ambition a bit after the recession hit—it had acquired the Groot-Ammers facility a few years ago with the goal to double its revenues—it has built a track record for quality at a steady pace and has appealed to clients with a passion for yachting. This is serving the shipyard well in these changed times. Recently, Moonen signed a contract for its largest yacht to date. The 133' (41m) steel-hulled *Sofia III*, designed to be an elegant explorer, will accommodate a submarine. It is set for a 2012 launch. Then, as Moonen Managing Director Emile Bilterijst says in jest, the shipyard is contemplating a number of "definite maybes," including a 99' steel explorer for 2012, an 80' aluminum yacht now in design phase and a 112' tri-deck in steel. Visit moonen.com.

ABOVE: At top, Moonen's newest contract is for a 133' yacht; *Livia* is rolled out for sea trials (center); a view of the Dixon Design 120' GRP yacht being finished at Moonen's Groot-Ammers facility



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164' Trinity | Main Salon Design Rendering



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» OCEANCO

We arrived at Oceanco in Alblasserdam too late to see its latest yacht. The 281' (85.5m) Bjorn Johansson-style *Sunrays*, finished earlier this year, had already been delivered to her owners. By all indications, they're happy with the vessel. They came to Holland for the sea trials and liked the experience so much they decided to stay on board, said Sales Manager Robert Tan. But we were able to get a good idea of great yachts yet to come. In the shed, looking quite advanced was the Nuvolari-Lenard project known as Y-706. This 282' (86m) yacht, in keeping with Oceanco's knack for engineering and innovation, has intriguing features, including a large video screen aft, on the stern side of a deep aft-deck pool. Using a system similar to that used on *Alfa Nero* (although it was updated), the pool's floor rises to deck level (allowing it to either be used as a helipad or as an expanded entertainment deck) and a huge tender garage that doubles as a beach club. The tender cradles disappear into the floor for a flush deck. The doors open wide to the surrounding ocean. The owners will enjoy a private deck featuring a large office, balcony and pool, and an amazing cinema room with oversized screen (hidden in the ceiling) and professional-quality projection equipment.

Also under construction at the time of our visit was Y-707. Its exterior styling by Sam Sorgiovanni recalls the graceful lines of *Anastasia*, delivered in 2008 to a family of watersports enthusiasts. Like *Anastasia*, the larger Y-707 will accommodate watersports, and the transom was redesigned to that effect. When Y-706 leaves the yard by year's end, the Igor Lobanov-designed Y-708, will move in. Reinforcing the team already in place at its Dutch and Monaco offices, Oceanco recently hired Dirk de Jong to join the technical sales department. Most recently, De Jong was with Dubai's Platinum Yachts, but he's no stranger to Oceanco; during his previous employment with the company, he oversaw the build of several Oceanco yachts, including *Lady Lola* and *Al Mirqab* (now *Indian Empress*). Visit oceancoyacht.com.

ABOVE: An aerial view of Oceanco's building facility shows *Sunrays* (teal hull) and *Vibrant Curiosity*, as well as hull Y-707 before it entered the construction hall; 3D renderings show Y-708, designed by Igor Lobanov



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CLOCKWISE: Renderings of the interior of a 50m yacht by Omega; the studio also designed the alluring profile of this all-aluminum yacht; recent expansion at the shipyard includes the addition of three new building hangars able to accommodate the shipyard's increasing fleet



» HEESEN

In Oss, we met David Weiss, a young designer from North Carolina who Frank Laupman, head of Omega Architects, recently hired. Weiss was on hand to discuss one of the newest projects under construction that Omega created (inside and out) for Heesen Yachts. The interior of the 164' (50m) semi-displacement yacht, to be delivered in 2011, features high contrast and interesting textures such as crushed metals. Omega has designed a great number of Heesen's semi-displacement and displacement series and styled two 50m currently under construction in the shipyard's expanded facilities. Now comprising nine sheds, including three new ones, Heesen can outfit eight yachts concurrently. One of the two 50m yachts currently under construction recently changed hands, and the new owner of hull 15250 brought in French designer Rémi Tessier to create a minimalist interior that includes such exotic materials as ceilings in sheets of palladium. We also took a peek at a 180' (55m) semi-displacement yacht that will feature a float-in tender bay to accommodate a custom limo tender designed by Vripack. Another project this size remains confidential.

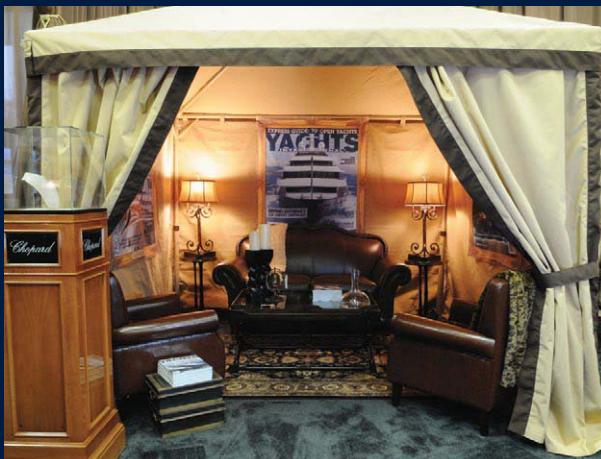
In total, the current Heesen order book as of June included five steel-hulled displacement yachts and 10 semi-displacement all-aluminum yachts, still Heesen's core business. Size has increased gradually. In 1999, the average length of the vessels built in Oss was 138' (42m), and the builder recently introduced a new 213' (65m), which will be the largest that its current facility can accommodate. During our visit, Heesen revealed more details about its latest project. With a 37' (11.4m) beam, the aluminum yacht is expected to have a top speed of 27 knots with conventional engines. Interestingly, this innovative and spectacular new design will feature a round-bilge design and bulbous-bow configuration, normally expected on displacement vessels. Tank testing has shown this hull to have 30 percent less resistance than more conventional hulls. Tested to more than 35 knots, using different propulsion packages, the hull will also have nice range, and at lower speeds (12 to 14 knots) will behave like a displacement hull. *Visit heesenyachts.nl.*



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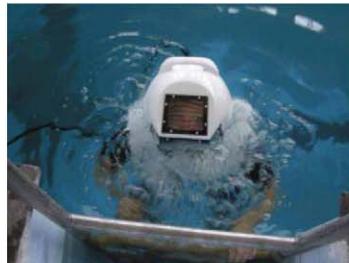
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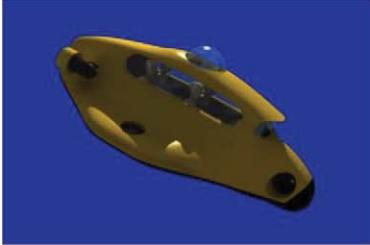


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{ WORK IN PROGRESS }



ON THE 2011 HORIZON

We checked on the progress of two different projects from two very different shipyards in China and on France's Atlantic shore. Both yachts are slated to cruise the world's oceans starting in 2011. Bruce Maxwell paid a visit to Tricon Marine. The builder's previous project, the Argos 92, was featured in *Yachts International* last year after a noted debut in Fort Lauderdale. Renaud Jourdon checked on rejuvenated Couach, which has resumed construction of an ambitious flagship after a few months of turmoil.



Couach 5000 FLY New Horizons

Since it first unveiled this project in 2007, Couach Yachts has gone through some tough times. The shipyard's takeover by the Vial group last summer has brought a needed breath of fresh air and has empowered Couach to resume this ambitious 164' (50m) project with the support of well-known designer Jean-Pierre Fantini and interior decorator Danielle Chopard. Industrialist Fabrice Vial, who took over the reins at Couach Yachts, was quick to assess the importance of this vessel for the future of the company and select key people to restart the stalled project.

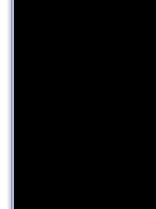
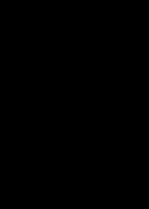
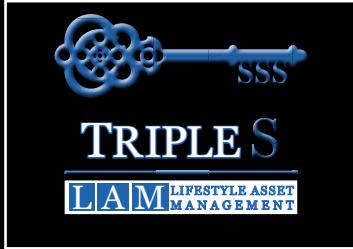
Recently, we went to the shipyard located on France's scenic Atlantic coast near Arcachon for an update on the progress of this alluring flybridge composite yacht now due for delivery sometime in 2011 to an owner from Ukraine and slated to appear at the 2011 Cannes and Monaco shows.

In this market segment, competition is fierce, but the yacht has a number of great features that make it a serious contender. Among them is its naval architecture. In addition to building pleasure yachts, the Couach shipyard also designs patrol and workboats in composite under the name Plascoa.

For this project, Couach selected a 147' (45m) hull, which has been thoroughly tested by a number of navy ships. The Couach 5000 FLY is capable of a 4,000-nm range with an economical fuel consumption of about 52.8 gph (200L) at 12 knots, but it can also reach 30 knots when needed, equipped with new-generation engines by MTU.

Fantini, an experienced megayacht and private jet designer, was called in to revise the interior spaces—not an easy task since the project was already well-advanced when Couach reached out to him. Working around imperatives set by bulkheads and technical spaces, he was able to maximize interior volumes. For instance, he expanded the owners' suite by extending the bridge deck aft to create a huge private terrace and an office/conference space, as well as additional entertainment space, contiguous to the dining room on the deck below. He worked on flow and entryways, now better suited to a yacht that is the flagship of the Couach fleet. While Couach has a long history and impressive track record (its founders are credited for several milestone inventions in the marine sector in the late 19th century), the builder only recently

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LOA: 162'6" (49.50 m)
BEAM: 30'6" (9.30 m)
DISPLACEMENT: about 260 tons
ENGINES: 2 x 5,300 hp MTU 20V 4000 M93
SHIPYARD: Couach Yachts
FUEL CAPACITY: about 7,952 gal. (30,000L)

FRESH WATER CAPACITY:
about 2,114 gal. (8,000L)
CONSTRUCTION: Kevlar-reinforced glass fiber
EXTERIOR DESIGN: Couach
NAVAL ARCHITECTURE: Couach
INTERIOR DESIGN: Jean-Pierre Fantini
DÉCOR: Danielle Chopard

CLASSIFICATION: Bureau Veritas
STABILIZATION: Quantum MagLift ZeroSpeed
TENDER AND TOYS: 21' (6.50 m) and two jets
INTERIOR: 5,382 sq. feet (500 m2)
CONTACT: couach.com

entered the large-yacht segment. It introduced the stylish Couach 3700, a 121-footer in its fly and open versions in Cannes in 2008.

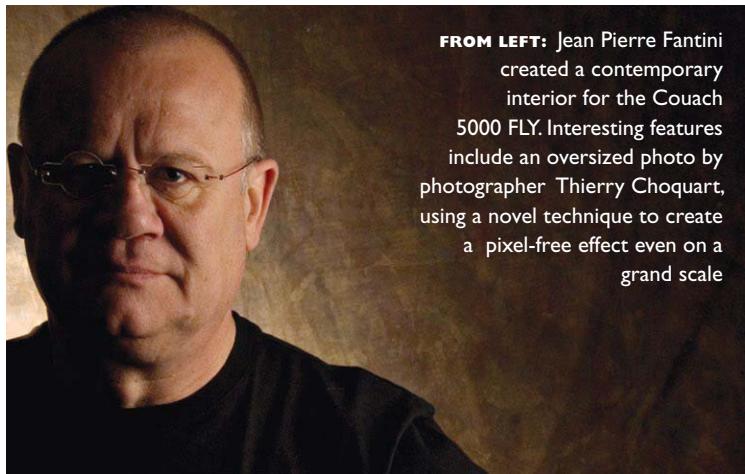
The Couach 5000 FLY is another big step forward in size. It will be well suited for the charter market if owners choose the option with four lower-deck suites, a private VIP suite forward of the main deck and the owners' suite on the bridge deck. An advanced automated system, by Network & Automation Systems, will allow regulating audio, video, air conditioning, lighting and security. The system is said to be easy to use and intuitive, and can be linked to a smartphone for individual operation and settings.

The transom opens to form a beach club or docking station for the onboard 21' tender and two PWCs, housed in a spacious garage aft.

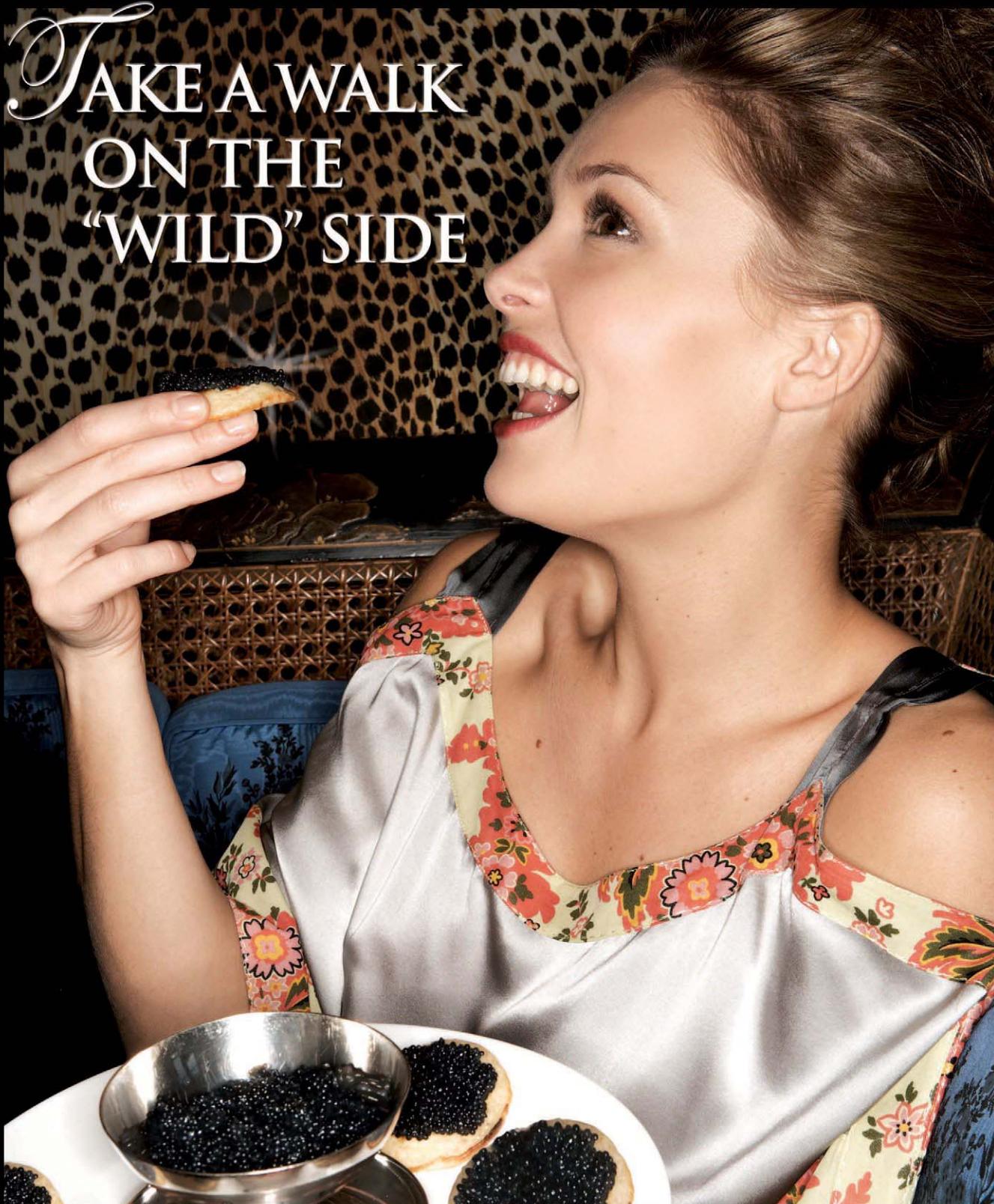
While Fantini has been known to do classic designs (he worked on nine Oceanco yachts ranging in size from 115' to a 312-footer

listed on the top 100 list), on the Couach 5000 he uses brilliantly a contemporary vocabulary mixing diverse and interesting materials. "Dacryl," a lightweight and impact-resistant plastic compound made in France is used on a number of bulkheads, and natural leather is an elegant touch on cabin soles. Shimmering and silvery tones contrast with lacquered furniture, textured panels and ceilings in sycamore. But all is done to emphasize large lateral windows that will eventually open to the scenery. A 23' photo will provide a spectacular backdrop to the staircase.

Danielle Chopard worked with Francesco Paszkowski on the 105' Baglietto Astarte and created the décor of the 108' Mangusta Nobody, among many other yachts built in Spain and Italy. She has worked closely with Fantini on the 5000's interior décor, adding personal touches and tweaking the palette for full effect.



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Hello, NISI 2400, Hello, Zhuhai

Has anybody tried building a 78-footer to superyacht standards before? Tricon Marine's CEO Christos Livadas decided to give it a go.

Like a few other passionate boat owners, he went, in the quest for perfection, from ordering custom vessels to creating his own yard. Livadas first came up with the intriguing Argos 92 Gulfstream concept, which has many innovative features. But the experience of having his own yard naturally led to other ideas, and the NISI 2400 is the latest result. Livadas cited 5th century BC Greek historian Herodotus to expand on the subject of his newest venture: "If a man insisted always on being serious, and never allowed himself a bit of fun, he would go mad without knowing it."

The NISI 2400 is, however, a quite serious work in progress. The first vessel in this series is expected to debut in Hong Kong later this year, and arrive in the United States early 2011.

Conceived largely by owner Livadas, but with exciting styling and naval architecture in collaboration with America's Ward Setzer, this is a breakthrough. Nobody has built, under 78' (or 24 m), to commercial RINA and MCA certification before.

The yacht has stateroom accommodations for eight guests and two crew, and engine options range from twin Cat C18s with ZF-POD or Volvo IPS to three 600-hp Cummins Zeus. Depending on one's choice, top speed is 28 to 33 knots, cruise about 25 knots and range about 1,500 nm at 9 knots.

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 principal features.

He chose Zhuhai, a specialist yacht production zone on the China coast near Nevada-style gambling mecca Macau, to set up Tricon Marine. Tricon stands for "three continents," and NISI simply means "island" in Greek.

It is probably one of the only places in the world where projects with such ambitious parameters can be attempted. Expertise is fairly high, and growing daily. Costs are relatively low. China and Taiwan together are the largest force in modern-day boatbuilding after Europe and America. This, some say, is the future. China recently replaced Japan as the No. 2 economy after America, and with a burgeoning 1.3 billion population, could become a significant buyer of pleasure boats itself.

When we visited the Tricon Marine yard again recently to see how the NISI 2400 was coming along, we drove through a bevy of pleasure-boat sheds whose names are well-known in the West. General Manager George Mei met us. For seven years he was with Kingship, another Chinese yard, which has become a regular at Monaco and Fort Lauderdale.

"There are a thousand things different in this boat, compared to a usual production 80-footer," he said. "Take the fuel system and hydraulics, for example. They are high-quality stainless steel. Cupro nickel and copper integrated with PPR is used in other piping, and all wiring is carefully certified by Italy's RINA rating agency, which has

its Asian headquarters in nearby Hong Kong.

"The engine room has first-class fire insulation, and sophisticated monitoring systems are used throughout the whole vessel, as you would expect on a superyacht.

"Similar attention is paid to sound abatement in various areas. In the salon and master suite, you can see what we call a floating floor. It is set up with a rubber underlay, so that noise and any vibration are less discernable.

"Curved sliding salon doors with electronic controls, fitted into an invisible frame, are another feature. Lighting is advanced LED. Each cabin has a touchscreen allowing different light intensities. Guests can basically program whatever they like in terms of entertainment and so forth, and iPods are provided.

"The whole boat is a small superyacht, with systems to match much bigger vessels.

"Any wood is waterproof treated before being installed, and for a different feel we have laid doubly thick teak decks across the beam, rather than bow to stern. It looks very good. Cabinets are varnished fore and aft, and sideways, with multilayers, rather than giving a quick lick to whatever is showing, as so often happens.

"We use carbon fiber in the sun beds and settees to save weight, and just look at how many there are in this remarkable layout. I'm counting five, but some can be covered, of course, to stay out of the sun.

"The tender slides into the aft garage, which opens hydraulically, and is retrieved by winch. Special metallic paint is used on the hull, which is a nice hazelnut color with a mocha mast.

"I could go on, but in general, I am really very pleased with this vessel, and we will see how it received by the market. Another NISI 84 is already getting under way, and we are starting a series of All Ocean Yachts 90s, so a further shed is planned beyond the present four bays."

For more information, visit triconmarine.com

STORY Bruce Maxwell



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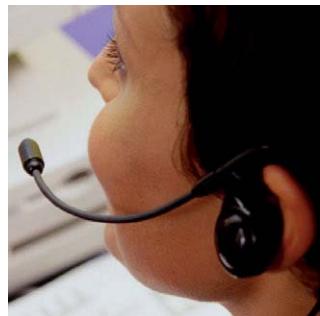
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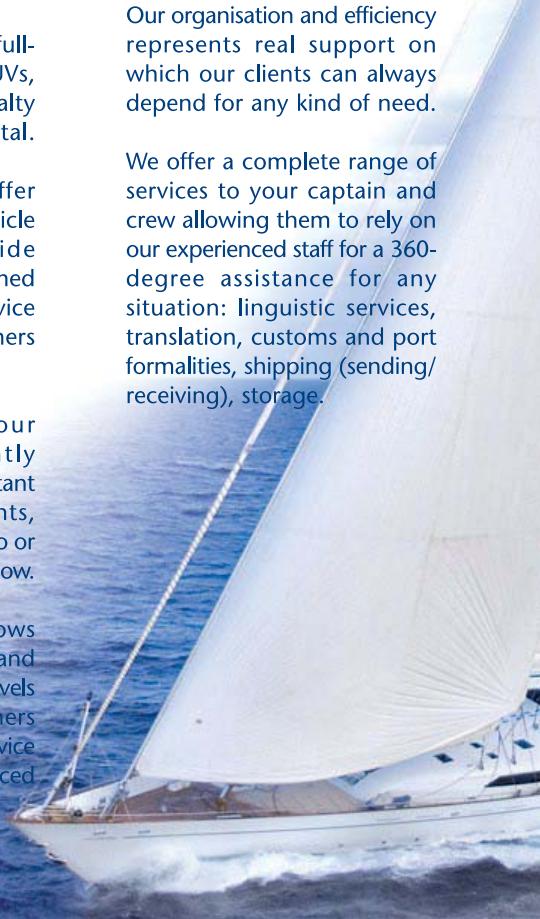


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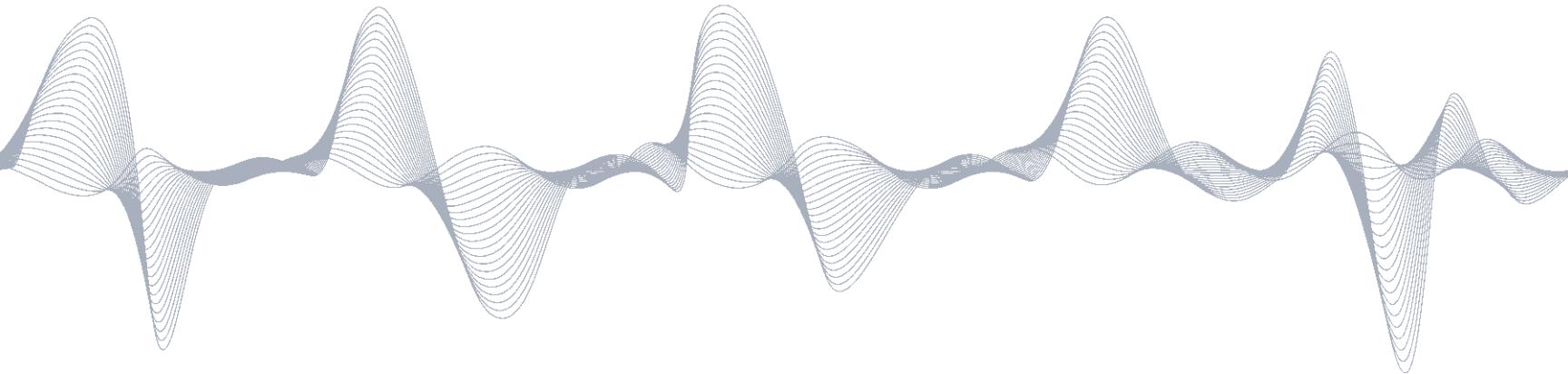
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SOUNDS

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When your yacht is lying peacefully at anchor you should hear the squawks of sea birds and small waves lapping against the hull – not the generators. White-caps belong on the sea, not in your martini glass.

When underway, the yacht will generate higher noise and more machinery operating will cause vibrations, but neither should be objectionable. Every owner of a new multimillion-dollar megayacht should expect peace and quiet.

Today's megayachts are incredibly complex mechanically, with literally hundreds of systems designed to make life more pleasant and comfortable. However, virtually every device with moving parts creates noise

and vibration, and if improperly installed, insulated or adjusted can create unpleasant noise and vibration somewhere else aboard the yacht.

While most experienced shipyards and naval architects are familiar with the general techniques utilized to minimize excessive noise and vibration, rarely are they specialists in accurately anticipating noise and vibration levels before construction or designing systems that will minimize their effects. Yet, it is usually more cost-effective to minimize noises and vibrations during the design and build phase rather than to attempt to fix them after the fact.

Although the science and practice of sound and vibration mitigation is complex, the goals are not. Let's examine the process aboard a typical megayacht.

TEXT Willem Jan van Cappellen

Soft mounting for the machinery is one way to minimize noise and vibration

How quiet is quiet?

In general, a decibel level of 45 is considered "silent". It is typical of an upscale hotel room with no appliance turned on or equivalent to the sound a bird heard singing from a distance of 100 yards. A rock-and-roll version of the same bird might yield a decibel range in the mid-50s. A normal conversation between friends may produce 60 decibels, while 70 decibels may be recorded in a luxury car running at 60 miles an hour. These general statements are not necessarily helpful because, just as each megayacht is different, so is each owner. Noise and vibration levels that are perfectly acceptable to one owner may be annoying and unacceptable to another. In the late 1990s we worked with a naval architect on the design of a 38-meter motor yacht for a yacht owner who had a condition that made him virtually allergic to noise and vibration. Yet, to others, silence is highly uncomfortable.

So the first step is to determine what levels are acceptable to you. My colleagues and I have found that the most effective way to do this is to measure sound levels on comparable yachts. If you have a friend with a yacht comparable to the one you intend to build, ask if you can come along while the yacht is being moved or sea trialed and bring a specialist with his or her measuring instruments. Alternatively, ask your naval architect, broker or the shipyard building your vessel if they can arrange a time to observe and test the sound and vibration levels while



the yacht is dockside and underway.

Wander around, paying special attention to the salons, master, VIP, guest staterooms and the deck lounging areas. Spend a few minutes in each location focusing specifically on the sound levels, and determine if they are acceptable, too high or even too low. Have your specialist measure and note the levels as you go. Precision is necessary to ensure your new yacht meets your expectations. Maximum acceptable levels for each cabin or compartment should be specified in the building contract; the contract should also specify what happens if contracted levels are not met (spelling out remedial action to meet the targets or penalties for exceeding the target, for instance).

If the shipyard employed the sound consultant, not meeting the target levels will likely be the shipyard's problem. If the consultant worked directly for the owner, it will probably be the owner's problem, unless the shipyard did not follow the consultant's directions. Some owners prefer to have the shipyard contract with the sound consultant and hire a second consultant to review the calculations.

What are typical noise levels in megayachts?

This seemingly simple question is difficult to answer because there are so many variables (hull material and design, horsepower, yacht size, location of rooms, etc). For example, a high-powered, high-speed 164' (50m) aluminum yacht with 5,000-hp engines, at cruising speed, typically will have noise levels in the salon above the engine room and guest cabins forward of the engine room in the 60- to 65-decibel range. The owner's cabin, typically located forward on the main deck or on the upper deck, will have a noise level in the mid 50s-decibel range. On a full-displacement aluminum yacht of similar length, with 2,000-hp engine power, decibel levels will be in the mid-50s in the salon and guest staterooms, and a sound level in the mid-40s in the owner's stateroom is fairly typical.

As to be expected, when a yacht is underway, interior noise and vibration levels increase. Besides the engines, gearbox and propeller noise, motion adds to the ambient noise because of background sounds such as wind or the hull hitting the waves. Whether the yacht is a semi-displacement aluminum yacht or a full-displacement aluminum or steel hull, it is typical for the yacht to show a 10-decibel increase in sound level while it is underway as compared to at anchor. For a full planing aluminum hull running at cruising speed, expect an even greater difference – probably 15 to 20 dB(A).

While you can't minimize the noises created by wind and the sea, you can minimize the sounds created by mechanical systems,

Proper clearance and angling go a long way in mitigating noise and vibration coming from propellers

such as engine room equipment (mains, generators, etc.), exhaust and prop wash, both inside the yacht and in recreation areas. Both on-deck and interior noise will be reduced if exhaust ducting and discharges are located judiciously.

Why “less” is not always better

This may come as a bit of a surprise, but while too much sound is unpleasant for obvious reasons, too little sound can be just as unpleasant. A yacht can be too quiet. It can be very uncomfortable to be dockside in a cabin with the generator running, the air conditioning set on low fan and hear yourself breathing. I've been aboard yachts where the noise levels were 22 or 23 decibels, and I, like most people (but not all), find it extremely uncomfortable. Studies have shown that most people will find close-to total silence ranging from uncomfortable to unbearable.

Also, if your cabin has no discernable noise, and the toilet in the adjacent cabin is flushed, the difference in sound levels can be jarring enough to wake you from a sound sleep. On the other hand, if there is a low-level of ambient noise in your cabin, the level difference is so slight you probably won't notice it.

Another reason to be cautious about how low you go is that, after a certain point, achieving lower sound levels becomes a

very expensive proposition. You may need more insulation, which means more weight, more labor, more time, thicker hull plating and bulkheads, heavier engine girders and top plates, better engine mounts and use of thrust bearings. You can easily spend a small fortune and reduce noise levels by only a couple of decibels.

Controlling the yacht's biggest noisemakers

The biggest noise producing components of a yacht underway are the main engines, generator(s), gearbox, propellers, bow thrusters (many captains like to hear the thruster to confirm it's operational), exhaust system and hydraulics.

While the yacht is at dockside or at anchor, the generators, watermaker and hydraulics are the main culprits. Thus selection of machinery (engines, generators, watermakers, etc.) is very important. It is the first step in the acoustic design process. If all other factors are approximately equal, choose smooth-running engines. Reducing noise at the source is basically “free.”

Whenever possible, the builder should use soft or resilient mounting for the machinery. This will help quiet down all components with the exception of the propellers. In fact, it is important to note that propellers are the single greatest source of vibration when a yacht is underway.

To minimize propeller noise in the design phase of the yacht, use five-bladed props rather than four-bladed ones. Optimize the propellers to the vessel; increase the skew angle and make sure there is adequate clearance



between the propeller blade tips and the hull bottom. Before the props are installed, have them balanced dynamically, not statically. That will minimize noise.

Increase the distance between the propeller blades and the hull by increasing the angle of the shaft, or reduce the propeller diameter, although more than a four-percent decrease from the ideal tends to create cavitation, another noisemaker.

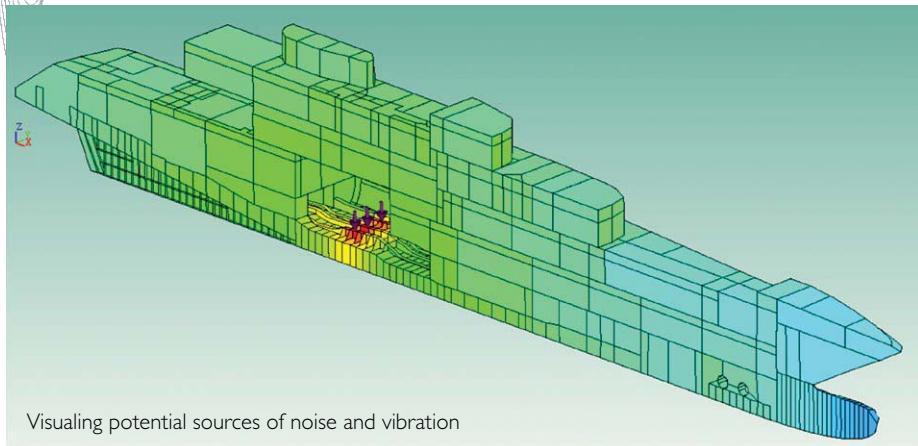
Without considering noise and vibration, typical propeller clearance from the bottom of the hull might be 15 to 16 percent of the propeller diameter. For example, a 48-inch prop would have a clearance of 7.5 inches.

To minimize noise and vibration on a planing hull, I have found a 25-percent clearance to be effective. On a full-displacement hull, 35- to 40-percent, or even as much as 50-percent clearance gives good results. Please note that these are typically large, slow-moving propellers. Cavitation will also create noise, which will be transmitted to, and through, the hull both as noise and in some cases, vibrations.

When at the yacht is at rest, the biggest sources of vibration are the generators, although the current smoother-running



A wide selection of materials is available for sound proofing



units, of properly mounted on resilient mounts, rarely are a serious source of vibration.

How are noise and vibration levels calculated?

Today sound and vibration level predictions are very accurate and reliable. We consistently achieve levels within two or three overall dB(A) of our targets. Decibels, however, consist of ten-octave bands, and our current technological challenge is to accurately predict levels in all the various frequencies. To that end, for the past several years we have been designing and tweaking a new series of noise level calculations, which are more accurate over the entire frequency range.

In order to meet specific sound targets, we gather as much information as possible on the yacht's sound-producing components and then insert these values into our programs. We need to know the type of vessel (displacement, semi-displacement, etc.), the brand and model of all machinery and the hull material. We also need to know how

much weight and space has been allowed for sound control.

We're familiar with most of the current engines and generators and have accurate measurements of the sound they produce. In the case of unusual or rare equipment, such as a gearbox with two input shafts and a single output shaft, we try to get an accurate sound report from the manufacturer. If necessary, we'll request an allowance from the shipyard or owner, in order to send a specialist to accurately measure the unit's sound and vibration properties. Without accurate levels, we can't assume responsibility for the calculations and the prediction could become a classic case of "garbage in; garbage out."

Once we have gathered all machinery source levels, we can run both finite element analysis (FEA) and statistical energy analysis (SEA) models. SEA is a method that originated in the aerospace industry in the early 1960s. Nowadays SEA is applied to a large variety of products, from cars to airplanes, from electronic equipment to buildings.

SEA is a computer tool that allows us to model the entire yacht illustrating the expected vibro-acoustic response of any part of a dynamic structure. We can insert into the calculations any sound insulation material package and get a result. If the result is not

satisfactory, we'll plug in a different material with different properties and recalculate.

The program will provide a 3-D simulation of the entire yacht, allowing us to visualize the flow of acoustical and vibration energy from the engines and propellers, as well as "hot spots". The cabins will be shown to have six surfaces; deck, overhead and four bulkheads or walls. With this program you can see which of the surfaces is the dominant noise path. By adding additional insulation, or a different insulation into the calculations, the model will show if the noise level in the cabin is reduced, increased or if the transmission path has changed.

If you want peace and quiet on your new yacht, and don't want white caps in the wine or martinis, take the time and make the effort to research what sound levels you find acceptable and pleasing. Your sound and vibration consultant, or that of the shipyard, will then be able to provide you with the proper level of peace and quiet. ■

About The author

Willem Jan van Cappellen is the Technical Director of Van Cappellen Consultancy, which for more than 25 years has been a recognized leader in sound and vibration control for the large yacht and shipping industries.

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The above text is an edited excerpt from the recently published book, *The Big Boat Bible*, available at www.yachtshotspress.com or publisher@yachtshotspress.com



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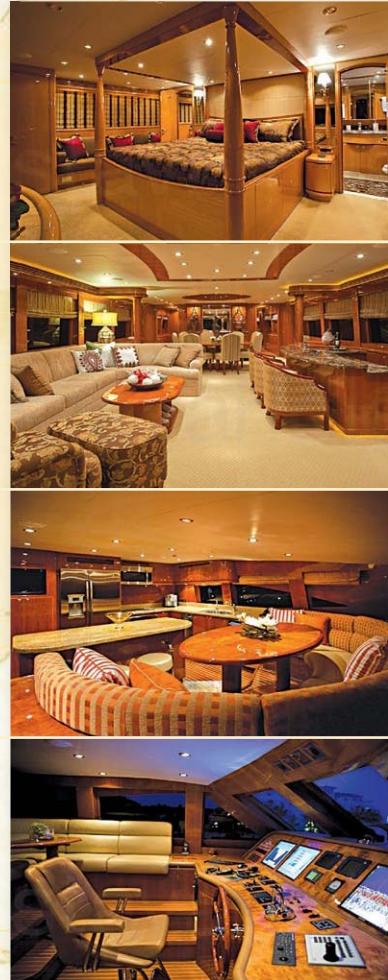
Introducing Our Buy Back Program



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Monocle Advantage	Individual	Fractional
• Specifications	New • 100' • 4SR	New • 100' • 4SR
• Total Purchase Price	\$5.5M	\$275,000(5%)
• Annual Operating Expenses	\$500,000	\$25,000
• Crew	3	4
• Destinations	Caribbean	Caribe/New England
• Actual Annual Use	2 Weeks	2 Weeks
• Pride of Ownership	All	All
• Aggravation	All	None
• Buy Back	0	\$275,000



*Monocle is confident that once you spend two weeks aboard
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MOECCA

45m (150') | Oceanfast | 1993/2006

The twin hulls of MOECCA create a very large, stable platform at anchor and while cruising plus they greatly add to the volume of the interior space while the jet drive engines are speedy and quiet. The professional crew is immersed in the region which will ensure an exciting charter experience.

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Auckland + 64 9 302 0178
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FRASER YACHTS



NIGHT MOVES

20m (67') | Holland Yachts | 2010 | 2,195,000 USD

New 2011 model Holland 67' flybridge motor yacht. Twin 1050 HP MAN engines. 19' beam. Extremely well built with vacuum infused vinyl ester resin, fabulous interior woodwork, large island galley, Three staterooms, teak decks, perfectly faired Imron paint, power sliding hard top on flybridge and a garage for a 15' tender. Can be seen at Ft. Lauderdale Boat Show at Fraser Yachts Los Olas location.
Brian Holland | Seattle +1 206 382 9494 | brian.holland@fraseryachts.com



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New to market

Stylish expedition yacht



JADE 95

28m (95') | Jade Yachts | 2010 | 8,700,000 USD

Stunning new expedition tri deck with 4 staterooms and spacious on deck master. C-18 Cat Power 3500 nm range. Steel hull / Aluminium house. Zero speed stabilizers. Bureau Veritas Classed. Just launched and ready for her new owner. Superb quality and value. In route to Fort Lauderdale.

Jeff Partin | Ft. Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com



FRASER YACHTS



ARIELA

39m (129') | CRN | 2004 | 10,900,000 EUR

Extremely elegant, 5 Cabins, three deck CRN yacht from 2004. Always privately used, and maintained to the highest possible standards. RINA classed and turn-key condition.

Jan Jaap Minnema | Monaco +377 93 100 450 | janjaap.minnema@fraseryachts.com



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ON DISPLAY AT THE FORT LAUDERDALE BOAT SHOW



COCO LOCO

38m (124') | Broward | 2007/2008 | 8,995,000 USD

She features a salon with large windows, on deck master, high gloss cherry wood interior and walk around decks. The pilothouse is equipped with state-of-the-art electronics and the sundeck area has a Jacuzzi. This yacht is MCA approved and Lloyds Classification!

Scott French | Ft. Lauderdale +1 305 588 2952 | scott.french@fraseryachts.com



FRASER YACHTS



KEIKI KAI

30m (100') | Benetti | 2005/2010 | POA

Fabulous layout includes on deck master, formal dining and large exterior spaces. Six different deck levels, beautiful Italian marble and woodwork. Complete new exterior paint job. Top condition in all areas. On display at the Ft. Lauderdale Show.

Neal Esterly | San Diego +1 619 823 9034 | neal.estery@fraseryachts.com



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FIGHTING IRISH

44m (145') | Westship | 2004 | 12,995,000 USD

Handsome cockpit motor yacht, five guest cabins with full beam on-deck master, spacious sky lounge and large exterior deck spaces. Perfect family or charter yacht with great areas for entertaining. Has cruised North America, Caribbean and the Med.

2 million USD price reduction, now ready to be sold!

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FRASER YACHTS

ON DISPLAY AT THE FORT LAUDERDALE BOAT SHOW



SEA BIRD | 34m (112') | Westport | 2000/2008 | POA

Beautifully maintained Westport 112 with numerous upgrades and custom features, complete interior refit 2008-09. KVH broadband, all new AVIT, new Teak decks,

Tender & Mechanicals done in 2009. Unlike any other, Seabird is the absolute nicest 112 on the market!

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ON DISPLAY AT THE FORT LAUDERDALE BOAT SHOW



NIRVANA | 23m (77') | Horizon Yachts | 2001 | 1,750,000 USD

Beautifully maintained example of the Horizon 76 series with enclosed and air conditioned fly bridge. CAT power, 4 cabins, aft deck dining and more. Lying, Fort Lauderdale. Motivated Seller. [See at FLIBS 2010 Las Olas Display](#).
Jeff Partin | Ft. Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com

PRICE REDUCTION



FREDRIKSTAD | 23m (75') | Smedvik | 1968/2006 | 1,350,000 USD

Rugged and beautiful classic expedition yacht, 3 staterooms, exquisite interior. Bureau Veritas Ice Rated Hull, 5 year survey just completed. 2007 Refit. MCA / US Duty Paid. Inspection Highly Recommended.
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ON DISPLAY AT THE FORT LAUDERDALE BOAT SHOW



Not for sale to US residents while in US waters.

CABOCHON | 28m (92') | Fontaine Custom | 2004 | 5,900,000 USD

Stunning 3 stateroom yacht with shoal draft designed for global cruising. Lloyds Classed Hull, MCA compliant. New sails on order. Inspection highly recommended. Impeccable condition.

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CACIQUE | 36m (120') | Christensen | 1995/2004 | POA

One of Christensen's finest! CACIQUE is ABS classed. Refit and re-powered in 2004 with 3412 CATS very low hours. This sturdy yacht is blue water proven, a best buy opportunity. Joint Listing, Full Specs on Yacht Council. Lying: Vancouver, WA.

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PRICE REDUCTION



Not for sale to US residents while in US waters.

MAS GRANDE | 37m (121') | Sovereign Yachts | 2000/2006 | 4,995,000 USD

Very nice 5 stateroom yacht with full-beam on deck master. Spacious interior features light woods and large windows for lots of natural light. Recent \$1.4 million price reduction. Recent \$1.5 million price reduction. Aggressively for sale, bring offers!

Jeff Partin | Ft. Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com



FRASER YACHTS



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

Another major price reduction now asking \$3,450,000. All new teak decking, new paint, two new 5-ton A/C condensers and W-5 engine service completed in 2009.

Excellent condition throughout. Best price in the Sunseeker market. On Display at Fort Lauderdale Boat Show.

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



SCORPIO | 32m (105') | Sunseeker | 2002 | 4,495,000 USD

On deck master, VIP and two guest cabins plus crew. All systems have been gone through, excellent condition throughout. Very good performer at 22 knot cruise. Recent RINA 100 A1 Classification inspection.

Neal Esterly | San Diego +1 619 823 9034 | neal.estery@fraseryachts.com

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HUNT 94 | 29m (94') | Custom | New Build | POA

Let Fraser and Hunt Design create this fast, able motor yacht capable of extended cruising. Her preliminary specifications list the most modern and efficient equipment available. John Hendricks | Newport, RI +1 401 367 4466 | john.hendricks@fraseryachts.com
Tim Horkings | Newport, RI +1 401 367 4466 | tim.horkings@fraseryachts.com



GRAZIANNA | 28m (91') | Palmer Johnson | 1999 | 3,450,000 USD

Comfortable 20 kt. cruise, full beam master and two guest staterooms, stunning hand crafted all Cuban Mahogany interior woodwork with fine granite accents and custom fabrics. John Hendricks | Newport, RI +1 401 367 4466 | john.hendricks@fraseryachts.com
Tim Horkings | Newport, RI +1 401 367 4466 | tim.horkings@fraseryachts.com



GODSPEED | 16m (52') | Hunt | 2009 | 1,650,000 USD

Upgraded C 18 CATS, stern thruster, custom Hunt tender and forward facing master berth are just a few of many custom options in this two stateroom express cruiser. John Hendricks | Newport, RI +1 401 367 4466 | john.hendricks@fraseryachts.com
Tim Horkings | Newport, RI +1 401 367 4466 | tim.horkings@fraseryachts.com



HUNT 68 | 21m (68') | Global Yachts | New Build | 3,200,000 USD

New construction express. Three staterooms each with ensuite heads and separate stall showers. Flexible interior arrangements and finish options. Hydraulic swim platform for tender stowage. John Hendricks | Newport, RI +1 401 367 4466 | john.hendricks@fraseryachts.com
Tim Horkings | Newport, RI +1 401 367 4466 | tim.horkings@fraseryachts.com



HUNT 68 | 21m (68') | Global Yachts | New Build | 3,500,000 USD

New construction flybridge. Three staterooms each with ensuite heads and separate stall showers. Flexible interior arrangements and finish options. Standard hardtop on bridge. John Hendricks | Newport, RI +1 401 367 4466 | john.hendricks@fraseryachts.com
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151' TRANSOCEANIC EXPEDITION YACHT 2012
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92' EXPEDITION YACHT 2010
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135' BROWARD 2010
Contact Dana Cambon



116' TRANSWORLD TRI-DECK 2010
Contact Steve Deane



76' LAZZARA 1999
Contact Andrew Cilla



100' ROMSDAL EXPLORER
Contact Ron Morgenstien



103' BROWARD 2000
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94' LAZZARA 2004
Contact BILL ORR



90' McQUEEN 2003
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48' CHERUBINI
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76' ST. AUGUSTINE MARINE TRAWLER 2006
Contact Pam Barlow



80' GULFSTAR 1986/2005
Contact Steve Deane



87' KONG & HALVORSEN 1989
Contact Dana Cambon



65' MARLOW 2001
Contact Marc Thomas



50' CUSTOM EXPRESS MEGAYACHT TENDER
Contact Andrew Cilla



45' PERSHING 2001
Contact Jake Stratmann



88' CHEOY LEE 2005
Contact Jason Dunbar



55' FLEMING 1998
Contact Jason Dunbar



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VICTORIA DEL MAR
121' (37m) Moonen 2001
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For additional information or to request
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ALLURE 220' (67M) SHADOW MARINE 2007. 6 SR'S
J.C.A. Mark Elliott 305.794.1167



LADY LINDA 187' (57M) TRINITY-DELIVERY 2011. 6 SR'S
C.A. Frank Grzeszczak 954.494.7096
C.A. John F. Dane 228.223.7144



FOUR ACES 183' (56M) BENETTI 2005/08. 6 SR'S
C.A. Noell Vawter 954.391.3550
C.A. Mark Elliott 305.794.1167



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



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



PIANO BAR 157' (48M) PICCHIOTTI 1982/2005. 6 SR'S
C.A. Mark Elliott 305.794.1167



NICE N' EASY 157' (48M) CHRISTENSEN 2005.
6 SR'S. J.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



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



ESPRESSO III 142' (43M) TRINITY 2004. 5 SR'S
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CAPRICE 123' (37M) OCEANCO 1994. 4 SR'S
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ANTITHESIS 108' (33M) VIKING 2002/03. 4 SR'S
C.A. Simon Gibson 561.779.9534
C.A. Michael Mahan 954.439.5049



SWEET JANINE 76' (23M) HORIZON 2005/06. 4 SR'S
J.C.A. Simon Gibson 561.779.9534
J.C.A. Michael Mahan 954.439.5049



NEWPORT 71' (22M) NEWPORT 2009. 3 SR'S
C.A. Bob Anslow 561.248.5122



PARTY OF 6 70' (21M) HATTERAS 2000. 4 SR'S
C.A. Bob Anslow 561.248.5122

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MISUEÑO 190' (58M) TRINITY 2010. 7 SR'S
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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



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



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



VICTORY LANE 147' (45M) TRIDENT 2000/08.
5 SR'S. C.A. Frank Grzeszczak 954.494.7096
C.A. Chany Sabates III 954.604.2253



PENNY MAE 138' (42M) RICHMOND 2004/09. 6 SR'S
C.A. Mark Elliott 305.794.1167



BLIND DATE 134' (41M) LURSSSEN 1995. 4 SR'S
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RED SAPPHIRE 128' (39M) HEESEN 1999. 5 SR'S
J.C.A. Kevin Bonnie +33.616.39.1959



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



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



ESCAPE 100' (30M) BROWARD 2001. 4 SR'S
C.A. Noell Vawter 954.391.3550



PENINSULA 85' (26M) MARLOW 2006. 3 SR'S
C.A. Michael Mahan 954.439.5049
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Mi Sueño

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157' (47.8M) CHRISTENSEN 2005/09
6 SR'S • BEST VALUE ON THE MARKET • FOR SALE & CHARTER



PENNY MAE

138' (42M) RICHMOND 2004/09
6 SR'S • TRUE BEST BUY • PROVEN WORLD CRUISER



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183' (55.7M) BENETTI 2005/2008 • ALSO FOR CHARTER • 6 STATEROOMS • 34' BEAM
HUGE VOLUME • MINT CONDITION



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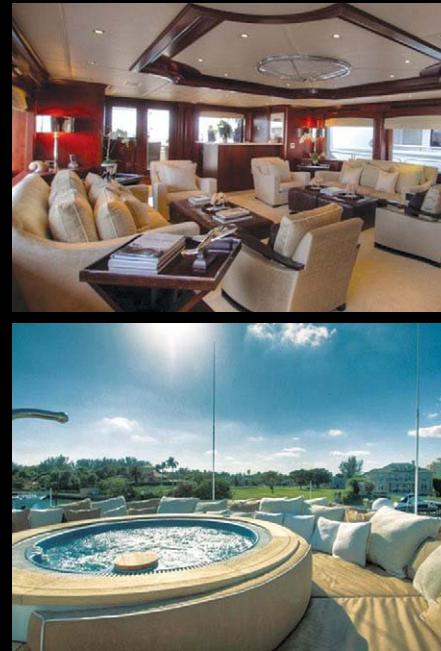
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CARPE DIEM

150' (46m) TRINITY 2002/06

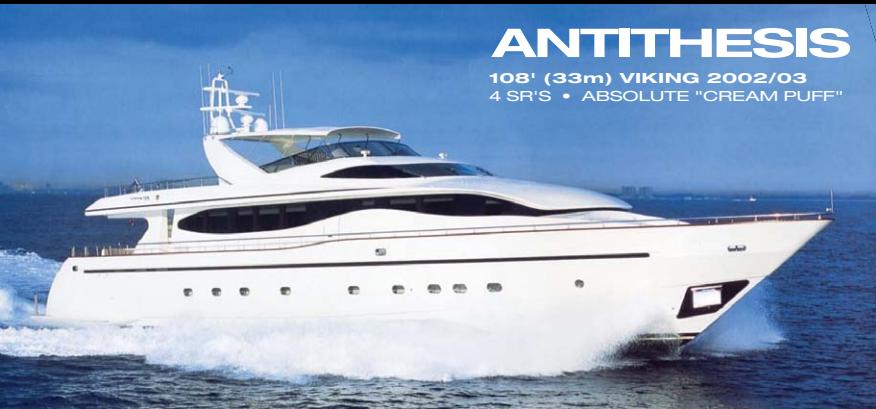
THREE MILLION \$ REFIT • NEW CAROL WILLIAMSON INTERIOR
5 STATEROOMS • PRISTINE CONDITION • A MUST SEE



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108' (33m) VIKING 2002/03
4 SR'S • ABSOLUTE "CREAM PUFF"



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101' (31m) PALMER JOHNSON 1997/2009
4 SR'S • MAJOR REFIT 2009 IMMACULATE



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85' (26m) MARLOW CMY 2006
3 SR'S + CREW ALL ENSUITE • SUPERB CONDITION

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EVAN MARSHALL INTERIOR



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170' Orucoglu 2009. Turkey. €5,900,000. Steel. Full displacement. 5,000 nm range. Sundeck Jacuzzi.



132' Oceanfast 1990. Spain. 23-26 knots. Aluminum. 12,866 fuel capacity. On-deck Master. Private office.



127' Feadship 1986. Fort Lauderdale. \$6,250,000. F/B Jacuzzi. Excellent charter potential. 5 S/R. Steel.



123' Royal Huisman 1985. Ft Lauderdale. 5 staterooms. Private office. Dining salon. Aluminum. Updated galley.



110' Broward 2004. Florida. 4 staterooms. New interior 2008. 2009 paint job. Country kitchen.



110' Fittipaldi 2009. Cannes. Aluminum. Full Disp. Bulbous bow. 3,500 nm range. Luiz di Basto Design.



107' Shana 1990. California. Full-displacement. Aluminum. 2007 refit at Knight & Carver. 2008 overhauls.



98' Broward 1988. Antibes. €450,000. Country kitchen. Naiad stabilizers. Aluminum. 5,600 fuel cap.



92' Hatteras 2000. Miami. Never been chartered. Full-time captain. Crew quarters. TNT Lift.



82' Excel 2007. Brazil. 2,000 nm range. Steel. Full-displacement. Flybridge Jacuzzi. Media Room.



78' Horizon 2005. Fort Lauderdale. Captain-Maintained. Full bar. Country Kitchen. Crew Quarters. Stabilizers.



74' Azimut 2004. Fort Lauderdale. Trades considered. Bow & stern thrusters. 4 S/R. Crew Quarters.



70' Hatteras Sportdeck 1996. Ft. Lauderdale. Factory-extended aft deck. Covered slip. F/B A/C. Bow thruster.



70' Azimut 1999. Columbia. 4 Staterooms. 2006 Upgrades. Full-time crew. Full-beam Master.



66' Oyster 2002. Fort Lauderdale. 2009 Refit. Captain Maintained. 5 Staterooms. MCA. New rigging.



104' CUSTOM DESTINY 2002

- Extra strong, custom reinforced safe hill, solid 21 + knot (all-day) cruise (25 top).
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- Rare bi-level on-deck master stateroom equal to yachts twice her size (4 total SR's).
- Unusual full beam 2nd Master VIP cabin with his/her bath (guest to feel "special").
- Inspirational for a formal party or a quiet day reading a good book.
- Great aft deck dinette with views of your favorite anchorage or regatta!
- Super F.B. with dinette, wet bar, barbecue, jacuzzi and 2 sun-lounges, great for lunch in beach attire with the grand-kids.
- Nearly \$2 million dollars spent of upgrades (Worldwide shore power, hull re-enforced, all new HD TV's)

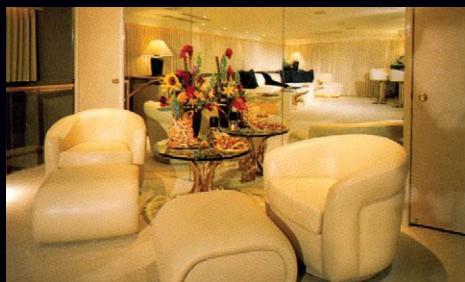
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CHINA. 150' Heysea Yachts. Spring 2011 delivery. 3500nm range. Steel construction. Huge sundeck. All the toys.



ITALY. 115' Naumachos. Sergio Cutolo design. 7,500nm range. Diesel electric hybrid propulsion. Zero speed stabilization.



CHINA. 92' Selene Ocean Explorer. Guido de Groot Design. Full Displacement w/ bulbous bow. Full ABT Trac hydraulics package.



ITALY. 82' Naumachos. HydroTec design. 6,000nm range. Diesel electric hybrid propulsion. Steel hull / full-displacement.



CHINA 75' Selene Ocean Explorer. Guido de Groot Design. Full Displacement w/ bulbous bow. Single or Twin Engine packages. 4 S/R + full crew.



CHINA. 68' Artemis 2011. Dutch Designer Guido de Groot. Built by Jet Terra Marine (Selene). Caterpillar C18 power. Spring 2011 delivery to U.S.



ITALY. 64' Cranchi SIXTY 4HT Aldo Cranchi design. Immediate delivery. Loft-style galley. Infrared cameras. Boatbuilder since 1870.



ITALY. 64' Abati Yachts. Carlo Ciuti of Italy. Italian styling meets classic American Lobster Boat. F/B or sedan models. Spring '11.



U.S.A. 53' Cat Cay Sportfish. Donald Blount Design. Hydrofoil technology. 48% more efficient. Emphasis on safety & stability.



FRANCE. 52' Dufour. Umberto Felci. Immediate delivery. Voted Cruising World's Best Full-Size Cruiser. Twin wheels.



ITALY. 47' Cranchi Mediterranee 47HT. Aldo Cranchi design. Immediate delivery. Volvo 575hp direct drives. 24/34 knot performance.



ITALY. 46' Abati Yachts. Carlo Cutolo Design. 3 or 4 cabin layouts + Crew. Spring 2011 Delivery. 31 knot performance.



CHINA. 45' Selene. Howard Chen Design. Full displacement trawler. Perfect for The Great Loop. Delivered before February 2011.



FRANCE. 37 Dufour Grand'Large. U.S. debut at 2010 FLIBS. Umberto Felci design. Twin wheels. The ultimate in French sailboat design.

New Construction

An American Yachting Family Since 1948

New Construction



200' TITANIUM SUPERYACHT

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- Be the first in the world to build a true titanium superyacht.
- Titanium hull / Aluminum superstructure.
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92' SELENE OCEAN EXPEDITION

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- Full displacement hull with bulbous bow.
- Proven shipyard with hundreds of successful hulls delivered.
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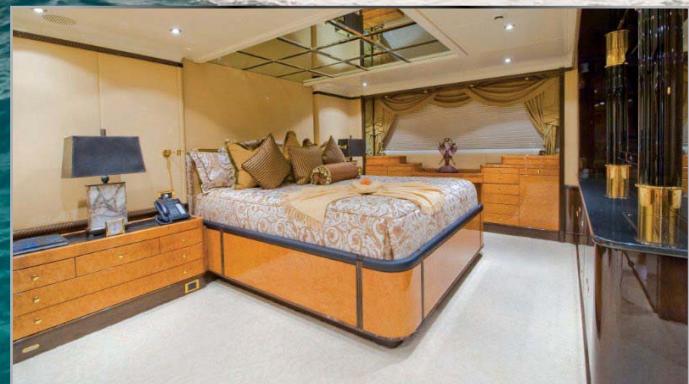
46' PIRELLI 1400 YACHT TENDER

- Ocke Mannerfelt Design of Sweden
- 75mph top speed
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- The ultimate tender or luxury RIB.
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This Benetti is fully upgraded to highest US specification for seamless worldwide cruising capabilities in both the US and Europe
asking price: 24,995,000 USD





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Stunning 200' (61 metre) BENETTI just 9 months to delivery, July 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



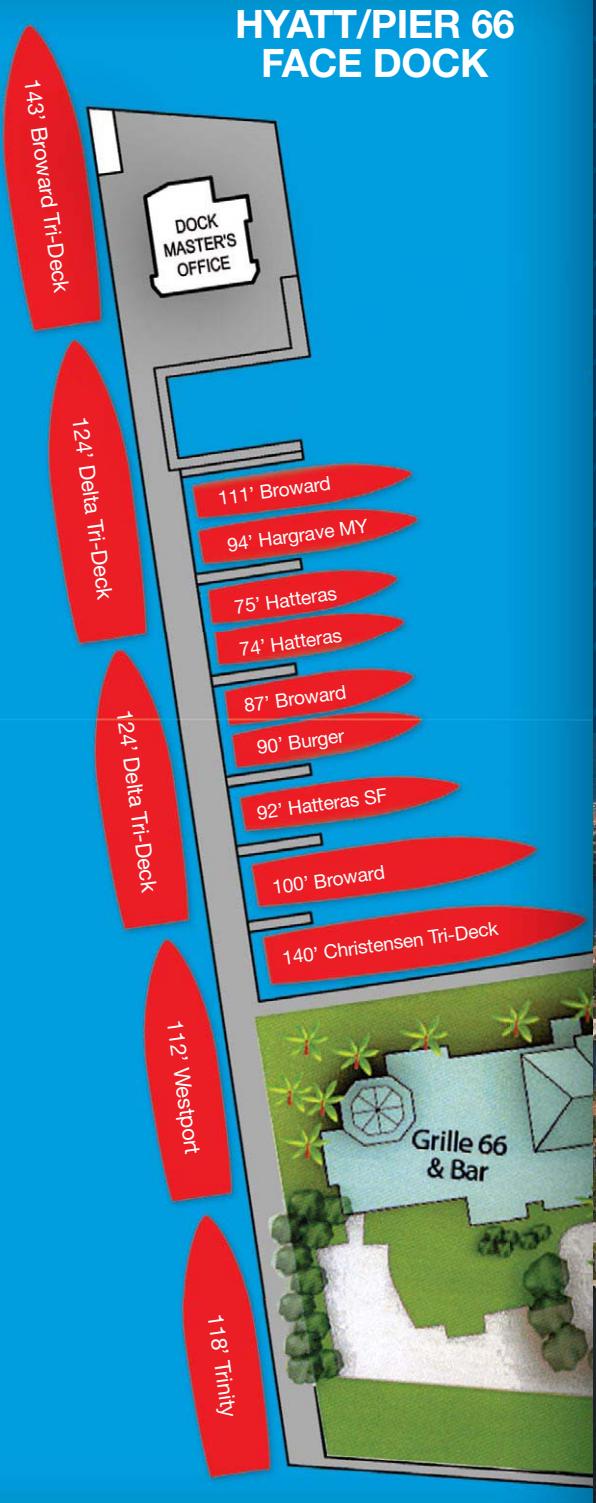
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Visit us during the Ft. Lauderdale Boat Show at our Hyatt/Pier 66 Display

*Right where we've
always been!*

HYATT/PIER 66 FACE DOCK



We are proud to be featuring (16) vessels at our **Hyatt/Pier 66** face dock display during the **Ft. Lauderdale Int'l Boat Show, Oct. 28th - Nov 1st**. All of the vessels featured in this dock plan will be available for inspection including, **Broward, Burger, Christensen, Delta, Hatteras, Trinity and Westport** yachts, ranging in size from 74' to 143'. Please join us for this exclusive showing of the finest selection of larger, late model Motoryachts and Sportfisherman available anywhere. Please contact our office to receive listing information, photography or to arrange a private inspection. Preview all of our vessels on our extensive website;

www.rjcyachts.com



Featured Yachts On Display...



COCOA BEAN, 143' 1998 Broward Tri-Deck MY
Ft. Lauderdale, FL. Central Agent



PHAEDRA, 122' 1997 Delta Tri-Deck MY
MTU 2000's - Palm Beach, FL. Central Agent



MURPHY'S LAW, 124' 1998 Delta Tri-Deck MY
Ft. Lauderdale, FL. Central Agent



WHITE STAR, 112' 2008/09 Westport MY
MTU 16V-2000's - Ft. Lauderdale, FL. Central Agent



CHERISH, 111' 1997/04 Broward CMY
Cat 3412's, 4 S/R's - Ft. Lauderdale, FL. Central Agent



JUST RIGHT, 100' 1999 Broward MY
Cat 3412's, 4 S/R's - Ft. Lauderdale, FL. Central Agent



GOLDEN TIMES, 94' 2001 Hargrave Skylounge MY
New paint '08, updated interior. Ft. Lauderdale, CA



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



FROZEN ASSETS, 87' 1996 Broward MY
DDEC 12V-92's - Ft. Lauderdale, FL. Central Agent



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



PALADIN, 75' 2001 Hatteras MY
3412's, Rare walk-around decks - Ft. Lauderdale, FL. CA



WENDY I, 74' 1998 Hatteras CMY
4 S/Rs, his/her bath. Majored 12V92's. Ft. Lauderdale, CA

CHARTER FLEET – Weekly Rates

124' Murphy's Law	\$55k/wk	110' Cedar Island.....	\$30k/wk	100' Just Right	\$34k/wk
116' Serenity	\$65k/wk	105' Independence 2..	\$36k/wk	80' Aquarius	\$29.5/wk
111' Strait Jacket	\$43k/wk	100' Triple Attraction.	\$40k/wk		

For charter info, please contact Nicole Caulfield at 954-525-3886 or email at charters@rjcyachts.com

ADD'L CENTRAL AGENCIES

Yolo	100' 1995 Broward CMY
Lady Renee	74' 1997 Hatteras CMY
Paradis	74' 1997 Hatteras CMY
Lady Kariman	72' 1999 Viking Cruiser
Lucky Stars	63' 1987 Hatteras CMY
Drig Reel	39' 2002 Bertram CNV SF

Cocoa Bean

143' Broward Tri-Deck MY



Designed to be Equally at Home,
 In the Med, the Bahamas
 or the Caribbean.



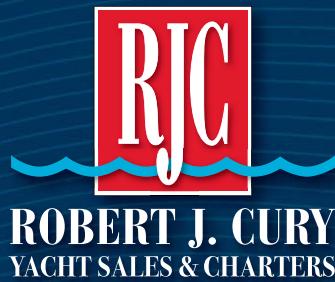
This original owner Broward Tri-Deck MY was custom designed and constructed unlike any other Broward ever built. She features a million dollar sound insulation package which allows her to be "whisper quiet" while underway. Her commercial DDEC 16V-149's have only 2800 original hours and her 15,000 gallon fuel capacity provide for extended range. Additional large yacht options include; oversized Naiad stabilizers, (3) Northern Light generators, extensive electronics including V-Sat internet and much more. Her "beach club" hydraulic folding transom provides storage for tenders and water toys along with comfortable water access. Her custom island style Robin Rose interior features an enormous main salon/dining salon along with an on-deck master stateroom with private office. Below deck are four additional guest staterooms all with ensuite baths. Outdoor areas include two oversized aft decks and a magnificent flybridge/sundeck with Jacuzzi.



**Available for Sale. Located in Ft. Lauderdale, FL
 Featured in our Hyatt/Pier 66 display during the
 Ft. Lauderdale Boat Show, Oct. 28th-Nov. 1st.**

Central Agent, Bob Cury.

Contact Nicole Caulfield, Yacht Charter Manager
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MURPHY'S LAW
124' Delta | \$55k per week 8/10 guests
Bahamas year round



SERENITY
116' Lazzara | \$62k per week 10 guests
Florida | Bahamas | Caribbean



SILVER MOON
112' Westport | \$49,500 per week 8 guests
Florida | Bahamas



WHITE STAR
112' Westport | \$55k per week 8 guests
Florida | Bahamas



CEDAR ISLAND
110' Broward | \$30k per week 8/10 guests
Florida | Bahamas | New England



INDEPENDENCE II
105' Broward | \$32k per week 8 guests
Florida | Bahamas | New England



TRILOGY
103' Broward | \$34k per week 8 guests
Florida | Bahamas



TRIPLE ATTRACTION
100' Hatteras | \$38k per week 8 guests
Bahamas | New England



JUSTA VACATION
85' Azimut | \$30k per week 8 guests
Bahamas



AQUARIUS
80' Cheoy Lee | \$24k per week 6 guests
Caribbean | New England



VICTORY
75' Hatteras | \$18k per week 6 guests
New England | Florida | Bahamas | Caribbean



CHILD'S PLAY
75' Hatteras | \$18k per week 6 guests
Florida | Bahamas

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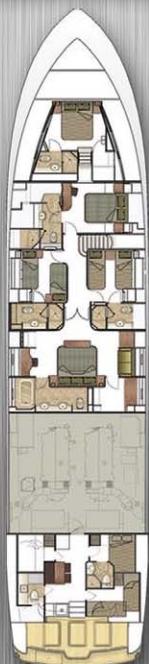
Custom 115' Tri-deck Skylounge

Five staterooms plus six crew
NEW BUILD - Delivery Early 2011

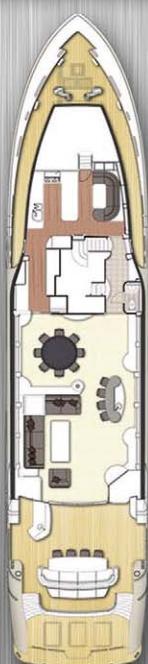


Custom 115' Flybridge Open Cockpit

Five staterooms plus six crew
NEW BUILD - Delivery Early 2011



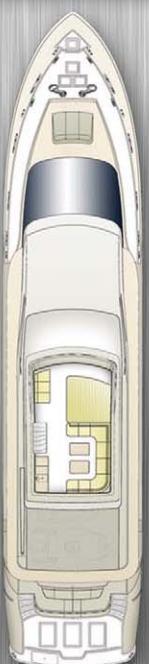
LOWER DECK



MAIN DECK



UPPER DECK



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Upper Salon



Lower Salon



Master Stateroom

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In fine Italian styling, her twin 1300HP powerful MAN diesels will cruise at 28 knots with a top speed of 36 knots. Detailed completely with custom interiors, upgraded electronics, Bose surround sound system, retractable hard top, passerelle, underwater lighting, garage with a new tender and much, much more.

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Custom AZIMUT 116'



Master Stateroom



Salon



Dining

The Exemplary 2011 Azimut 116'

is a true reflection of how our company has gone above and beyond what the original designers created. By utilizing the most advanced technology, ELBA Yachts has customized this luxurious yacht capable of honoring an owner with the most discriminating taste.

Model: Azimut 116'

Customized by: **ELBA Yachts**

Year: **2011**

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Hall of Fame: 305, 307, 309



116' (35m) Burger
Raised Pilothouse
M/Y 2005

Spectacular interior! Four 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. 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. Central Agent.



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

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 four staterooms, country kitchen, full walkarounds. Cherry woodwork. Fully updated and maintained to perfection. Low hours on twin 16V2000 MTU's. Palm Beach. PRICE REDUCED! Central Agent.



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

Superb opportunity on very low hour yacht. All the latest systems. Stunning English Brown Oak woodwork. Three double staterooms plus crew quarters. S. Florida location. 1 year warranty. Trades considered. Co-central agent.



117' (36m)Delta Full
Displacement M/Y 1996

There is no other this size like her nor quite as magnificent in appearance, execution of detail, structure, or condition. Refit 2008. 4000 mile range. Super quiet. Elegant interior. Easily comparable to any fine European yacht. Please call for details.



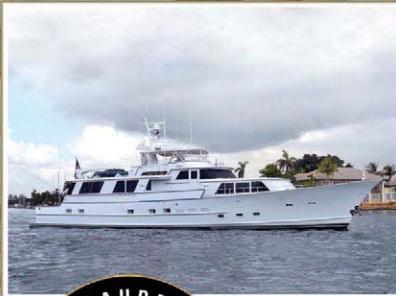
104' (31m) Cheoy Lee
Tri-Deck M/Y 1989

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. Skylounges enclosed and open. Gleaming Awlgrip. Located Fort Lauderdale, FL. 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.



93' (28m)Burger Raised
Pilothouse M/Y 1975

Long range Burger design. Twin CAT diesels. Classy teak interior. Beautiful condition. Stellar ownership history. Three double ensuite staterooms. Tub in master head. Generous crew quarters. Walk-in engine room. Located in Ft. Lauderdale. Central Agent.



81' (25m) Burger Raised
Pilot House M/Y 1972

Cummins diesels. Newly listed and priced to sell. Updated galley, heads, cherry wood interior. Three staterooms plus crew. Stand up engine room. 2000+ mile range. Traditional aft deck salon and full walkaround side decks. Palm Beach. Central agent.



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LOCATED IN FT. LAUDERDALE



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.

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97' La Perla | Jongert | 1989/2010 | MAKE OFFERS
Dutch motoryacht volume & quality interior. Most equipment, systems & finishes new or recently renewed. Great flybridge spaces/sexy master transom windows. Seller will trade for 100' plus motoryacht.

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111' Inace Yacht Explorer Sudami | 2007

Ready to cruise & charter the world, ABS/MCA, 4000nm range Master + 4 suites for up to 12 guests, moderate draft. Reduced to USD \$7,995,000.

LOCATED IN FT. LAUDERDALE



46' Catarina Day Explorer | 2009 | USD \$1,300,000
CARBONFIBER, Seats 10 inside with AC and head, 8 outside, twin diesel jet drives, bow beach ramp, great dive access, set up for towing.

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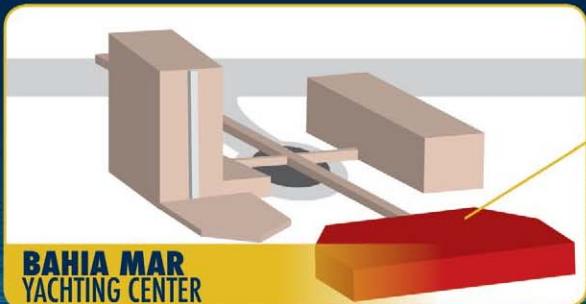


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- Available in steel and aluminum structure or all GRP
- Classed: R.I.N.A and MCA
- Master plus guest, 8 to 10 all with ensuite heads
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Price for fully equipped and classed vessel in steel and aluminum or fiberglass (GRP).

USD \$7,480,000 (built in Brazil or China) ask about other build options and pricing.



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Guests: 11 | Crew: 8 | Destination: Bahamas
35' Intrepid fishing tender, 4 waverunners, 5 underwater scooters.



► **LADY DOROTHY** | 114' Hatteras M/Y
Guests: 8 | Crew: 5 | Destination: Florida / Bahamas
Ex Camille—after a comprehensive refit fresh and ready to go.



► **KALEEN** | 110' Broward M/Y
Guests: 8 | Crew: 5 | Destination: Caribbean / New England
The fun boat with all the toys & 35' towed Triton with triple outboards.



► **TIGER'S EYE** | 100' Hargrave M/Y
Guests: 8 | Crew: 4 | Destination: Florida / Bahamas
Immaculate, luxurious yacht with fantastic crew.



► **LADY VICTORIA** | 88' Rayburn M/Y
Guests: 6/8 | Crew: 4 | Destination: Bahamas
Discover the magic and secrets of the Islands.



► **VOLTERRA** | 80' Palmer Johnson Modern Classic Sloop
Guests: 4/6 | Crew: 3 | Destination: Caribbean
Great yacht for a leisurely cruise or exhilarating racing.

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MASTER

157'/48M Christensen 2005/09 NICE N' EASY

for Sale & Charter



CENTRAL AGENT

170'/52M Benetti 2001/09 QUANTUM OF SOLACE*



CENTRAL AGENT

157'/48M Christensen 2006 THIRTEEN*



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CENTRAL AGENT

150'/46M Trinity 2003 CARIAD*



CENTRAL AGENT

131'/40M A&R 1987 SILVER SHALIS



CENTRAL AGENT

125'/38M Broward 1989/03 SHOWTIME



CENTRAL AGENT

123'/37M Palmer Johnson 2005/09 TEMPTATION



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



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OCTOBER 28 – NOVEMBER 1, 2010 | LAS OLAS MARINA, A-DOCK/DOCK-1



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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!



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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!



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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.



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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.



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 \$825,000. 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. Owner says "SELL"!!! **Reduced** to \$895,000, 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 sapelli woods, granite, marble, wool and silk. Fly-bridge with new 8-person Jacuzzi and beautiful wet bar, plus dining **Reduced** to \$1,645,000. 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' Viking BLUE MARLIN

This 2001 Sport Cruiser features four staterooms. Cherry wood interior, designer fabrics and accessories. Panoramic views and abundant seating. Spacious teak covered aft deck with dining table for 8. Exceptionally maintained. Only \$1,099,000. Contact Central Agent, Bill Nelson. Located N. Miami, Florida.



72' Cheoy Lee JESSIE LEA

2002 Extended Long Range Motoryacht. Highly customized and equipped for serious blue water. Beautiful cherry wood and marble interior décor. Full beam master, plus 2 large guest suites, and huge aft deck. **Reduced** to \$1,695,000. 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.

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“KRISHELLE” 95' INTERMARINE MOTORYACHT 2001

CENTRAL AGENT

This 95' Intermarine Motoryacht is in pristine condition. Features included are the popular DDEC 12V2000 series engines. Twin 45 KW Northern lights Generator sets. Full walk around decks. Spacious flybridge with wet bar, sunning areas and dining sette. Spacious aft deck is complete with wet bar and TV. A “Country style” kitchen with open galley has roomy wrap around seating. The three staterooms are all very well appointed. The master stateroom has a 42" flat screen plasma TV with his and her baths with custom showers and jacuzzi bath. The master has a king size bed, port & starboard dressers, night stands, & multi-purpose vanity. The VIP has a comfortable queen bed with bathroom and shower. The quest stateroom has twin beds and a bathroom and shower. All staterooms have entertainment centers. Two sets of washer and dryers. This yacht was built to ABS Classification and currently is in class ABS A1 Maltese Cross. This is one of the highest construction classifications given to a yacht. KRISHELLE is set apart from the rest in quality, design, equipment, anigre joinery, interior decor and over all condition. This yacht is a must see for anyone looking for the perfect motoryacht in the 100' range! Trades considered.



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130' WESTPORT 2008

5 owner/guest staterooms featuring an owner's on deck master with his & her heads. On deck galley with built in dinette for casual dining, comfortable main salon with formal dining for 10. Access to aft deck through double glass sliding doors, aft deck with bar, casual dining & ample seating for casual entertaining. 4 comfortable guest staterooms lower deck: where there is skylounge, bar, & entertainment center w/on deck head. Aft of skylounge is Jacuzzi & casual lounging; access to aft deck; access to flybridge w/hardtop, bar, sun pad, settees w/cocktail tables & grill. Full walk-around pilothouse decks w/Portuguese bridge; access to foredeck w/circular seating & sun pad; full walk-around main decks. 3 crew cabins, 3 crew heads w/stall showers; crew galley & lounge. Additional engineer cabin aft w/double berth & ensuite head. Seller is very motivated.



"GALE WINDS"

112' WESTPORT 2006

This wide-beam four stateroom motoryacht is fully equipped with the latest technology in both entertainment and navionics systems. Her interior is finished in warm cherry woods, Italian marbles and high-polished granite. "Gale Winds" has a wonderful layout providing plenty of space for entertaining and dining in several different environments including a spacious aft deck, flybridge bar and sunlounge. Her MTU 16V2000 engines provide "Gale Wings" to achieve speeds of 24 knots, this shallow-draft go anywhere motoryacht is one of the most comfortable riding in her class. The Westport proven design gives the Gale Winds a quiet ride and unsurpassed sea keeping capability. Bring all offers.



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"D-FENCE"

106' PRESIDENT 2008

This 2008 President 106' Tri-Deck sets the trend for larger fiberglass yachts being built with extremely high quality and craftsmanship. Features include a huge 24' beam with walk around decks, Features a 6' draft and lightweight construction enabling her to cruise at displacement or planing speeds. Fully equipped with State of the art electronics and machinery. This Tri Deck Motoryacht is ready to cruise. Her innovative design and spacious layout set a new standard for a mid-sized Tri Deck Motoryachts in her class. Two models are immediately available. New 2011 also ready for immediate delivery. Both are attractively priced and ready for delivery anywhere in the world. Trades considered. *Not for Sale to US Citizens while in US waters.



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105' BROWARD

"Island Time" underwent a complete extensive refit in 2006. Features include an unsurpassable design & layout, accommodations for 6 guests & 4 crew, spacious aft deck for lounging and alfresco dining. Sophisticated contemporary interior, country style galley w/custom granite & stainless steel appliances. A/C Lazzarette w/dive gear, dive compressor, freezers, commercial ice machine, etc. Aft deck flat screen TV, spiral stairway to flybridge, sun lounge w/Jacuzzi, flybridge flat screen TV, all the toys! Updated pilot house electronics including underwater camera system, underwater lights. A rare find & shows like new! Because of its' uniqueness, "Island Time" was featured on the cover of Yachting Magazine 100th Anniversary issue. A must see! Seller will consider aircraft trade. Not for sale to US Citizens while in US waters.



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110' (33.5M) HOLLAND/ALLOY 1999

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112' WESTPORT 2001. Country galley. Full beam owner's stateroom. VIP plus two guests. Large saloon. Jacuzzi. Must See. Contact Central Agent: David C. Lacz, (401) 641-2951 or dclacz@bartbrak.com.



101' PALMER JOHNSON 1997/2008 Refit. Originally built for a knowledgeable yachtsman. 4 owners staterooms plus crew. Brand new twin CAT C-32's ACERT 2008, 1825 hp. Approx. 250 hours. MUST SEE - ONE OF A KIND! Contact: Joe Bartram (954) 328-7500 or jbbartjr@bartbrak.com



97' ALUMINUM MOTOR VESSEL NEW IN 2001. She offers a unique combination of five commodious double s/r's with ensuite baths plus USCG Certification recently renewed to carry up to 90 passengers. Upgrades in progress including new paneling, furniture, and Plasma TV for presentations in main salon. Canopy enclosure for upper deck. A rare opportunity. Contact Central Agent: Bruce Brakenhoff (401) 225-9537 or bbrakenhoff@bartbrak.com.



90' DERECKTOR EXPEDITION M/Y 1979. 3 Owner's s/r's include en suite master s/r. Twin CAT 3408, 500 hp ea. transatlantic range, stabilized. Complete enclosed flybridge designed & built at Derecktor's, along with new exterior paint job, new swim platform. MUST SEE. Contact Central Agent: David C. Lacz (401) 641-2951 or dclacz@bartbrak.com



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67' 1988 Hatteras CPMY. Twin GM 12v71TAs-870 hp, 150 hrs SMOH. 20Kw & 25Kw Onans. Excellent electronics. Extra large salon plus many more features. Well maintained. Contact Central Agent: Dick Thursby (203) 613-8381 or dickthursby@bartbrak.com



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68' 2006 Hatteras Flybridge Sportfish M/Y. Twin Cat C-32A Diesel Engines (1000hrs). 4 Staterooms. Contact: Andrew D. LeBuhn: (415) 407-9915 or alebuhn@bartbrak.com

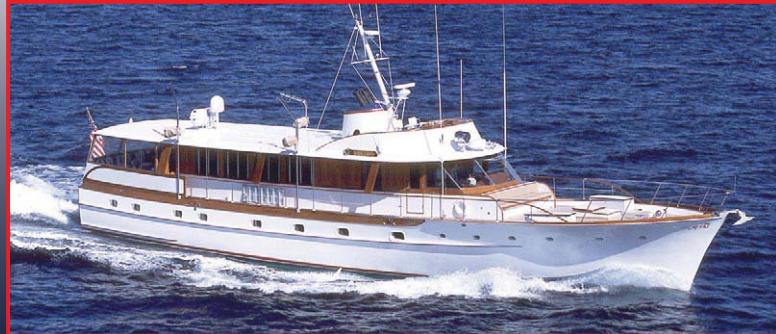


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- Needs restoration



TRIANON: 80' 1960 Trumpy

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- Forward stateroom for 2
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BLUE MOON: 67' 1963 Trumpy

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- Reliable 1271 Naturals
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EMMA: 57' 1962 Trumpy Flush-Deck

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- Westerbeke 11KW generator
- Serious Seller



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- Minimal modern touches to help preserve her originality
- Recent 2007 Survey appraised well above asking price
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Horizon P136

Designed and built according to the owners exacting standards, the new Horizon P136 is the embodiment of attention to detail, featuring striking lines, creative interior layout and stunning interior decor. Collaboration between Horizon, designers, owners and crew has produced a remarkable yacht that will stand the test of time.



Horizon AC80

With a shallow draft, 27ft beam and fluid hull lines, the new Horizon AC80 was built for her fastidious owner with comfort in mind. She provides excellent hydrodynamic performance and incredible interior volume to rival any 100ft monohull design.

AVAILABLE AT THE 2010 FORT LAUDERDALE BOAT SHOW



Horizon E88

The new Horizon E88 enclosed bridge built on a 21' beam features a four stateroom/two crew cabin layout, as well as both formal dining and a country kitchen. Built with CAT 32 1700hp engines, custom AV and electronics, hydraulic stern/bow thrusters, digital stabilizers, and water maker, she is debuting at FLIBS 2010.



Horizon V74

The new Horizon V74 features an enclosed bridge with day head, country kitchen, full beam master cabin and separate crew area. The 20'6 beam and open layout create the feeling of a much larger yacht. Equipped with Twin CAT C18 1000 HP engines, digital stabilizers, hydraulic bow/stern thrusters, and custom AV and electronics.

DELIVERY AVAILABLE 2011



Horizon EP66

The new Horizon EP66 is characterized by her 19'6 beam and roomy accommodations for 6 plus crew with an open layout, large salon and country kitchen.



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P130

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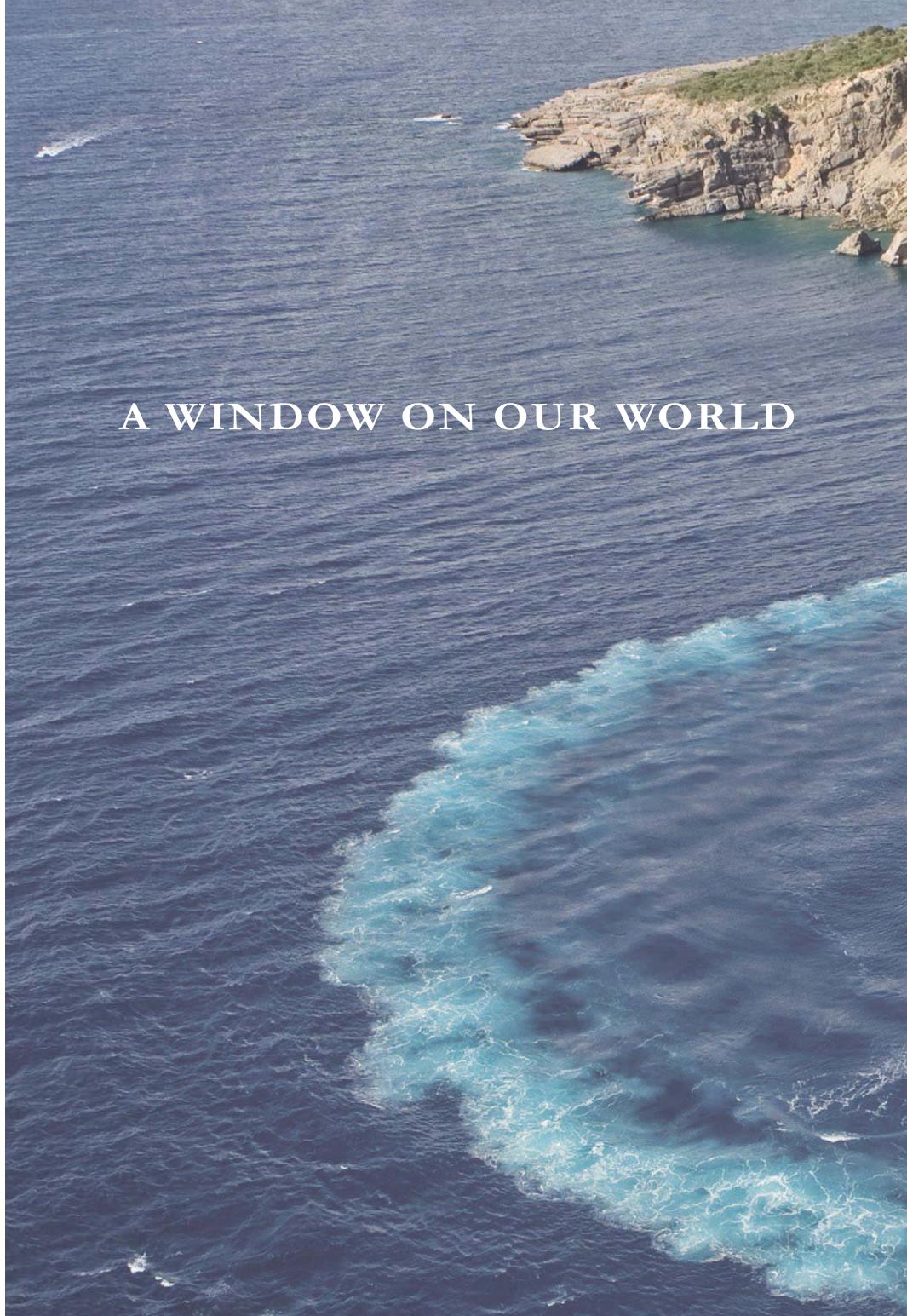


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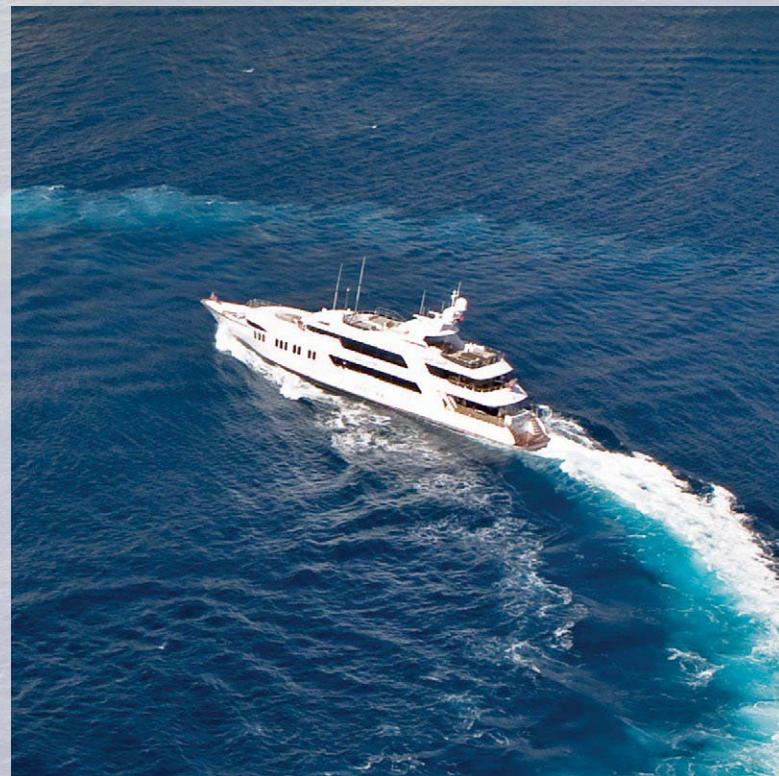
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At The Show

New Construction
Westport 164



At The Show

New Construction
Westport 130



At The Show

New Construction
Westport 112



At The Show

New Construction
Westport 98



At The Show

New Construction
Pacific Mariner 85



130' Westport Tri-Deck MY 2002 "MARY ALICE II" — Camm Moore, C.A.



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



112' Westport RPHMY 2007/2008 — Bryan Long, C.A.



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



106' Westport 1995/1996 "JUST LUCKY II" — Alex Rogers, C.A.

WESTPORT

SINCE 1964



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105' Mangusta Spur 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.



92' Broward MY 1989
Mark Peck, C.A.



88' Horizon 2005
Mike Williams, C.A.



85' Pacific Mariner 2008
Claude Racine, C.A.



80' Hatteras FBMY 2006
Chris June, C.A.



74' Jones-Goodell Pilothouse MY 1990
Bryan Long/Scott Hauck, C.A.s



74' Hatteras 1998
Mark Peck, C.A.



70' Viking 2008
Andrew Miles, C.A.



68' Sea Ray 2005
Chris June, C.A.



66' Ocean SF 1999
Bryan Long, C.A.



65' Pacific Mariner 2001
Andrew Miles, C.A.



64' Queenship 2000
Mark Peck, C.A.



64' Grand Banks Aleutian 2005
Ralph Raulin, C.A.



62' Azimut 2008
Mark Peck, C.A.



58' Jefferson 2004
Andrew Miles, C.A.

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REVELATION II, 127' CAMPER & NICHOLSON

- Extensive Refits valued over 10 Million
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- 4 En-Suite Staterooms / Sleeps 8 Guests
- Full Beam Master / On Deck VIP
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- 4000 nm Range / Built to ABS Class



TEXAS STAR, 102' AZIMUT

- Five En-Suite Staterooms / Sleeps 10
- Extensive Refit / Over 3 Million Spent
- Jacuzzi, Grill & All Amenities



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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.



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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. Price just reduced. Call Jeff Stanley, Central Agent.



76' HORIZON OPEN BRIDGE MOTORYACHT 2006

Quiet MTU common-rail motors - approx. 400 hours, hide-away lower helm, satin finished Cherry wood interior, Elm burlwood high-gloss countertops, four staterooms plus crew for two, Country Kitchen, large aft deck, very clean! Asking \$2,495m. Other Horizon vessels available. Call Joe Majcherek 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 33 kw gensets, bow and stern thrusters, sewage treatment...the list goes on and on. Call Jeff Stanley, Central Agent.



76' SPENCER YACHTS 2006

Spacious 22' beam, 2400 hp MTU common rails with underwater exhaust and 3150 gallons of fuel. Great entertaining salon with island bar/galley, full beam master with separate exercise room, air conditioned mezzanine, huge teak cockpit. Awesome sea-boat! Call Joe Majcherek or Eddie Wimbrow.



77' HATTERAS COCKPIT COCKPIT MY 1987

Custom-series factory CMY with aft engine room, heavily updated, recent paint, renovated galley, stairway to flybridge, newer tender and more. Five total staterooms and heads plus aft deck, ash wood interior. Asking \$675,000. Call Joe Majcherek, Central Agent.



76' GRAND HARBOUR SKYLOUNGE 2002

Custom built for a knowledgeable owner, this 3 stateroom plus crew aft layout was designed for long distance cruising with an emphasis on self-sufficiency. Twin 1150 hp MTUs provide up to a 16 knot sustained cruising speed. Call Jeff Stanley, Central Agent.



68' VIKING CONVERTIBLE 2007

Beautiful sport fish, 2000 hp MTUs, sprawling teak cockpit and 4 stateroom layout. Enclosed bridge 2008 with common rail MTUs also available. Both high volume tournament machines who outshine the competition. Call Jim McKee or Joe Majcherek. Majcherek.



70' HORIZON FLYBRIDGE MOTORYACHT 2000

Low hours on 3412 CATs, twin gensets, bow and stern thrusters, updated interior, large aft deck with Euro-transom, bridge and lower helm stations, strong electronics package. Motivated seller just reduced by \$100,000. Call J.J. McConnell, 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.



63' BERTRAM SPORTFISH 2005

Low hours on 1676 hp CAT C-32s, 4 cabin/3 head layout, beautiful satin finish cherry wood interior, twin gensets, Pipewelder's tower, exterior FBG spiral staircase leads to bridge. Drastic \$250k reduction to \$1,350,000. Call Jim McKee, Central Agent.



65' JOHNSON-HIGH TECH MOTORYACHT 1994

Cruise in comfort at 24 knots with Naiad stabilizers. Four staterooms plus crew for two. Great outdoor spaces including fore deck, aft deck and flybridge. All new soft goods inside and out in 2008. Two boat owner! 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.



43' SPENCER 2007 WITH IPS DRIVES

Minimal bow rise underway offers great visibility, sea keeping and dry ride. 2-stateroom Anegre wood interior is amazing for a boat this size plus notable range and economy, thanks to IPS. Asking price reduction to \$949,000. Call Joe Majcherek, Central Agent.

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SHOULD YOUR BOAT BE HERE ?



110' FEADSHIP 1987 – **SOLD**



92' WEST BAY 2003 – **SOLD**



78' HARGRAVE 2007 – **SOLD**



74' STEPHENS 1982 – **SOLD**



68' STEPHENS 1981 – **SOLD**



65' PACIFIC MARINER 2007 – **SOLD**



65' NEPTUNUS 2000 – **SOLD**



65' NEPTUNUS 2000 – **SOLD AGAIN**



62' OFFSHORE 2001 – **SOLD**



55' SEA RAY 1997 – **SOLD**



52' BLUEWATER 2005 – **SOLD**



42' SEA RAY 2000 – **SOLD**

Dear Yacht Owner,

Above are the sold yachts I have been involved with as either the Listing or Selling Agent in the past 10 months. These successful transactions can be attributed to my experience, knowledge of the product, ability to communicate with Buyers and Sellers through market research, cooperation with all outside brokerage firms and supplying proper advice to prepare their yacht for marketing, survey preparation and informing the client of market comparables so they can make an educated decision at the time of negotiations.

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Please stop by the Gilman Yachts display at the 2010 Fort Lauderdale Boat Show, Oct. 28 through Nov 1, Hall of Fame, Slips 48A-53, Floating Dock North. I look forward to meeting you and putting my 34 years of experience to work for you; helping you with the sale of your yacht or assisting you locate and purchase your next yachting adventure. If you'd like to get a head start on the boat show, email me at Wayne@Gilmanyachts.com or call my cell: 954-646-5099.

Wayne S. Cannava

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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. **REDUCED.** CA Lon McCloskey in PB.



151' TACOMA 1993/2008. Major \$6M refit in 2008 to include Quantum Zero stabilization, all new teak decking, new galley & all new mechanical systems. Accommodations include huge on deck master & 4 en-suite king S/Rs. Truly pristine throughout. **REDUCED.** CA Dean Young 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 Bickle in FTL.



95' HORIZON 2007. Absolutely NEW condition with less than 200 hours on 1650hp CATs. Designed by experienced Yachtsmen and their longtime captain. No expense spared in her construction and exceptional upgrades. **CA Dean Young in PB.**



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' HORIZON 2005. Expertly maintained since new. C-32 1400hp CATs have under 1,000 hours, cherry interior is finished in high gloss and is beautifully decorated. Don't miss this "BETTER than New" Horizon. **CA Dean Young 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.**



75' HATTERAS 2005. Hull #837, the last 75' Sportdeck built. Extensively customized with pages of upgrades to the living and machinery spaces. Shows "as new", Mid-Atlantic location. Owners moving up and would like a quick sale. **CA Dean Young in PB.**

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HORIZON RP110 - Available 2011



HORIZON EP105 - Available Immediately.



HORIZON E88 - Available at the Fort Lauderdale Int'l Boat Show



HORIZON EP75 - Available Immediately.



HORIZON V74 - On display at the Fort Lauderdale Int'l Boat Show

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150 RICHMOND TRI-DECK MOTORYACHT



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112 WESTPORT MOTORYACHT 2000

New Interior



Excellent cond, 4 staterooms plus crew. Huge aft deck and flybridge. 20 knot cruise, new underwater lights. Mike Levell

100 HARGRAVE MY 2009



Twin C32 CATs. Highly customized cherry interior. 4 SR + crew. Flybridge w/ retractable top & Jacuzzi. Call C.A. Joe Marino

87 JOHNSON 2005



CAT C-30s w/ low hours. 4 staterooms plus 3 crew. Large bridge deck w/ hارت and full walk-around decks. Call CA Mack Carroll

76 PERSHING 2004



Twin 2000 hp MTU engines let her cruise 40 knots. 4 stylish staterooms. Fast and very sexy! Contact Brent DeSellier

73 FORBES COOPER MOTORYACHT 1995



Mulder design built for demanding Pacific Northwest Seas. 4 SR plus 2 crew. T-765 Detroit w/ low hours. Call Brad Nelson

116 CRESCENT BEACH MY 1995/2010



Not For Sale In US Waters
Interior fully upgraded in 2010. Stabilizers, bow thruster, extensive electronics package. Contact Andrey Shestakov

108 SAN LORENZO MY 2007



Not For Sale In US Waters
Beautiful contemporary oak interior, twin MTUs, on-deck guest cabin/media room. Contact Central Agent, Joe Marino

96 HARGRAVE MY 2007/2008



4 stateroom plus crew. Elevator to all 3 levels. One of a kind! Contact Central Agent, Joe Marino

82 HORIZON 2001



Twin 3412 CATs. 4 staterooms include full beam master suite. Crew for 2. Many custom upgrades. Contact Trevor Carroll

115 TRINITY MOTORYACHT 1991



T- 3412 CATs, 4 stateroom + crew. Full electronics. Jacuzzi on flybridge. Ideal for personal use or charter. Mack Carroll

100 AZIMUT JUMBO 2000



Located In USA

Not For Sale In US Waters
Four stateroom plus crew, country kitchen. Tender, garage for toys. Contact Central Agent, Joe Marino

90 FALCON MOTORYACHT 2010



Not For Sale In US Waters
MTU 16v2000s. 4 cabins for guests plus crew. Under warranty. Contact Joe Marino

80 AZIMUT CARAT 2005



Twin C-30 CATs. Loaded – Atlas, KVHTV, SAT phone. Located in Southern Italy. Contact Joe Marino

74 FAIRLINE SQUADRON 2010



Sistership
Twin CAT C-32s. 4 stateroom plus 2 crew. Stunning woodwork, underwater lights, bimini top. Upgrades! Call C.A. Rick Obey

72 VIKING CPMY 1991



Twin 1292s, extended aft deck, huge salon w/ teak interior. Four stateroom/galley up. Pipewelders hard top. Contact Mike Levell

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108 SUNSEEKER PREDATOR 2008



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Triple 2400 hp MTUs w/ Arnesons, black hull/black glass windows, walnut woodwork. Contact Rick Obey

82 SUNSEEKER PREDATOR 2006



Not For Sale In US Waters

The ultimate sports cruiser. Accommodation for 8, speeds up to 43 kts. Shallow draft with Arneson drives. Herb Bopp

75 SUNSEEKER PREDATOR 2002



Not For Sale In US Waters

Twin 1300 hp MANs. 3 SR + crew. Cherry woodwork, many upgrades. Captain maintained. Contact Rick Obey

64 SUNSEEKER MANHATTAN 2001



Twin 1050 hp MANs. Gloss cherry interior, 3 SR, white hull. Many upgrades incl. bow & stern thrusters, passerelle. Rick Obey

61 SUNSEEKER PREDATOR 2004

2 Available



Twin 1050 hp MANs. Three stateroom w/ cherry interior. Hydraulic swim platform. Contact Rick Obey

100 SUNSEEKER PREDATOR 2004



Not For Sale In US Waters

Triple 2000 hp MTUs, 4 SR + crew. Complete refit 2008. Black hull, silver superstructure. Contact Rick Obey

82 SUNSEEKER PREDATOR 2005



Not For Sale In US Waters Sistership

Twin 1550 hp CATs, 4 SR w/ designer fabrics. Sleek, sexy, & performance driven. Contact Rick Obey

72 SUNSEEKER PREDATOR 2006



Not For Sale In US Waters

Built to U.S. specs and in stunning condition. SAT TV, bow thruster, hydraulic platform. Contact Rick Obey

62 SUNSEEKER PREDATOR 2007



1100 hp MANs w/ very low hours. 3 staterooms, interior by IK Yacht Design. Loaded w/ options & upgrades. Contact Rick Obey

60 SUNSEEKER MANHATTAN 2007



Twin 810 hp CAT C-15s w/ very low hours. Satin cherry interior w/ blue hull. Spotless. Call Randy Kires

94 SUNSEEKER YACHT 2003



Not For Sale In US Waters

4 S/Rs + crew. Jacuzzi on f/b. SAT TV & phone. Bow & stern thruster. Captain maintained. New teak decks & int. décor. Call C.A. Joe Marino

75 SUNSEEKER YACHT 2005



Not For Sale In US Waters

Twin 1500 hp MANs, 4 stateroom/4 head plus 2 crew. Cherry-wood interior. Contact Central Agent, Joe Marino

68 SUNSEEKER PREDATOR 2004



1300 hp MANs, just completed 1000 hours service. Freshwater, undercover for 2 years. Highly customized. Call C.A. Joe Marino

62 SUNSEEKER MANHATTAN 1998



Twin 800 hp MANs. 3 staterooms plus 1 crew, warm cherry wood-work. Fully enclosed flybridge, bow thruster. Contact Rick Obey

58 SUNSEEKER PREDATOR 1998



Beautiful interior in Tommy Bahama décor. Owner stepping up. 1999 w/ white hull also available. Call Randy Kires or Rick Obey

Showcase Yachts

65 PACIFIC MARINER 2002



Not For Sale In US Waters

Three spacious SR w/ ensuite heads. Always captain maintained. Elegant, comfortable, practical. Contact CA, Joe Marino

61 VIKING SPORT CRUISER 2005



T-800 hp CATs w/ warranties til 2012. 3 SR + 3 head layout w/ dark cherry interior. Gorgeous! Contact CA Dennis Rhodes

56 VIKING SPORTFISH 2005



Three stateroom layout, custom electronics. Many custom features make her the perfect fishing vessel. Contact Ed Biggie

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BELLA BRI 151.00ft (46.00m)

Northern Marine | 2008 | Florida | USD 25,900,000



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SWEET PEA 165.03ft (50.30m)

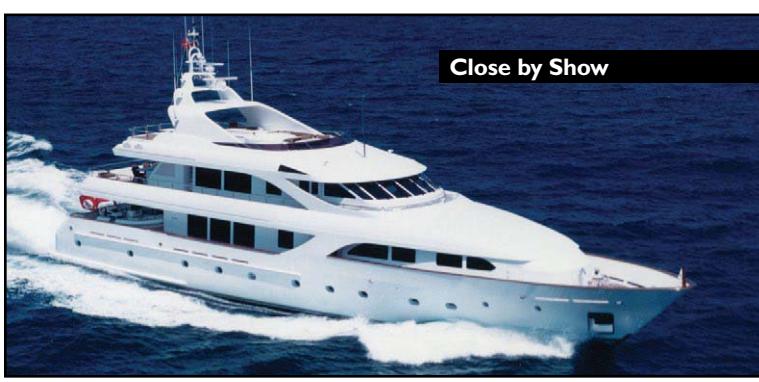
Feadship | 2000/2008 | Florida | USD 33,000,000



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

TUSCAN SUN 147.00ft (44.80m)

Izar | 2006 | Florida | USD 24,950,000



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

BOSSY BOOTS II 136.00ft (41.50m)

Intermarine | 1999 | Florida | USD 11,600,000

IMPULSIVE 126.00ft (38.40m)

Norship | 1994/2010 | Florida | USD 6,750,000

SEE US AT THE FORT LAUDERDALE INTERNATIONAL BOAT SHOW



ARIOSO 130.00ft (39.62m)

Westport | 2006 | Florida | USD 11,900,000



ASPEN ALTERNATIVE 120.00ft (36.58m)

Sovereign | 2002 | Florida | USD 6,450,000



LUNASEA 110.00ft (33.50m)

Cantieri Di Pisa | 2000/2009 | Mediterranean | USD 4,750,000



LITTLE PARADISE 103.00ft (31.4m)

West Bay Sonship | 1999 | Florida | USD 3,750,000



MAVERICK 85.00ft (25.90m)

Scarborough | 2008 | Florida | USD 5,975,000

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2009 PREDATOR 108



2008 SUNSEEKER 90 YACHT



2004 SUNSEEKER 75 YACHT



2005 PREDATOR 68



2009 MANHATTAN 60



2005 SUPERHAWK 48



2008 PREDATOR 62



2005 PORTOFINO 35



USA WORLD DEBUT AT THE FORT LAUDERDALE BOAT SHOW 2010

2011 PORTOFINO 48



2011 34 METRE YACHT



2011 30 METRE YACHT



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2009 SUNSEEKER 86 YACHT



2007 PREDATOR 82 (3 AVAILABLE)



2007 PREDATOR 72



2005 MANHATTAN 66 (2 AVAILABLE)



2003 PREDATOR 68 (3 AVAILABLE)



2009 PREDATOR 62 (2 AVAILABLE)



2008 MANHATTAN 60 (3 AVAILABLE)



2003 MANHATTAN 56 (2 AVAILABLE)



2007 PORTOFINO 53 (2 AVAILABLE)



2010 PREDATOR 52



2002 CAMARGUE 50



2007 PORTOFINO 47



2005 PORTOFINO 46 (3 AVAILABLE)



2005 SPORTSFISHER 37



1994 HAWK 31



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"Kelly Sea" 112' Westport RPH, 2006

PRICE REDUCED!

Ft Lauderdale Boat Show – Los Olas Marina, Slip 103

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

\$6,995,000

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

Ft Lauderdale Boat Show – Pier 66 F Dock

5 SR, 5 heads, 2 crew qtrs, twin MTU16V2000/1800HP, low hours, new paint 2007, Crestron AV, marble and granite throughout. New tender, 2 Sea Doos. Located at Pier 66, Fort Lauderdale, FL

\$5,650,000

"Ajilati" 94' Hargrave MY, 2003

ALL TRADES CONSIDERED

Ft Lauderdale Boat Show – Los Olas Marina, Slip 105

Wide-body, 4 SR, 4 heads, 2 crew qtrs, high-gloss cherry int., circular staircase connecting all decks, twin CAT 1400HP, upper aft deck with hot tub, Located at Pier 66, Ft Lauderdale, FL

\$3,295,000

84' Sunseeker Manhattan, 2000

4 SR, 3 heads, 2 crew berths, Twin Cat 3412/1400HP, hydraulic swim platform with tender, bow thruster, Flag Blue Hull, updated AV flat screens. Located Tampa, FL

\$2,195,000

"The Daddy Rabbit" 77' Hatteras CV, 2009

MAJOR PRICE REDUCTION

Ft Lauderdale Boat show – Located Pier 66

Custom int., 2 master SR + 2 BR, 4 heads, twin MTU 2400HP, resin infused Flag Blue Hull, Alexseal paint, bow and stern thrusters, teak deck, only 450 hrs. Located in Ft Lauderdale, FL

\$5,250,000

"Svengali" 70' Hatteras CV, 1999

Ft Lauderdale Boat Show – Available For Viewing In Boca Raton

4 SR, 4 heads, MTU 16V2000-1800HP, large cockpit, raised mezzanine, all new interior soft goods, flats boat on bow with davit, Priced for a quick sale. Bring all offers. Located Boca Raton, FL

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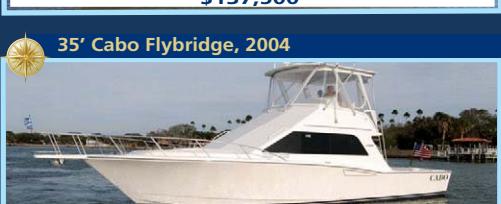
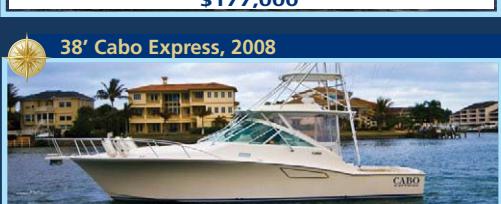
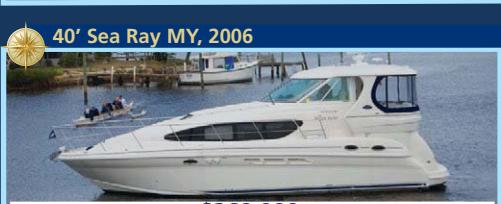


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2005 Marlow Explorer 57E

"Steam Boat" is a superbly maintained Marlow Explorer Command Bridge motor yacht with many options including twin enclosed 20kw generators. Powered by 700hp Northern Lights Lugger engines, she cruises effortlessly at 17 knots. Call today.



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2007 Marlow Explorer 70E

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2008 Marlow Explorer 53C

"Miss Ruth" has come to the market due to the owners change in plans. She is maintained to the highest level by her very meticulous and knowledgeable owners. Don't hesitate to make this your next yacht. Call today!



2008 Marlow Explorer 57E

"Misterri" is a gorgeous, well-equipped Marlow Explorer with CAT C-12's, offering a 9-knot efficient cruise and 17-knot high cruise speed. Call for details today.



2001 Navigator 56 Classic RPH

This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo diesels. Owner will consider reasonable trades!



2003 Marlow Explorer 65C

"Ali Christine" has three staterooms with three heads plus separate crew quarters. Powered by CAT 3406E's she can cruise at 17-18 knots. This well maintained yacht is at our docks and is ready for a new owner.



2004 Marlow Explorer 70E

"Miz Scarlett" is available due to the arrival of the owner's new Marlow 78E. Professionally maintained, do not hesitate to see this beautiful yacht. Features private access from salon to Master Stateroom



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2006 Marlow Explorer 53C

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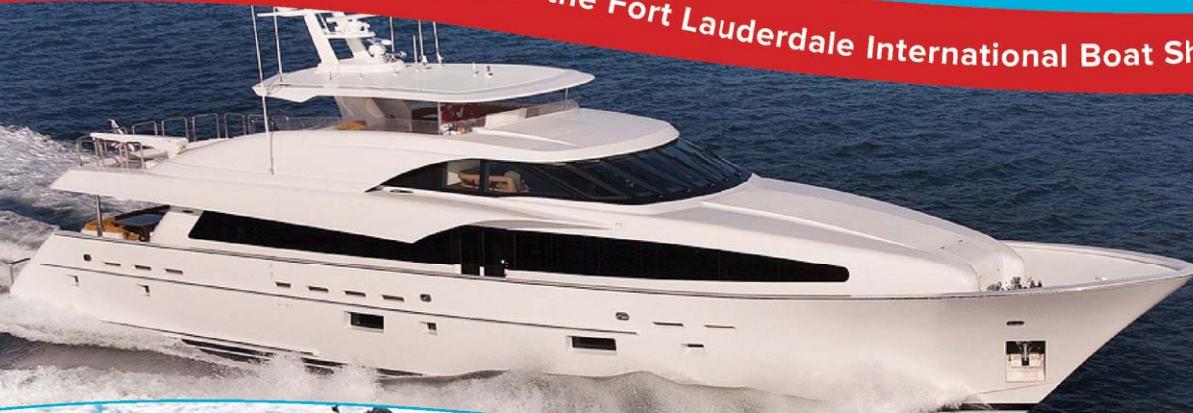
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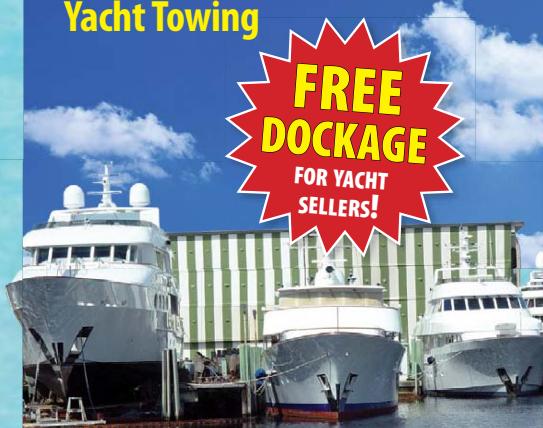
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