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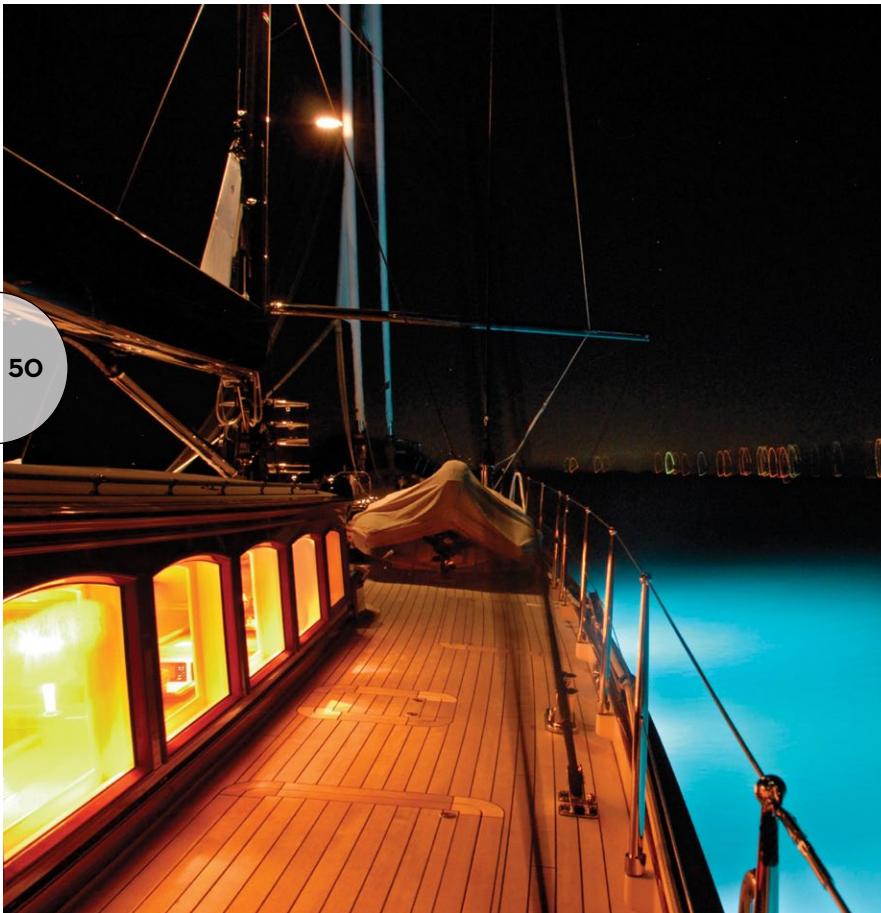
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The stylish Pershing 80, finally shown at US boat shows, carries a boatload of transformable features and top speeds in the high 40s that will seduce gadget lovers and performance enthusiasts.

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COVER

John Rosatti's 162' Christensen *Remember When* may have a nostalgic name, but this passionate yachtsman is not looking back on fun times, he is looking forward to more.

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ONBOARD MARIE

Her fun-loving owners designed the 180' Vitters *Marie*, in part, to accommodate a grand piano and a collection of antique weapons, but don't mistake this gifted sailing yacht for a museum piece.

60

HISTORY

Bertram is 50 this year. The competitive and stylish Richard Bertram gave the company its start when he ordered a prototype called *Moppie*, which created a small revolution. Here's a look back at the early days.

ON THE COVER: *Remember When*, *Nice N' Easy* and 74' *Viking* PHOTO: Jim Raycroft



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**66****ONBOARD PRIMADONNA**

During the Miami boat show, the 127' IAG tri-deck generated quite a bit of buzz, partly because of its price, which lets the fully equipped twin-screw diesel yacht compete with boats nearly half its size.

74**ONBOARD JEFE**

Offshore champion Jerry Gilbreath fell in love with Italian classic wood speedboats and wanted one of his own. He turned to a shipyard closer to home to build *Jefe*, 34 feet of custom crafted mahogany, detail and muscle.

80**ONBOARD BREEZE 76**

Dick Lazzara set out to reinvent the classic American cruiser and came up with the *Breeze 76*. It features great maneuverability, a big flybridge and five cabins. Plus, you can go 1,100 miles at 10 knots.

88**FOCUS: FISHER ISLAND**

Florida's first African-American millionaire acquired a small island off Miami's main coast, known today as the one of the wealthiest zip codes in the United States. Currently undergoing a renaissance, Fisher Island is well worth a closer look.

94**GOLF AND YACHTING**

Golf and yachting are not normally mentioned in the same breath, but, let's say you love the game and you want to turn your yacht into the ultimate golf cart, what are the options available?



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OT FAR FROM THE HUNDREDS OF BOATS LINING UP INDIAN CREEK in Miami Beach during the 2011 Yacht & Brokerage Show, sea oats waved against the big blue beyond the Art Deco hotels. As the surf retreated, it left a shallow pool of clear water where sea birds chased schools of fish that changed colors at each turn and, as the sun began to set, the water took on the qualities of a precious lapis lazuli. Unfortunately, a few feet away, swirling currents spoiled this idyllic scene, bringing countless debris close to the shoreline, as offerings to the busy metropolis beyond.

Our oceans are large receptacles for what we throw away, and powerful streams can carry discarded plastics, spilled fossil fuel and other byproducts of our industrious planet over great distances, dispersing them indiscriminately on busy or deserted beaches. Sometimes we can see them, sometimes we can't. What ever happened to the oil spilled in the Gulf of Mexico last year? Did it dissipate, sink, or are invisible hydrocarbons spreading to sensitive areas? Wouldn't you like to know?

Many of you who enjoy boating are fishermen and divers, who are acutely aware of changes perceptible in coral reefs and beaches. You can use your influence to help sensitize the world and perhaps even help reverse these changes. Already, like-minded yachtsmen have given birth to many initiatives and organizations, including The International SeaKeepers Society (ISKS), founded in Monaco 13 years ago. The society's goal is to help the scientific community get big-picture answers to explain phenomena such as higher water temperatures and increased salinity and their potential effects.

In Miami, I met two of ISKS' newest supporters on their boat. A delightful couple with three young children, Scott and Mandi Leonard are about to embark on a three-year adventure on their recently acquired 50' sailing catamaran. Dad, a CEO, will keep working remotely, using the latest gadgets mobile technology offers; mom will "boatschool" the boys; and all will share a bonding experience and an education no classroom can provide. In doing so, these avid divers and caring parents also hope to support much needed research in the causes of oceanographic and atmospheric changes.

If you read this magazine regularly, then you know that we have a partnership with ISKS. Our kick-off event was a star-studded evening aboard *Alfa Nero* at the Cannes Film Festival last year. We are planning more great events to help raise funds and awareness and will be back in Cannes on May 20 for the 2011 Cannes Film Festival (see yachtsmagazine.com for more information).

There are many ways to help better our ocean environment and ensure that our children and grandchildren walking along beaches years from now will find mostly sand and clear surf where sea birds chase silver fish.



Cecile Gauert EDITOR IN CHIEF

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{ MAKING WAVES }



Seven Seas Oceanco's newest launch

After Oceanco Yachts delivered the 282' (86m) *Seven Seas* to her owners one month ahead of schedule, the yacht wasted no time in lifting anchor. The stunning vessel with stylish black mast, fluid white superstructure and navy hull attracted attention in St. Maarten and St. Barth's before making a noted stopover in Fort Lauderdale, which remains a busy hub for yacht provisioning and service.

Designers Nuvolari-Lenard, Azure Naval Architects and the Wright Maritime Group all were involved in the project, previously known as Y-706. Although *Seven Seas* follows in the footsteps of Oceanco's celebrated *Alfa Nero*, *Vibrant Curiosity* and *Sunrays*, it breaks new ground in terms of technological achievement and design.

Guest accommodations include a sumptuous master suite comprising study, lounge and private deck area with whirlpool,

plus two VIP suites and four additional luxurious staterooms. Molly Isaksen Interiors, a firm responsible for the owners' private homes, did the casually elegant and soothing interior décor which features teak paneling.

The main salon boasts a bona fide theater with a 108-sq.-foot screen, a rear projection system and two rows of raked seating. For the true movie aficionado, there is also the option to watch the latest films while perched on a Jet Ski as the glass wall of the infinity pool doubles as a projection screen.

Most entertaining centers on the expansive outside areas. Adjacent to the main salon is nearly 2,700 square feet of deck space to accommodate either a casual alfresco meal or a black-tie gala.

Dual 4,680-hp/3,492 kW MTU engines power the yacht, which is able to reach speeds of up to 20 knots.

VISIT OCEANCOYACHT.COM OR WRIGHTMARITIME.COM FOR MORE INFORMATION

New Pershing power

TRIPLE ENGINES AND GAS TURBINE POWER NEW UNITS

After introducing the new Pershing 92 at the Genoa Show last fall, Pershing launched Hull No. 1 of the Fulvio de Simoni-designed Pershing 108 (32.9m) at its facility in Fano, Italy. As is customary, the designer worked closely with Ferretti's Advanced Yacht Technology engineering group and Centro Stile. The pearly white-hulled yacht (a new Pershing hull color) features four staterooms and three cabins for crew. It is also flexible. With triple 2,600-hp MTU engines, it can go

Pershing 108



an impressive 40.5 knots (speed is still a hallmark of the Pershing brand), but using just one engine and cruising at 11 knots, the yacht has a 1,070-nm range. Also recently launched is Hull No. 9 of the Pershing 115 (35m of raw power). The combined power of a Vericor TF50 gas turbine (capable of more than 5,100 hp when used with central water-jet propulsion) and twin diesel MTUs (7,400 hp together) gives this hull an incredible top speed of about 52 knots. Meanwhile, in the United States, Pershing recently showed two of its newly built and sold 80' models. See our debut article in this issue.

FOR MORE INFORMATION,
VISIT PERSHING-YACHT.COM



Sanlorenzo splashes *Carol* Steely resolve, tender side

Sanlorenzo launched Hull No. 2 in its flagship 46 Steel series, first introduced at the 2010 Monaco Yacht Show. Like sistership *Lammouche*, this impressive displacement 151' (46m) tri-deck features a huge beach club with a gym. A nearby tender garage has space for a 20' tender, freeing up the decks for entertainment and dining. A service tunnel runs through the full length of the yacht, providing access to machinery and the refrigerated storage required for this long-range traveler, which can travel a maximum of 4,000 nm at 12 knots.

The yacht's twin 2,040-mhp Caterpillar 3512B engines give *Carol* a 17-knot maximum speed with a cruising speed of 15 knots. Sanlorenzo Yachts now offers a complete range of custom yachts ranging in size from 62' to 151'. The shipyard builds in composite, aluminum and steel, catering to demanding yacht owners looking for anything from a quality sport flybridge to an elegant cruiser or transatlantic displacement vessel.

VISIT SANLORENZOYACHT.COM FOR MORE INFORMATION

Correction

We published the wrong illustration with the brief article on Kingship's current projects in the March/April issue of *Yachts International*. The rendering shown was another project by the Axis Group's Horacio Bozzo, who is working with Kingship on its innovative green project, but not the Green Voyager, pictured here. We regret the error.



—116—



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Delta Marine's new 164' project

A retreat on the high seas

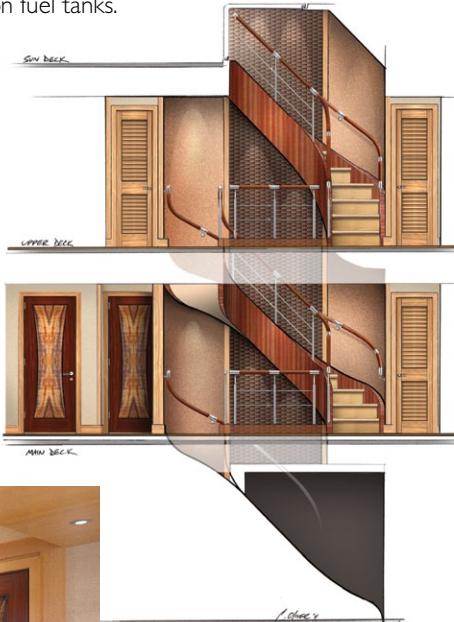
Seattle-based builder Delta Marine recently announced plans for a full-displacement 164' (50m) transatlantic-faring motoryacht. The in-house Delta design team will use tropical floral patterns, warm tropical hard woods, and inlaid wool and silk carpets with refined organic fabrics to create a South Pacific retreat for up to 12 guests. In addition to this island elegance, the owners will enjoy a master stateroom aft of the pilothouse with a private outdoor deck that includes a dining area, lounge and hot tub.

All of the guests will have access to the full gym, combination library and office space and an ondeck Jacuzzi. An elevator will transport guests among all four decks. A float-in garage, an impressive technical achievement sure to enhance the owner's experiences, will house the main tender, with a smaller one stowed on the sun deck.

Two Caterpillar 3512B engines will propel this oasis to 16 knots, and she will cruise at 14.5. Range is a great 5,000 nm, thanks to 21,900-gallon fuel tanks.

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BEAM (EXTREME): 34'1" (10.4m)
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DISPLACEMENT (HALF LOAD): 552 long tons
ENGINES: 2 x Caterpillar 3512B
TOP SPEED: 16 knots
CRUISING SPEED: 14.5 knots
RANGE: 5,000nm @ 13 knots
DESIGN: Delta Design Group



Fraser Yachts introduces Diamond Collection

A MEMBERSHIP MUST

Hoteliers vie for the privilege of a five star rating, travelers carry a Platinum Express and Fraser Yachts Worldwide now gives charter yachts the chance to claim a diamond.

This innovative program will help distinguish yachts in their fleet. To become a member, your yacht and crew must meet a number of stringent standards and training requirements, but the rating could potentially add value to your yacht by making it more attractive to charter guests. Diamond Collection yachts will be those with only the most exceptional levels of service. In fact, it is believed that this could help the suffering charter industry.

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Triple S Consultancy will provide specialized training. In addition, information will be collected at the end of a charter and the company will conduct independent annual audits to ensure all yachts maintain the standards required for Diamond Collection membership. What is the cost for this sparkling seal of approval? A well-spent 12,000 euros per year.

FOR MORE INFORMATION, CONTACT FRASERYACHTS.COM

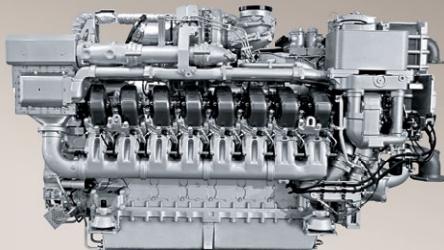


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Cannes 2011 new dates

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The G-20 summit meets in Cannes this year, a change which has forced the Festival de la Plaisance's organizers to alter the dates of their 2011 event.

The Vieux Port, Port Pierre Canto and the Espace Riviera exhibition hall will now host this year's yacht show from Tuesday, September 6th, through Sunday, the 11th.

VISIT SALONNAUTIQUECANNES.COM FOR MORE INFORMATION

UPCOMING SHOWS:

- **BOAT ASIA** May 12-15, 2011
- **SANCTUARY COVE INTERNATIONAL BOAT SHOW** May 19-22, 2011
- **SYDNEY INTERNATIONAL BOAT SHOW** July 18-Aug. 1, 2011
- **HISWA AMSTERDAM** Aug. 30-Sept. 4, 2011
- **ATLANTIC CITY IN-WATER POWER BOAT SHOW** Sept. 8-11, 2011
- **AUCKLAND INTERNATIONAL BOAT SHOW** Sept. 15-18, 2011
- **NEWPORT INTERNATIONAL BOAT SHOW** Sept. 15-18, 2011
- **MONACO YACHT SHOW** Sept. 21-24, 2011
- **GENOA INTERNATIONAL BOAT SHOW** Oct. 1-9, 2011
- **SÃO PAULO BOAT SHOW** Oct. 13-18, 2011
- **FORT LAUDERDALE INTERNATIONAL BOAT SHOW** Oct. 24-31, 2011



J Craft moves stateside “Steering” design’s a showstopper

Swedish yachtbuilder J Craft debuted its 41' Torpedo model in the United States at this year's Miami Yacht & Brokerage Show. Handcrafted on Gotland, an island in the middle of the Baltic Sea, the great-looking J Craft's Torpedo showcases eco-friendly mahogany varnished 18 times and a hand-carved Nardi steering wheel made famous by classic Ferraris. Twin Volvo Penta IPS engines provide a 35-knot cruise speed, 50-knot top speed and a 350-nm range at 43 knots. The hull sleeps four guests plus a crewmember. J Craft's attention to details leaves nothing wanting, and the Torpedo offers up a classy runabout for cruising in style along the coves of the French Riviera or New England or even exploring along the West Coast.

FOR MORE INFORMATION, VISIT J-CRAFTBOATS.COM



Tricon's Argos Gulfstream 70

A private European buyer has contracted a new G70 from Tricon Marine. The G70 will sleep six guests in three ensuite cabins, including a full-beam master suite. There are also crew quarters for two, located aft. Built for challenging seas and frequent Gulf Stream crossings, Argos Gulfstream yachts feature a unique profile, with a low center of gravity and significantly reduced roll. Twin 715-hp Cat engines will power this G70 to an estimated 17-knot cruising speed and 20-knot maximum speed, with a range of more than 2,000 nautical miles at economical speed.

The Argos series include models from 70' to 125'. The Argos 92 was the first model introduced. Based in Zhuhai, China, Tricon Marine also builds the NISI brand, which made a remarkable debut at the Yacht & Brokerage Show in Miami with the stylish and innovative NISI 76.

FOR MORE INFORMATION, VISIT TRICONMARINE.COM



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Diverse Projects' Black Pearl New Zealand yard delivers 103-footer

The New Zealand-based Diverse Projects, a project manager and virtual shipyard, recently delivered the appropriately named 103' *Black Pearl*. The black hull, designed by New Zealand's LOMOcean Design, conceals a playful SMI Interiors layout dressed by Australian Chris Connell Design. Pirate-themed art, furnishings and details liven up three sleek staterooms (which can accommodate a total of 10 guests) and a room with four twin bunks perfect for children. *Black Pearl* can also house up to five crewmembers. Propelled by twin Caterpillar C18 ACERT engines, *Black Pearl* cruises at 12 knots. A 30' tender can be carried on the main deck, and two smaller tenders or safety boats can ride on the foredeck.

Diverse Projects specializes in pairing clients with top-notch subcontractors for a fee. Co-director Lars Bjorklund says that clients enjoy full transparency and trade prices and a financing plan that includes monthly installments until the yacht is completed. After delivery, clients are invited to employ Diverse Projects to manage the yacht for charter, oversee refits or help them to move on to their next boat.

FOR MORE INFORMATION, VISIT DIVERSEPROJECTS.COM

Benetti's new launches 145' Told U So and Crystal 140



Molori Private Retreats already boasts a fleet of private jets and several magnificent resorts: two properties in South Africa, one on the Great Barrier Reef and a fourth under construction on the beach in Santa Monica, Calif. The latest feather in this luxury specialist's cap is the 145' custom Benetti motoryacht *Told U So* (pictured). Molori's co-owner Kirk Lazarus chose every detail aboard the yacht, which will be available for charter through Molori Private Retreats.

Benetti also launched the Stefano Righini-designed *Crystal 140*. Owners can choose classic or modern interiors signed by François Zuretti. Righini provided huge windows to pull in natural light and give guests views of their surroundings. This is most noticeable in the master stateroom where floor-to-ceiling glass offers up panoramic vistas. Outdoor dining, lounging and sunning zones abound.

The *Crystal 140* has a top speed of 15 knots. If kept to 12 knots, the yacht will achieve a 4,000-nm range.

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Turquoise again Proteksan celebrates milestone

Proteksan-Turquoise is celebrating a busy 2011. The first of three planned deliveries early this year is *Turquoise*, built for a repeat client who ordered his first *Turquoise* from the yard in 1994. The high-profile launch of a yacht with solid credentials (Ed Dubois architecture, Donald Starkey Design, all supervised by surveyor Don Patton) helped put Turkey on the yachtbuilding map and establish Proteksan-Turquoise. Since then, the expanding shipyard has forged a solid reputation. After the first *Turquoise* came *Mosaique* and 13 other yachts after that, ranging in size from 131' to 190'. *Vinydrea* (shown at the 2008 Monaco Yacht Show) and sistership *Leo Fun*, now renamed *Sirius* and bound for Russia (her new owner is the Russian government,) refreshed the expedition vessel style with innovative design features. Proteksan-Turquoise returns to Monaco this year with a brand-new yacht.

The new *Turquoise*, with styling by Ed Dubois and interior by US-based HOK Design and Suntay Design of Turkey, will be available for charter.

FOR MORE INFORMATION, VISIT PROTEKSAN-TURQUOISE.COM OR FRASERYACHTS.COM



Langan Design Name carries on

Since renowned naval architect Bill Langan lost a two-year battle with Leukemia on December 31, 2010, three of his long-time associates have formed a partnership to carry on the work of Langan Design's founder. There is no question that Langan made a lasting mark on the history of yachting during his three decades of design work, first with Sparkman & Stephens and then as the principal of his own company.

Paris-born Thomas Degremont, a naval architect; Antonio Ferrer, a Westlawn School of Yacht Design graduate born in Brazil; and Samuel Howell, who learned to sail in Massachusetts and turned his passion into a career, have worked many years with Langan. Candace Langan, wife of the late Bill Langan, will also continue her interior design work out of the Langan Design office in Newport, R.I.

Newport-based Langan Design's latest yacht to ply the waters is the elegant HJB motoryacht *Calliope* (pictured).

FOR MORE INFORMATION, VISIT LANGANDESIGN.COM

Burger Boats has new Leading Lady

STEEL HULL BEAUTY TO
BE BUILT IN WISCONSIN

Burger Boat Company has received a contract for the construction of *Chicago's Leading Lady*, a 98' steel passenger vessel, for Chicago-based First Lady Cruises. The yacht, which will accommodate up to 350 passengers, will cruise the Chicago River and Michigan Lake, hosting upscale parties and special events. Big windows and comfortable upholstered chairs will allow passengers to enjoy the spectacular Chicago skyline in comfort. Seacraft Design LLC of Sturgeon Bay, Wis., designed the vessel in the style of luxury yachts of the 1920s. Twin Caterpillar C12 main engines will propel the yacht, which will be USCG-certified (Subchapter K).

FOR MORE INFORMATION,
VISIT BURGERBOAT.COM

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Triple-Play for Overmarine

Announcements highlight growth

At the Miami Boat Show in February, Overmarine's commercial director Francesco Frediani confirmed the Viareggio-based shipyard (best known as builders for the Mangusta brand) has diversified. Baglietto and Cantieri di Pisa are back, after a hiatus, operating under the umbrella of Overmarine. Previously, Overmarine primarily constructed fast and stylish open-style composite yachts ranging from 72' to 165'—a 205-footer is also in the works. Baglietto is known for custom projects with an edge while Cantieri di Pisa boasts a full range of elegant flybridge yachts.

The newly created group is, in many ways, the result of the financial crisis and its rippling effects in the marine industry. Another example is the recently reorganized Rodriguez Group—which exhibited an Italyachts vessel at the Yacht & Brokerage Show. Until recently, they were the exclusive dealer of the Mangusta brand in the United States, but Overmarine announced in February that Marine Max had been appointed as the company's new representative in the American market.

**VISIT OVERMARINE.IT
FOR MORE INFORMATION**



Largest Heesen

Dutch yard lays keel of a 65m Fast Displacement motoryacht

Construction is underway in Oss, the Netherlands, on a 213' (65m) Fast Displacement motoryacht with an interior by Bannenberg and Rowell. The yard started the project in December and is expected to deliver the new yacht in June 2013. The builder is using a NASA-developed "friction-stir" welding process that generates less heat, yielding a large plate with uniform mechanical properties and much smoother construction. NASA has used this process to construct the Orion crew module at the Michoud assembly facility in New Orleans, La.

Highlights of Heesen's largest-ever build include "the really exciting beach club, which will be located beneath the pool. An 'infinity loop' floorplan [that] allows for neat zoning of spaces, with living and seating aft, dining forward and a free-standing bar positioned opposite a fireplace," says Dickie Bannenberg.

Hull YN 16465 will accommodate 12 guests and 13 crewmembers. Two MTU 20V 4000M 93L engines are expected to power the yacht to a 27-knot top speed and a 24-knot cruise. At 14 knots, the vessel should have a 4,500-nm range.

MORE INFORMATION IS AVAILABLE AT HEESENYACHTS.NL

Allied Marine opens in Newport

Ferretti Group distributor heads north

The Ferretti Group's main US distributor has opened a year-round office in Newport, R.I., to complement the current seasonal office in Sag Harbor. The new office will represent a cross section of the group's brands including Ferretti Yachts, Pershing, Riva, Mochi Craft and CRN throughout Rhode Island, Massachusetts and Connecticut in addition to offering brokerage vessels.

FOR MORE INFORMATION, VISIT ALLIEDMARINE.COM

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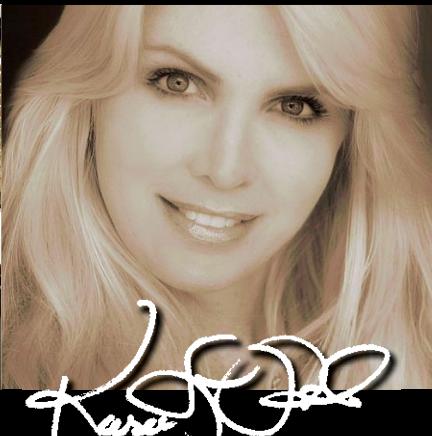
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Mandi and Scott Leonard flank
SeaKeepers International Society's
CEO Dean Klevan

Mobile CEO joins SeaKeepers A worthy cause for the journey

One of the International SeaKeepers Society's newest supporters is California CEO Scott Leonard. The Leonard family—Scott, Mandi and three boys, ages 4 to 10—is embarking on a great adventure in June aboard their newly acquired 50' Lagoon catamaran. The family's goal is to sell their sprawling California home and most of its contents, move onto the boat and sail around the world for three years. Leonard, who is a founding partner and financial strategist for Trovena LLC, a financial services firm, is not planning to take a sabbatical. Quite the opposite, actually. One of his goals in taking this journey is to prove that, with today's technology, it is possible for executives to be active in business and live their dream. He's made it his mission to spread the word, has embraced the public persona of "The Mobile CEO" and even created a Facebook page and blogs to document the journey.

The Leonards, who both are sailors and certified divers, are concerned about the deteriorating health of the oceans. When they heard about SeaKeepers' goals to provide the scientific community with free oceanographic and atmospheric data that may help curb the downward trend—or at least help understand the factors behind noticeable changes—they decided they had found a suitable philanthropic cause to support on their adventure. In Miami to promote and organize their upcoming trip, they also attended a SeaKeepers event aboard the *Golden Shadow* with other high-profile guests, including scientists and CBS commentator Mo Rocca.

Part of the so-called "Golden Fleet," the shadow vessel supports research for the Oceans Living Foundation and helps collect data for the scientific community at large, something the Leonards also hope to be able to do during their journey.

FOR MORE INFORMATION, VISIT SEAKEEPERS.ORG

Mulder expands New yard and new order

Dutch builder Mulder Shipyard recently announced a new order for its newly designed Mulder 73 Flybridge for an Australian client. Guido de Groot, who has designed many of Mulder's charming Dutch-inspired yachts, and Ginton Naval Architects collaborated on the 73' (22.3m) project, which will feature a 20' beam and enough interior space for three ensuite staterooms as well as accommodations for three crewmembers. Two Caterpillar 1,150-hp C18 engines will give the yacht a maximum speed of 22 knots, with a range of 3,200 nm at 9 knots. The project is scheduled for a mid-2012 delivery.

Expansion has been in the air at the Mulder shipyard for some time now, but its location near Amsterdam (bordered as it is by a residential area and a charming canal) would not allow it. After several months of planning, Mulder is officially moving forward with a new facility six miles away in Zoeterwoude-Rijndijk. The new yard will encompass 75,347 square feet and focus on the maintenance, refit and new construction of yachts between 59' and 131'. It should be up and running in 2012, with the first new vessel launching in 2013. Mulder's existing yard in Voorschoten will remain open and focus on smaller yachts.

FOR MORE INFORMATION, VISIT
MULDERSHIPYARD.NL





The recently redesigned Soffer Course at the Fairmont Turnberry Isle in Aventura

Golf for a cause Tournament benefits Make-A-Wish-Foundation

Our event partners at CSI Management and South Florida Opulence Magazine had great success with their first annual Golf Outing. The event benefited the Make-A-Wish-Foundation of Southern Florida whose president and CEO, Norm Wedderburn, was on hand to cheer the golfers on. Sixty seven players gathered bright and early in March to tee-off at Miami's reknown Turnberry golf club. In addition to raising funds for a great cause and having fun in the sun, the winners took home trophies for the following achievements:

FIRST PLACE: Pat Lawlor, Michael Jay, Michael McMahon

CLOSEST TO THE PIN: Jeff Gardner

LONGEST DRIVE: Kassandra Byme

STRAIGHTEST DRIVE: Mike Blann

CSI, South Florida Opulence Magazine and Yachts International are planning a second event in October, shortly before the 2011 Fort Lauderdale International Boat Show. Stay tuned for more details.

**FOR MORE INFORMATION ABOUT OUR EVENTS,
CONTACT KARLENE PACK AT KARYACHTS@AOL.COM**



CSI's Mark Blackburn joins first-place winners Michael Jay (left), Pat Lawlor and Mike McMahon (right)



First-place winner Mike McMahon



Fairmont Turnberry Isle General Manager David Feder, Mark Blackburn and David Hammond



Matthew Marino, Paul Stockall, Lee Ferry and David Hammond on the green at Turnberry



Trinity Yachts delivers its first 2011 hull 191' *Carpe Diem*

The owners of the 191' (58.2m) *Carpe Diem* took delivery of their yacht after successful sea trials and launch late last year. Naval architecture and styling credit go to Trinity Yacht's Geoff van Aller. The yacht features a modern Carol Williamson & Associates interior.

Carpe Diem boasts Trinity's signature main-deck, split-level master suite and five staterooms to sleep a total of 12 guests. One of the staterooms also doubles as a gym. Makassar ebony wall panels and ebonized cherry wood casework are used throughout creating a warm and welcoming décor. Creamy white ceilings, which contrast nicely with the dark wood, make the interior both sophisticated and comfortable.

The yacht sports a 19.5-knot top speed and a cruising speed of 17 knots, thanks to two 3,384-hp Caterpillar engines. She achieves a 4,000-nm range while cruising at 10 knots. *Carpe Diem* is classed under ABS Maltese Cross AI Yachting Service, AMS and MCA.

VISIT TRINITYYACHTS.COM FOR MORE INFORMATION



Icon Yachts and H2 Design concept 180' five-decker aims to be green

London-based H2 Yacht Design unveiled a concept created at the request of Icon Yachts, the Dutch shipyard which recently delivered *Baton Rouge*. The plans call for a 180' (55m), five-deck steel-and-aluminum motoryacht built to both MCA Large Yacht Code II regulations and RINA Green Yacht Plus requirements. Aggressive crisp exterior styling combines curves with chamfers and sharp edges for a "visually stimulating" and "clutter-free" exterior, says H2 owner and design director, Jonny Horsfield.

The yacht will feature light and bright gathering spaces and a full-beam owner's suite that sports recessed balconies. The VIP suite resides on the upper deck with four additional staterooms centered around a glass-sided staircase below, offering total accommodations for 12. A central glass-bottom pool surrounded by sun pads and a beach club with side balcony are sure to attract guests out of their comfortable staterooms. From here, guests will be able to access the water and a flotilla of personal watercraft, SeaBobs and tenders discretely hidden within this sleek exterior. This yacht should achieve a 15-knot top speed and, at cruising speed, will offer a range of 4,000 nautical miles.

FOR MORE INFORMATION, VISIT ICONYACHTS.EU OR H2YACHTDESIGN.COM



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2011 MIAMI BOAT SHOW

QUALITY ABOVE QUANTITY

The Miami Boat Show experienced excellent weather this year, which contributed to an increasingly sunny outlook for the boating industry. A few interesting debuts, including Marlow Yachts' biggest yacht yet, the Marlow 97E, shown alongside the redesigned 57E; the stylish NISI 76 (featured in the March/April issue of *Yachts International*), Hargrave's new flagship Dreamer; IAG's Primadonna (featured in this issue) and a slew of sexy European

boats new to the US market from Princess Yachts, Sunseeker, Azimut, Sessa Marine and more helped entice potential buyers. Qualified leads and actual boat sales quickly brightened the overall mood. A couple of weeks after the show, reports were not evenly upbeat but decidedly improved.

"Quality, not quantity" were oft-heard words.

"During the Miami show, traffic was up around 45 percent over last year. This is

not a sharp bounce back, but definitely a strong upturn. The quality of our visitors was strong," said Eric Cashion, marketing director for Hatteras. The Carolina-based builder displayed several new models, including its very attractive GT Series at its usual location close to the fishing section on the north end of the show. Buyers came for these new models, but also looked at and bought a number of motoryachts. At the opposite end of the show, Australian builder Riviera—which had the southern most location—also showcased new models, including the 43 Open Flybridge (two of which sold) and the impressive 5800 Sport Yacht with four staterooms (two sold at the show). "This was an extremely successful show for Riviera with overall enquiry and sales up over 200 percent from last year, further reinforcing Riviera's reputation for quality and innovation, a tremendous achievement and a great start to 2011," said Chris McCafferty, director of Riviera Yachts.





Big news came from Lazzara Yachts as well. Just before the show, the Tampa-based builder announced the sale of one of its stylish LSX 92 models and the arrival of new investors able to infuse the family-owned company with needed cash. Then, to make a good week great, two more LSX92s sold during the show. "Honestly I'm left a little speechless right now. Selling two LSX 92s in two days at the boat show, I'm ecstatic," President Dick Lazzara said.

Miami newcomer J Craft reported the sale of four of its Torpedos. Ferretti made a strong showing in Miami as is customary, showcasing four models new to the United States and a total of 22 different models across its brands.

"We had an outstanding show for each

of the brands across the board. While attendance was consistent with last year's, we saw a considerable increase in the amount of visitors from Latin America and the Caribbean by over 30 percent of the previous year in addition to an increase in US and European visitor traffic," said Ferruccio Rossi, who manages Ferretti Group North America.

Westport Yacht Sales, showcasing its latest 130-footer; among other models, also reported robust activity with both new and brokerage boats.

The show seemed to remind customers that with summer vacations on the horizon, the market is full of attractive boats available for charter. Hargrave Custom Yachts—which had a large display with its brand new and

impressive 136' Dreamer—saw renewed activity both on the sales and charter side, particularly during the first two days.

"We got one offer accepted at the show and we are working on two more. Hooter Patrol picked up four charters at the show, which was another encouraging sign," said Hargrave Custom Yachts' Michael Joyce who remains cautious that outside forces can weaken customers' confidence.

For a number of builders, both Miami and Dubai were luke warm. Unrest in the Middle East leading to newly inflated fuel prices has the potential to dampen enthusiasm. Still, it seems that we have finally turned a corner.

PHOTOS Forest Johnson and Eric Dallin

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■ DEBUT

ATRANSE





ORMER TURNS HEADS

Pershing 80

HEADS

A racy design, cool paint job, performance-driven package and transformable features make this 80' Pershing model a winner for the American market.

n the day and age of nonstop multi-tasking, automation and *Transformer* films, the Pershing 80 fits right in. The 80' (24.5m) yacht from Ferretti Group's Pershing brand made its US debut in Fort Lauderdale in October, and the company revealed an updated model with the new signature Pershing color, pearly white, in Miami. Besides its decadent paint job, the Pershing 80 also features some nifty transformable features that will entice go-go gadget fans and performance-yacht enthusiasts alike.

The most visible and enticing multi-purpose fixture takes center stage on the aft deck. A large shaded sun pad sits under the retractable hardtop bimini, giving guests the option of lounging under cover or basking in the sun. At the touch of a button, the center of the pad lifts up, transforming the sun pad into a dining table. The cushion from what has become the table then moves to the bench seating, and voilà—alfresco dining. An adjacent barbecue grill and bar complete the package.

STORY Danielle Cutler | **PHOTOS** Pershing



ABOVE: The aft glass-panel door fully retracts for a wide-open aft-deck-to-cockpit living space; a roof above the sunpad provides shade or retracts for full sun; and the sun pad easily converts to an alfresco dining space

As if that isn't cool enough on its own, the multi-panel glass door separating indoor and outdoor spaces has some hidden tricks as well. The side panels framing the sun pad both open to create two walkways between the interior and exterior spaces. Hosting an ondeck party? Press a button and the glass panels now stacked in the middle retreat into the lower deck (alongside the bulkhead between the engine room and accommodations) to create one large open alfresco expanse with a bar.

In spite of its hard top, the Pershing group still calls the 80 an open yacht. And, truthfully, they're right. In addition to the disappearing glass wall aft, a large sunroof provides full sunshine and sea breezes throughout the main and lower decks. In beautiful weather, keep it all

wide open. In stifling heat or torrential rain, close it all up for climate-controlled comfort, but maintain great views through the large main-deck windows.

Beneath the sun pad on the aft deck sits a surprisingly large tender garage. Space there accommodates a tender and a Jet Ski, both easily launched thanks to a tilting ramp. As an added bonus the garage door opens without disrupting the sun worshipping on the sun pads above.

For a change of scenery, guests have the option to sunbathe on the forward sun pads. Here guests will find terrific views and a South Beach-like retractable bimini reminiscent of a poolside cabana. A U-shaped settee provides seating for additional sunbathers or an evening cocktail party.

Pershing appeals to performance-lovers with an eye for design, and the 80 will not disappoint. This model tops out at 45-plus knots (depending on sea conditions or load) and, thanks to its smooth ride, fun-loving owners can pour a glass of wine at 36 knots, not spill a drop and still maintain a conversation. With the doors closed, the decibel level at maximum speed allows for quiet chat.

All that said, Pershing points out that the real appeal is the 80's ability to stay on plane at slow speeds—15 knots—which really gives it stability under choppy conditions. This is good news because, at this size, the owners are often the operators of their yachts. With that in mind, Pershing offers a two-week training course for its owners.

Inside the three- or four-cabin layout, Pershing used Poltrona Frau leather from Italy on the sofa, the helm chairs and the details in each cabin. Light wood, lots of natural light and sleek Italian styling dictate the mood

belowdecks. Down the stairs off the salon sit the crew quarters and the galley. The 80 can accommodate eight guests in four staterooms and two crewmembers in two cabins.

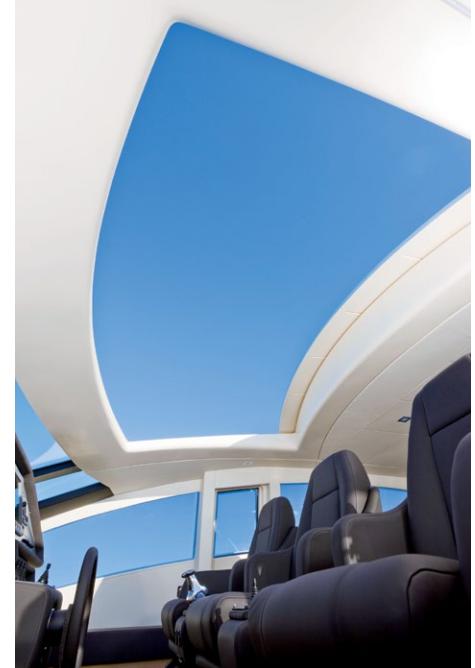
If you want to talk power, the Pershing 80 offers two different engine versions: twin 1,948-hp MTU M94 engines paired with a new Sea Rex ZF propulsion system, with speeds up to 43 knots, or twin 2,400-hp MTU engines for a top speed of up to 48 knots (the preferred engine package for this model).

Pershing launched the 80 line in Europe in 2008, but (following usual Pershing protocol) didn't introduce it in the States until fall 2010, after the brand had worked out any possible kinks. And based on the two hulls of the 80 displayed at the recent boat shows, it does appear that this line is ready for the Americas.

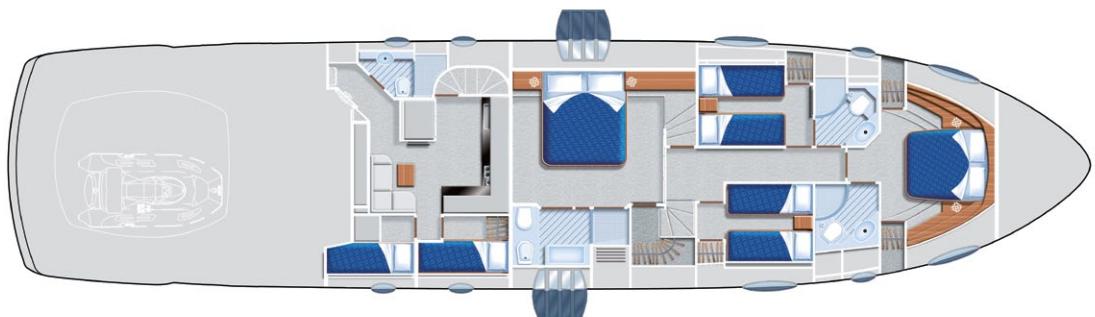
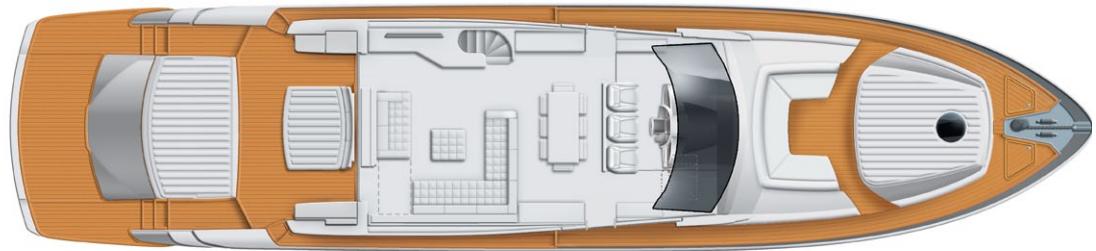
Whether you are a *Transformer* enthusiast or more the James Bond fan, the Pershing 80 hits the mark. ■

BELOW: Light woods, sleek styling and loads of natural light define the living and sleeping spaces. Poltrona Frau leather gives sofas and details added depth





ABOVE: A cabana-style sun bed on the foreward deck harks back to a Nikki Beach lounger (left); a huge sun-roof above the helm brings the sunshine in (top right); comfortable Italian-leather helm chairs provide easy access to the top-notch navigation equipment



For more information, visit
PERSHING-YACHT.COM

Pershing 80

LOA: 80'5" (24.5m)
BEAM: 18'1" (5.5m)
DRAFT (FULL LOAD): 4'7" (1.4m)
DISPLACEMENT (FULL LOAD):
133,710 lb. (60.65 tn)

MATERIAL: fiberglass
FUEL CAPACITY: 1,572 gal. (5,950L)
FRESHWATER CAPACITY:
343 gal. (1,300L)
ENGINES: 2 x MTU 12V 2,000*

PROPELLION: 2 x ZF SeaRex 140S
RANGE: 350nm
BUILDER: Pershing Yachts
(Ferretti Group)

MARCO ISLAND, FLORIDA



Gulfcoast Mansion

Greystone Manor lies nestled within the fringe of Robert's Bay; a protected cove where yachts navigate with the Gulf only minutes away. The famed inlet known as Marco is the largest of Florida's Ten Thousand Barrier Islands and just two hours west of the international city of Miami, minutes from trendy Naples and 4 hours by water to exotic Key West.

Situated on nearly 3 acres of lush tropical gardens with 190 feet of bay frontage, this stunning estate boasts 20,000 square feet. The grand salon is 52 feet square—perfect for lavish entertaining—the dining room seats 24, the formal gourmet kitchen offers Viking appliances; also included are a tennis court, yacht-size dock, secluded pool and spa. The staff quarters has a separate entrance and its own kitchen. A private airport is only 10 minutes away.

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“JOHN



A rejuvenated John Rosatti poses aboard his latest yacht

ROSATTI, THE MAN AND

The successful entrepreneur who until recently owned the three boats on our cover reveals how boating has been the glue that held the family together.

John Rosatti is a businessman who has all the trappings of success. He enjoys his snazzy wheels on terra firma and his Gulfstream G4 in the friendly skies, but his overriding passion is the sea and boats. A few months ago, he owned three of them: a 2008 74' Viking Sport Fish Open Bridge and two motoryachts, the 2005 157' *Nice N' Easy* and the 2010 162' *Remember When*, both of which were built at Christensen Shipyard in Vancouver, Wash. As is often the case with buying, building and selling, the new yacht was delivered before the old one was sold, but luckily, Mark Elliott of International Yacht Collection was able to sell *Nice N' Easy* in a scant two months, a testament to both Elliott and the quality of the boat. Rosatti's three yachts gracing our cover were photographed off Miami Beach near Fisher Island, where Rosatti enjoys spending time with his family.

I caught up with John Rosatti aboard *Remember When* in Fort Lauderdale, shortly after his brisk morning power walk. Rosatti, a ruggedly handsome man in his 60s, sports a peren-

STORY Jill Bobrow **PHOTOS, COVER** Jim Raycroft,
REMEMBER WHEN Stephen Cridland
PORTRAIT Zolten Prepszent



"HIS BOATS"



Before selling *Nice N' Easy*, Rosatti owned three boats, seen here running side by side in Miami



ABOVE: A closer look at *Remember When* reveals attention to stylish comfort; a touch of art Deco and a foyer with beautiful stone work done by the Christensen craftsmen accent the main salon, set for convivial conversation

nial tan and speaks with a soft, gravelly voice. He appears a bit serious at first, but the shell dissolves easily as he breaks into an engaging smile. He exudes an old-world charm—his cell phone plays a couple bars of “New York, New York,” before he picks up. He is definitely more Frank Sinatra than Snoop Dogg. He is also on a new health kick that includes exercising, eating responsibly and cutting his calories from drinking to zero. He shakes his head and admits, “It was getting so bad, and I couldn’t tie my shoes!” He now has a new lease on life. Having lost 50 pounds, he says he feels good and is determined to maintain his new regimen. This is a challenge given the fact that he spends a lot of time aboard *Remember When*, is invested in four restaurants and food is a big part of his Italian family culture. Crewed luxury yachts are not the easiest place to diet. His onboard chef is top notch and eager to create gourmet dishes, but Rosatti says, “My chef is now trained to prepare bland food for me.” We then joked about how he really meant to say “spa” food. I commented that he must have a lot of willpower. He shakes his head and smiles resignedly,

“Not really, but I want to live a long time.” His beloved wife, Bonni, mother of his three children, died tragically in a car accident in 2000. In the last decade, he has had to negotiate running a demanding business and being a hands-on, full-time single father. He credits his sister, Dorothy, and mother, Angelina, for helping him out with child-rearing over the years. Sadly, his mother passed away last summer.

Family has always been central to Rosatti. He was raised Catholic by third-generation Italian parents in the Flatbush area of Brooklyn, NY. His father was a city worker and his mother was a seamstress. While family finances were modest, he was raised with love and imbued with a strong sense of faith and community. Large, traditional Sunday dinners were the bastion of his upbringing. A strong work ethic was also instilled in him. He picked up pocket money making deliveries on his bicycle when he was 11, and he garnered his mechanical skills at an early age. “I started rebuilding cars with my father in the backyard when I was 15. When I was 16, I worked at a local corner store where a fellow worker inspired



me to take the money I had saved and invest in a dump truck and become an independent contractor. In 1968, I opened an auto body shop in Brooklyn, which lead me to get into the auto dealership industry in 1972."

Rosatti has maintained a connection to his roots and to people from his past. In fact, he and former neighborhood buddy, John Staluppi, began tinkering with cars and boats as teenagers. Rosatti worked hard and he played hard. In 1976, Rosatti and Staluppi began racing Cigarettes, competing in the Benihana races all over the country. Their combined technical and nautical know-how paid off, and though they never came in first, they did win a few trophies. Moreover, they cemented a friendship that led to a business partnership in Millennium Super Yachts, a company dedicated to building fast, lightweight flashy-looking boats. One of the last yachts built by Millennium was a Frank Mulder-designed 140-footer called *The World Is Not Enough*—the goal was for this semi-displacement boat to hit a top speed of 70

knots. She was pretty darn fast, but that magic number was never quite achieved.

In 2000, Rosatti moved from New York to South Florida, principally to devote himself to raising his three children. He sold off a large portion of his car dealerships but maintained Plaza Auto Mall, which has been running successfully for more than 30 years. Now his eldest daughter, Angela, and son, Adam, are in college and Crystal, the youngest, is about to enter her freshman year in the fall. Rosatti becomes animated when discussing his kids and their accomplishments. In some ways, boating has been the glue that held him and his family together. Being aboard a boat is an intimate way to connect with teenagers in particular. After all, when you are anchored off the Bahamas, it is hard to grab the keys to the car and drive away.

Rosatti really likes to use his boats. They do not sit at a dock. He cruised *Nice N' Easy* over to Europe in 2007. And after taking delivery of *Remember When*, he took

ABOVE: Rosatti and his kids: A champagne toast is a must to celebrate the launch of the lastest yacht; Rosatti uses his boats quite a bit; he is comfortable on the Jet Ski but also likes relaxing on the aft deck

BELLOW: While most dining takes place on deck, there is an elegant dining area adjacent to the main salon





ABOVE: An active owner and his guests need to get rest; *Remember When*'s master suite and the VIP king-size stateroom, located one deck below, feature very similar comfort and relaxing color schemes as well as perfect sound insulation

three months off and traveled 5,500 miles with his family, cruising the West Coast of the United States and then on through the Panama Canal to Florida. He even lived aboard last summer. "My kids come and go depending on their schedules, and they bring friends with them. We go frequently to the Bahamas to snorkel and fish. On *Nice N' Easy*, we went up to New York, to Sag Harbor and to the City where I own a slip at North Cove Marina, and then we cruised around New England."

Clearly, there are similarities between *Nice N' Easy* and *Remember When*. Rosatti says he enjoyed the layout of *Nice' N Easy*, which he bought from the previous owner. It was built in 2005 for an experienced yachtsman and launched under the name *Liquidity*. Rosatti says, "I had a very positive experience with the Christensen, so I decided to stick with them. I am a fan of composite construction and feel the maintenance costs are lower than metal boats."

Joe Foggia, president of Christensen, and his wife, Judy, were aboard *Remember When* while I was conducting my interview. It is obvious that their relationship with Rosatti has transcended an ordinary builder/owner affiliation. They certainly have a tremendous rapport and respect for each other, but they also seem to have bonded

as genuine friends. Foggia says, "John Rosatti has been an ideal customer for Christensen. He is someone who is really a user of his boats, so we have gained invaluable feedback, both positive and constructive criticism, on all aspects of our product. We are proud of our relationship with John. We feel we are good friends."

Remember When has many of the same elements as *Nice N' Easy*. The exterior styling by Christensen has their signature raised forward full-shear bulwark. The layout is roughly the same, main salon, dining area on the main deck with a master suite forward, a VIP and four guest cabins. However, with the length of the boat extended by five feet, everything is a bit more spacious. The sun deck is six feet wider and nine feet longer, allowing the yacht to carry two Harley Davidsons and two Vespas. The hot tub on this deck is centerline with barstool seating around it—an idea of Rosatti's. The classic Carol Williamson Associates interior features book-matched black walnut paneling throughout. The exquisite custom stonework was crafted in-house by Christensen. The styling of the wheelhouse windows is a departure from the old boat. *Remember When* boasts vertical windows and *Nice N'Easy* features raked windows. Christensen first implemented vertical windows on *Casino Royale*, which

coincidentally, was built by Staluppi (but has since been sold). Also new to *Remember When* is a Dynamic Positioning and Hold at Anchor system by UK-based Ocean Yacht Systems (OYS) and Navis maneuvering and control system. Christensen's in-house team worked closely with OYS to devise a system using bow and stern thrusters of 100 hp apiece that are linked to *Remember When's* GPS system. This permits the captain to keep the yacht close to a specific setting. It's also capable of pushing the yacht along at upward of three knots. Since the stern thruster extends about four feet below the yacht's bottom when the system is engaged, Christensen and OYS took other steps to ensure safety. The thruster retracts once the yacht hits five knots of vessel speed. *Remember When* is powered by twin MTU 12V 4000 series engines, cruises comfortably at 12 knots, but tops out at 17.5 knots. She is fully classified and certified to ABS (Maltese Cross) A1-AMS & MCA Unlimited Cruising. And unlimited cruising is what Rosatti has in mind.

Rosatti is a hands-on owner who enjoys taking the helm, plus he understands the nitty gritty. He is still involved with his various businesses, but it seems he is at a stage of his life where he wants to take the time to smell the roses. Nonetheless, he also likes to keep up with his diversified interests: cars, planes and boats. And, diet

aside, he also likes restaurants; he is currently invested in four: DeVito in South Beach; two Vic & Angelo's, one in Palm Beach Gardens, the other in Delray Beach; and The Office, a gastropub, also in Delray Beach. Maybe because those are running successfully, he needs something else to do. He recently he became involved with a chain of high-end burger places, called Burgifi that will be offered for franchise—"burgification of the nation," he pronounces with a laugh.

In addition to business, boats and burgers, Rosatti is dedicated to several charitable organizations, the American Heart Association/North Palm Beach Heart Ball, Boys & Girls Clubs of Broward County and the GP Foundation for cancer research (founded in part by Denise Rich, owner of another Christensen, *Lady Joy*). His largest donation to date was a \$1 million gift to the Benjamin School in North Palm Beach to fund the Rosatti Administrative/Library and Media Center, which was named in honor of his late wife, Bonni.

What's next? Well, I am betting it is not the tofu-cation of the nation. Rosatti, however, did mention something about a new 175-footer on the horizon. Despite his yacht being called a nostalgic *Remember When*, Rosatti is happily looking forward to a bright healthy future and as is his proclivity, he can always say, "I did it my way." ■

BELow: Rosatti provided input for a few changes, including a larger sundeck on *Remember When* than *Nice N' Easy*, which allows him to bring along two Harleys and two Vespas along with the Jet Skis he likes to race



THEY CALL THE WIND MARIE

Marie combines traditional aesthetics with a twist. She is a modern yacht with classic hull design.

Sensational sheer, long bow and stern overhangs, sweeping teak decks and sleek low profile invoke the “Golden Age of Yachting.”

STORY Jill Bobrow | **PHOTOS** Thierry Ameller, Duncan Hipkin, Dana Jinkins, Rick Tomlinson and Rodney Waters





Heart and Soul is probably the first tune you master as a beginning pianist. Even if you never advance to Mozart, those catchy notes linger in your fingertips for a lifetime and you can conjure them on the keyboard when you are 60 with the same alacrity as you could when you were six. The magnificent *Marie* personifies heart and soul—she was conceived with love and a profound sense of purpose and spirit. This lovely yacht was built, operated and owned by the Bosarge Family Office, a business enterprise in Houston, Texas, where Ed and Marie Bosarge are directors. She is a yacht to stand the test of time. “It is likely most of today’s ultra-modern sailing yachts over 50 meters will be outdated in 20 years,” designer Andre Hoek remarks. Not *Marie*. Her classic hull design with sensational sheer, long bow and stern overhangs, sweeping teak decks and sleek low profile invoke the “Golden Age of Yachting.” Moreover, she combines traditional aesthetics with a twist. “*Marie* embodies tradition and romance, but she is also a modern, comfortable high performance yacht,” says Ed Bosarge. *Marie*, launched in the summer of 2010, evoked a heart-throbbing response last September at the Monaco Yacht Show and continued to woo onlookers in the Caribbean last winter. *Marie* is, by anyone’s standards, an enormously captivating yacht.

It is patently clear to me that she was conceived and built with passion and precision. Built on time, on budget and delivered on schedule in merely two years—a remarkably short period of time for a yacht of her size and complexity—she represents the best



possible confluence of a well-honed team. Naval architect Andre Hoek Design, builder Vitters Shipyard, interior designer David Easton Interiors and owner's representative Nigel Ingram of MCM all agree that this build went remarkably smoothly. It was Jody O'Brien, a broker with Fraser Yachts and a trusted friend of Ed Bosarge for more than 30 years, who had the perspicacity to put this team together. O'Brien sold Ed his 115' yacht, *Tenacious*. One day, as the story goes, the Bosarges were merrily sailing aboard *Tenacious* with a group of friends known as the "Divas" making music belowdecks, as they often did. Marie Bosarge, a jazz singer and an actress, and her husband support the Divas World, an organization devoted to "enriching lives through the integration of music and thought." The non-profit group provides scholarships to budding young musicians and presents free public performances, engaging local artists and renowned individuals

from a wide range of disciplines, including authors, scientists, mathematicians, psychologists and even astronauts.

When cruising, the Divas engage in daily improvisational music sessions that often culminate in a full-blown concert at the end of the week. Aboard *Tenacious* that day, the musical group began to feel thwarted because they only had access to a keyboard. "The sailing yacht *Marie* was conceived because we needed a large enough environment for a Steinway baby grand piano," Bosarge says.

They continued to enjoy *Tenacious* until one day in 2007, the Bosarges caught a glimpse of the gorgeous 180' Vitters yacht *Adèle*. They considered buying her, but the owner had no interest in selling. Plan B was for the Bosarges to build their dream yacht at Vitters in Holland using *Adèle*'s hull as a point of departure. Bosarge is quick to point out that while the hull is the same, the

ABOVE: The upper salon with service bar is a few steps down from the cockpit. A multi-faceted mirrored skylight illuminates the formal dining room

BETWEEN: Nigel Ingram from MCM and designer Andre Hoek were part of the design team. Armaments and artifacts are integral to the interior décor **OPPOSITE:** The main salon paneled in a buttery anigré features a Steinway baby grand piano





ABOVE: In the spirit of the pirate theme, the owner gifted the build team with a set of antique armaments. *Marie*'s salon has proved to be an acoustically successful concert hall

BETWEEN: Captain Wes Cooper at the helm

OPPOSITE: Exquisite under sail, *Marie*'s black spinnaker and black spars provide a distinctive sight from afar

two yachts are most definitely not sisterships. Vitters and Hoek agree that *Marie* is not only different from *Adèle* but also quite singular among today's modern classics. Unlike some other beautiful modern classics built in the last eight years, she is not a heavy displacement yacht but is comparatively lightweight. "All yachts are driven by their owners—what they want out of a build and what they are willing to put into the build," Ingram says. Bosarge's favorite expression during the build was that he wanted the boat to be "cutting edge, not bleeding edge." He wanted a safe, stable yacht capable of cruising around the world, but at the same time, he wanted it to sail fast. Ingram says that "aluminum alloy in the hull is a lot better than it was five years ago and makes for a light but strong hull." As owner's rep he reiterates that there was no compromise in safety in favor of speed. "Onboard systems have evolved in part due to MCA regulations

but also because builders don't want to keep repairing them." Hoek says that a lot of thought went into electrics, generator systems, hydraulics and a new steering system. *Marie* is a yacht that needs no comparison to any other, but what is important to this build story is the evolution that took place in the five years since *Adèle* was built. *Marie* boasts a vast diversified deck layout, an interior geared for concerts and state-of-the-art rigging. *Marie*'s hull, masts and boom are painted a polished high-gloss black. Bosarge says he had to convince Hoek of an untraditional black mast, and while Hoek had concerns over heat absorption, he eventually came around. The spars are built using hybrid modulus carbon fiber and the standing rigging is made from PBO fiber. According to Hoek, this lighter weight rigging versus rod rigging improves on the righting moment of the yacht and the masts stiffness and stability. Also instead of slab reefing,





Marie sports an easier in-boom furling system.

Hoek, Hamming and Ingram all concur that because they had worked on two previous builds together (*Adèle* and *Erica*), *Marie* benefited from a natural progression and improvement of systems. Ruurt Meulemans, technical director and partner in Hoek Designs, and Vitters' project manager Eric Bos were hands-on during all three yacht builds. This was another plus in the efficiency of the build. As the saying goes, "third time's a charm." Whereas, *Adèle*'s hull was subcontracted, Vitters built *Marie*'s hull in house, giving the yard a lot more control over how the rest of the boat came together. Hoek says, "The exterior styling and details, went to a higher level, for example, with the joinery, the sides of the deckhouse have a solid edge which is rounded out and looks fantastic but is an imperceptible improvement to the untrained eye," says Hoek. Also, one can't see it, but the way the windows were placed was a new and improved method. The cockpit tables are better and more solid, and the additional outboard bench seats on either side of the cockpit, similar to those on old passenger liners, enhance the deck space.

Everyone has a learning curve, and with *Marie*, the quality level has been ramped up. During the Superyacht Challenge Regatta in Antigua in late January, *Marie*'s captain, Wes Cooper, put the mizzen staysail up in 22 to 25 knots of wind, which would have been impossible on

some sailing yachts. At one point, I saw the speed indicator flashing 18 knots. Allegro! We were cranking and the motion felt great as the hull sliced through 12-foot waves.

Sailing is very much like music. There are highs and lows, and sometimes there is a frenzied crescendo. We had a well-orchestrated day. There were 32 of us aboard and no one was in anyone else's way. The choreography of the deck space welcomes crowds, whether sailing or partying.

Regarding the deck layout and interior, it was Bosarge's idea not to have a forward deckhouse and to extend the main deckhouse five feet over the lower salon, which created a dramatically open and expansive interior salon. "The flow of the boat from cockpit down to the upper salon and farther down to the lower salon is like a waterfall. Everything is in rhythm and dances together," says interior designer, David Easton. Many of today's yachts are "overdone and hyperventilating, while *Marie*'s interior is anything but. She is light and contemporary with a warm honey-colored anigre that has a visual texture but is light clean and modern. *Marie* is a comfortable boat, both physically and visually," he says. Easton's firm designed all the furniture, sofas, tables and chairs to be in concert with each other. Marie Bosarge helped with fabrics and colors and added her personal touches in all areas, including the salons, the master suite and the three guest cabins.

BELOW: There are four lovely double staterooms including a luxurious master suite that boasts a steam room, lounge, office and private cockpit





Easton and Hoek enjoyed a great working relationship. They worked closely on the VIP and dining room's beautiful skylights, with Easton adding mirrors to the multi-dimensional Hoek design. Easton speaks affectionately about Bosarge, likening him to an eccentric 19th century English gentleman. Bosarge, a Texan, admits to being fascinated with European armaments, armor and cannons. He enjoys recounting the history of the art and artifacts that he personally obtained. Easton considers the cannons sculptures. But Bosarge has a rambunctious playful streak and he likes to fire them off at sunset. Friendly fire, mind you. *Marie's* homeport is "Bloody Bay" and Bosarge designated a pirate motif, including a vivid red and black color scheme, for *Marie*.

Bosarge is a mathematician. He can spout off ratios and loads with the best of them. But he also has a healthy balance of left brain, not the least of which may be his romantic and creative partnership with his wife Marie. His good friend and neighbor, Dr. Dan, who was along for the sail in Antigua, compares Bosarge to Jules Verne. While in his science fiction, Verne talked about a nuclear sub, Bosarge talks about new energy and about creating a self-sustaining island in the Bahamas, running on wind

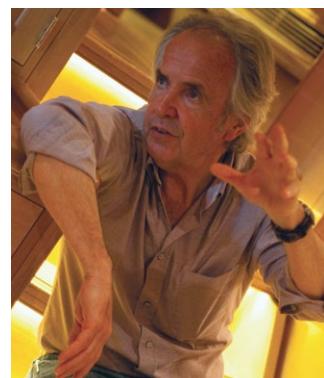
and solar power and ammonia. By all accounts, Bosarge is a man who has the respect of colleagues, friends, family and employees. Louis Hamming from Vitters says he was an excellent owner to work with. "He is a man who recognizes the worth of people and leaves them to do their job without micromanaging them. He lets experts run with their expertise."

Marie for her part is gracious, charming and talented. She is an accomplished jazz singer and actress. She is also very humble and unpretentious. Right after they took delivery of *Marie*, the couple held a christening party in the historic port of Antibes. Friends attended from around the world. The Divas group produced an amazing concert on board with the famed New Orleans Delfeayo Marsalis jazz band. Up to 50 people went for a day sail each day, with a live concert on board at all times, while guests were taking trips up the rig in the elevator/ crow's nest while sailing at 8.5 knots, under calm Mediterranean seas with 7 knots of wind.

"Heart and Soul" is not "Chopsticks." *Marie* is not like any other yacht. Aboard *Marie* there is no score to settle; she is in concert with the sea and will no doubt strike a chord with all who are lucky enough to experience her. ■

ABOVE: A level above their bedroom, the owners have an office and day bed. Their private cockpit with direct access to their suite, provides a comfortable place to enjoy a morning coffee

BETWEEN: A suit of armor graces the art collection; Louis Hamming from Vitters; Nigel Ingram making a point; all deck hardware doubles as sculpture; Ed and Marie hamming it up—obviously, they love their yacht!





ABOVE: From bow to stern, Marie's beautiful teak decks are uncluttered. The central cockpit is well laid out for lounging, alfresco dining and conversation



Contacts:

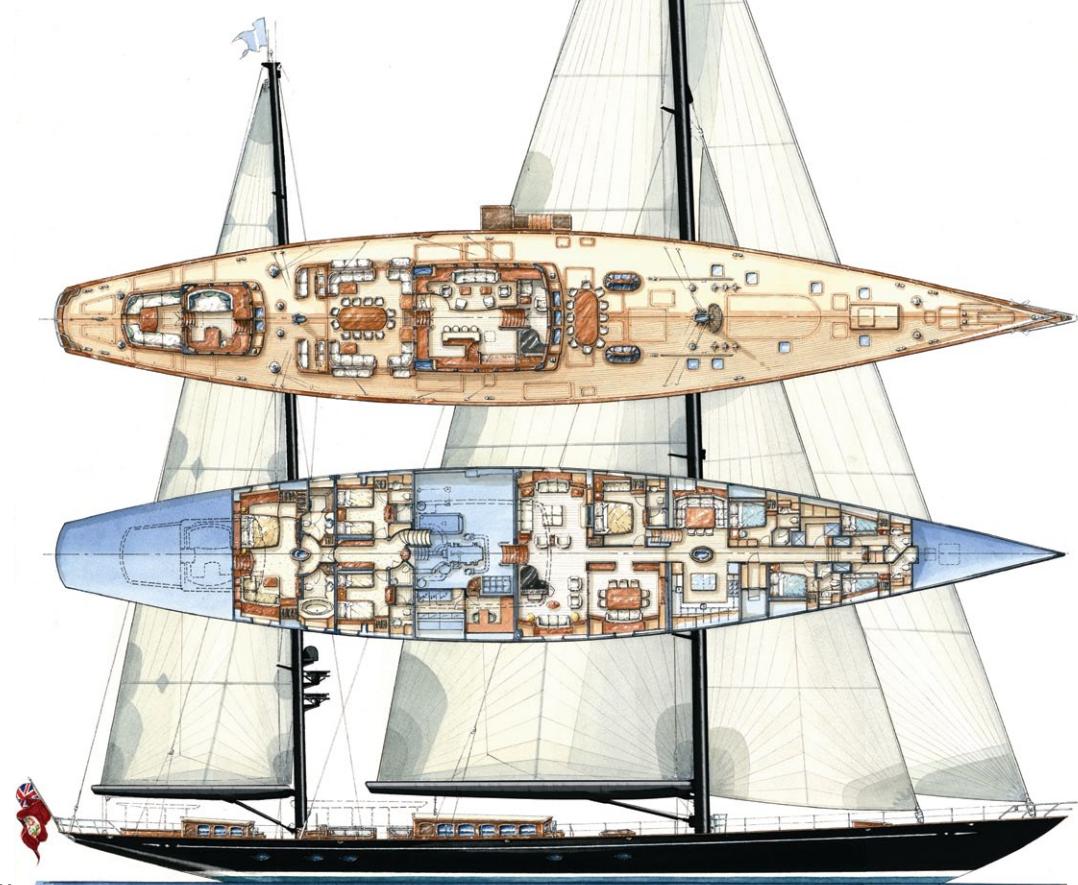
VITTERS.COM

HOEKDESIGN.COM

DAVIDEASTONINC.COM

For charter contact:

CHARTERFLORIDA@FRASERYACHTS.COM



180' Vitters Marie

RIG: Ketch

LOA: 180' (54.86m)

BEAM: 31' (9.45m)

DRAFT: 16' (4.88m)

INTERIOR DESIGNER:

Hoek Design/David Easton

NAVAL ARCHITECT:

Hoek Design Naval Architects BV

OWNER'S REPRESENTATIVE:

Nigel Ingram/MCM

HULL CONSTRUCTION: Aluminum

ENGINES AND GENERATORS:

1 x Caterpillar C32 1,100hp
@ 2,100rpm

2 x Northern Lights Generators

@ 67kW

THRUSTERS: Hydraulic 125-hp swing

FUEL CAPACITY: 7,443 gal. (28,100L)

KEEL STEPPED: carbon fiber masts
with in furling booms

MAINMAST: 204' (62.1m)

SAIL INVENTORY: main, mizzen, yankee,
staysail and 2 spinnakers

BALLAST: 77 tons

FUEL CONSUMPTION: 18 gallons/hr

GROSS TONS: 298 GT

CRUISING SPEED: 10 to 12 knots under
power; up to 17+ knots under sail

BUILDER: Vitters, 2010

*Original dimensions are provided in the metric system

The Freedom You Savor

A wide-angle photograph of a sunset over a calm sea. The sky is filled with dramatic, wispy clouds colored in shades of orange, yellow, and red. In the distance, the dark silhouettes of several small islands or hills are visible against the bright horizon.

We understand the thing you love about owning a yacht is the lifestyle that comes along with it—the freedom to explore the world at your pace, the panoramas you take in, the company you meet and keep. From new builds to new voyages, Marsh helps you enjoy it all by creating customized insurance solutions that address your needs from stem to stern. And with the strength of Marsh behind you, you'll have access to a range of carrier choices and service around the globe, so you can roam as you please.

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IT ALL

Bertram celebrates its 50th anniversary this year with a big bash titled “The Blast to the Past” on April 29 and 30 at the Biscayne Bay Marriott in Miami.

To mark this momentous occasion, we look back at the history behind one of the most ubiquitous names in powerboating and the man who started it all.

STORY Forest Johnson PHOTOS Bertram

BEGAN WITH (RICHARD)



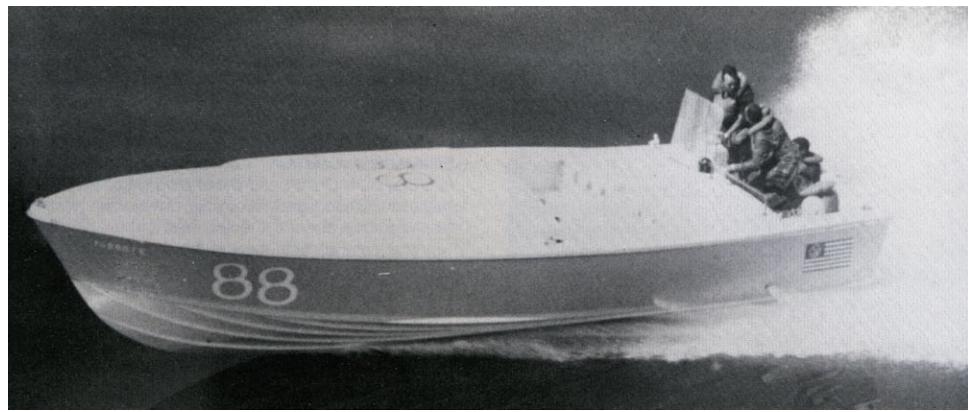
FROM LEFT: The original Moppie was a prototype and was all open; Dick Bertram lent his name to a boatbuilder now 50 years strong; the Bertram 540, at right, is the most recent model to see the light at the original Miami-based Bertram factory



BERTRAM



TORY



On a windy July morning in Newport, RI, in 1958, Richard “Dick” Bertram stood in awe of what he had just witnessed. A 23-footer holding its own in a rough ocean caught this avid boater’s eye. This chance encounter helped change the boating industry forever.

Bertram, a competitive sailor, was in Newport for the America’s Cup trials. At that time he owned a large Miami-based yacht brokerage firm, which he had started in 1947 in a one-room office.

Boating was more than a business to Bertram, it was a part of his life from an early age. The East Orange, NJ, native was eight years old when he got his first boat—a 15' Sneakbox—and entered his first race, on Barnegat Bay, when he was 10. Racing became one of his favorite pastimes. While attending Cornell University, he founded the Cornell Corinthian Yacht Club, which won intercollegiate sailing titles in 1936 and 1937. After moving to Miami, he continued sailing, winning the World Lightning Class championships in 1948 and 1949. He helped sail the *Finisterre* to victory in the 1956 Newport-to-Bermuda “Ocean Race,” a 635-mile race, considered one of the world’s toughest competitions. He won it again in 1958 and in 1960, earning a reputation as a capable deep-water racing contender.

His love for competition wasn’t limited to sailing. In 1956, he teamed up with two ex-WWII Air Force pilots, race-car promoter Sherman F. “Red” Crise and Miami boatyard owner Sam Griffith to create a 185-

mile offshore powerboat race from Miami to Nassau. The “World’s Most Rugged Ocean Race” featured a treacherous course across the Gulf Stream from Miami to Cat Cay and the “Tongue of the Ocean” between Chub Cay and Nassau.

Griffith, considered the father of modern offshore racing, and Bertram won the 1956 inaugural Miami-to-Nassau race in a wooden 34' Chris-Craft. They finished in more than nine hours, averaging less than 20mph. They repeated their victory in a wooden 35' Enterprise the following year, this time taking almost 11 hours to finish in 30-knot winds and blinding rain.

While in Rhode Island on July 16, 1958, Bertram, who was in charge of the foredeck crew on a 12-meter Vim in that year’s America’s Cup contest, noticed a 23' runabout gently whisking around the 6- to 8-foot seas and 20-knot winds at the start of the Newport trials.

Bertram recounted the event in his book, “The Deep-Vee Story.” “This little 23-footer stopped every sailor in the fleet in his tracks. No one had ever seen a powerboat performance to approach it...I made a mental note to corner Ray after the race and get to the bottom of this amazing exhibition,” he wrote.

Thoroughly intrigued, Bertram sought out the designer of this remarkable little craft—C. Raymond Hunt. An innovative designer who doodled on an envelope the famous Boston Whaler hull (for

which he was later credited), Hunt had designed this 23' *Hunter* as a tender to the 12-meter *Easterner*. The 1958 America's Cup contender also was his design.

Hunt's high-deadrise, "deep-V" hull bottom (a variation of a 1903 deep-V design attributed to American engineer E.W. Graef) extended the length of the boat rather than flattening it out near midship. It also featured longitudinal "strakes" to help provide lift and throw spray away from the boat, keeping the deck dry. Bertram figured this deep-V hull design just might be the answer to a faster, smoother, more efficient pleasure-boat hull. So he contacted Hunt after the races and commissioned a set of plans for a boat of his own. In 1960, using Hunt's plans, Bertram built a 30' wooden deep-V-bottom boat as a utility boat, which he named *Moppie*, after his wife Pauline, who got the nickname as a child.

In a casual conversation, Bertram told Griffith about his new *Moppie*, and the latter suggested this might be just what they needed to recapture their winning streak. The pair had lost the 1959 Miami-Nassau race to a 27' prototype fiberglass boat.

Although powerboat racing already was a popular sport, most races were lake regattas, which were kind to the smaller, flat-bottomed boats in use then. However, these popular boats were too slow and ill-suited to a rough ocean environment.

An offshore race boat gains most of its speed while it is airborne and needs enough power to lift into the air, ideally riding with just the props in the water. In rough water, the boat lands on the aft third portion of the hull. If the bottom of the boat flattens out near the aft portion, the boat comes down off a wave like a pancake.

A shakedown cruise on *Moppie* convinced both Bertram and Griffith that this hull design, which handled rough seas with ease, was stable in turns and most of all did not pound, could tame the waters in the "World's Most Rugged Ocean Race."

Four days of high winds churned the water before the 1960 Miami-

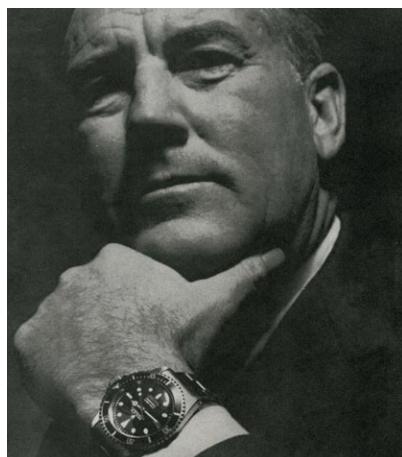
Nassau race, creating ideal conditions for these hard-core competitors and their boat, with winds blowing steadily between 15 to 25 knots. The deep-V *Moppie* performed admirably; after leading the entire way, it crossed the finish line in exactly eight hours. *Moppie* would have finished even faster had a compass not failed, which forced the crew to stop and take time-consuming sun bearings.

Enormous press coverage and fanfare churned an outpouring of interest in this 30-footer, a business opportunity Bertram just couldn't ignore. He later remarked, "There were so damn many yachtsmen waving checkbooks at me that I had to go into business."

Composite building had gained in popularity since the 1940s, and Bertram was convinced it was the way to go. He used his original *Moppie* as a plug for a fiberglass version, rented a warehouse in a Miami suburb and formed the Bertram Yacht Company. The Bertram 31 made its world premiere at the 1961 New York National Boat Show, with a bottom price point of \$15,900. The strakes, by providing lift, allowed designers to put more weight forward. The resulting design, with an enormous cockpit, was uncommon at the time. Other new design features included wrap-around cabin windows, which provided exceptional visibility from below but created weight problems for the hardtop; this, in turn, forced designers to create a smaller flybridge.

The prototype was an instant success and orders flowed in at an overwhelming rate. In the 1961 Miami-Nassau Powerboat Race, once again Bertram and Griffith were victorious with a Bertram 31 fiberglass boat aptly named *Glass Moppie*. After the 1961 Miami-Nassau Race, many "glass" Bertrams went on to win numerous offshore races.

These early offshore races played a large role in the development of hull design, strake placement and component-part placement in each Bertram. It was an era without computers, GPS navigation and cell phones, when trial and error, dead reckoning and true grit were

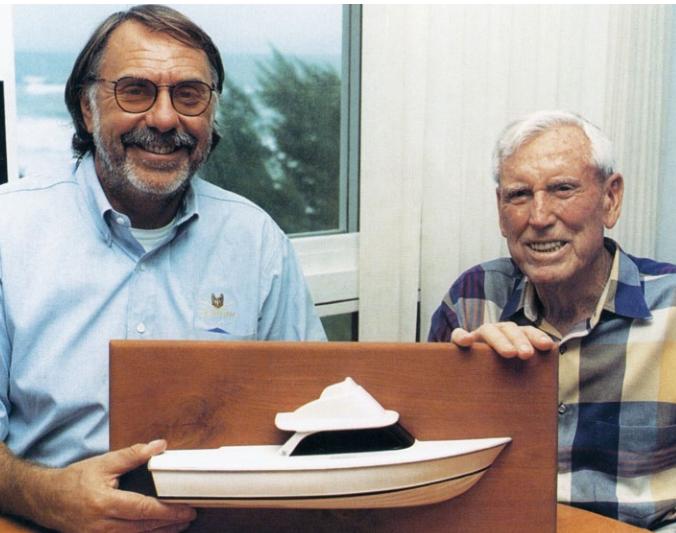


"...And another important piece of racing equipment is the Rolex on my wrist."

"My Rolex is much more to me than a watch. I can trust it as a chronometer. And as a timer, it's superb. Speed and distance indicator. It's incredibly accurate. I've never had a problem with it. It's been a great watch for me." —Dick Bertram, a yachtsman equally at home in power or sail. —

LEFT: The Bertram 31 was built in a number of variations, including the Express and Flybridge Cruiser; Dick Bertram, the racer, became a sought-after commodity for brands such as Rolex

OPPOSITE: Dick Bertram, Carlton Mitchell and Sam Griffith won the 1961 race with the original *Glass Moppie*; a new Bertram on the way to a boat show and Pauline Bertram christens the first-ever Bertram



ABOVE: Ferretti Founder and Chairman Norberto Ferretti and Dick Bertram shared passion for boating; Bertram, which built its legend with a Hunt hull design able to tackle any kind of sea conditions, grew its reputation as a builder of tough boats, including this hard-core Bertram 46

the tools of the testing ground. Johnny Bakos won the 1962 Miami-Nassau race in a 25' Bertram with stern drives—a first in offshore powerboat racing.

The hull design yielded other sizes and models. Aside from the 25' line added in 1962, Bertram introduced a 38' line in 1963 and a 20' inboard/outboard model in 1964.

Bertram decided to build a production facility across the street from his yacht brokerage offices on the site where the Bertram manufacturing facility still operates today. Interestingly, the main building was also designed to operate as a food-processing warehouse in case things did not work out.

There was no need for that. By 1971, just 10 years after production began, Bertram Yachts delivered its 1,000th boat.

After Bertram's racing partner Griffith died in 1963, friends held a memorial race from Miami to the Bahamas and back on February 4, 1964. Bertram won in a 31' Bertram named *Lucky Moppie*, his first win as a driver. Later that same year, he won again driving the same 31' Bertram in the third Viareggio-Bastia-Viareggio race.

By that time, he had not only established himself as a champion-caliber offshore powerboat racer, he had become a celebrity. A billboard in Times Square featured him advertising Camel cigarettes. He appeared in ads promoting Rolex watches and was featured extensively in the boating media as an accomplished powerboat and sailboat champion.

The Bertram factory team stopped racing briefly when Bertram left, but resumed after Nautec purchased the company from its founder, Peter Rittmaster, who became president, began racing in 1967, and in 1969 won the 222.5-mile Hennessy Grand Prix off Long Island in *American Moppie*, but only after Sam James, Bertram's director of dealer services, dove into New York Harbor to remove large chunks of wood splintered around the props.

After the Whittaker Corporation purchased the company in 1968, James continued the factory racing tradition and went on to have his best season in 1974—taking the checkered flag in three races.

On April 28, 2000, Bertram died, leaving behind a boatbuilding legacy and colorful past. The Bertram factory was never used as a food warehouse. ■

WHAT'S UP WITH BERTRAM TODAY?

Alton Herndon, whose long and distinguished career began at Hatteras (Bertram's perennial opponent in the longstanding Shootout), became Bertram's president in 2010. Today, Bertram operates under the umbrella of Italian boatbuilding giant Ferretti Group, which acquired the all-American Bertram company in 1998. An innovator in boat design and construction with an in-house engineering department, Ferretti contributed to the introduction of many new models, including the Bertram 360, Bertram 390, Bertram 410, Bertram 450, Bertram 510, Bertram 511, Bertram 540, Bertram 570, Bertram 630 and Bertram 700. The latest models—introduced in 2010—include the Bertram 540 sportfisher and two versions of the flagship of the line, the 175,000-lb. Bertram 800 (see *Yachts International* December 2010 edition for a review).

For more information, visit bertram.com.

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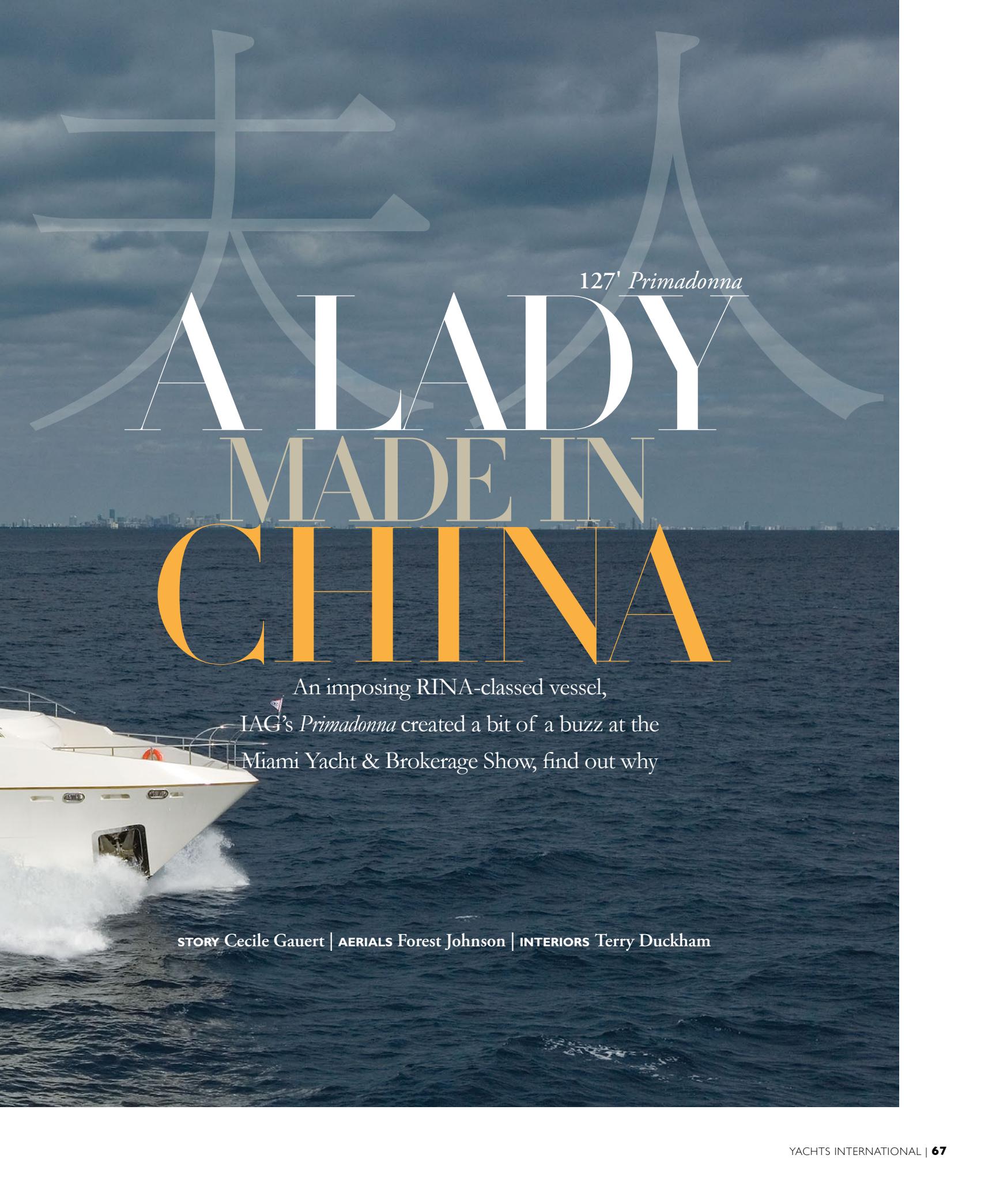
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127' *Primadonna*

LADY MADE IN CHINA

An imposing RINA-classed vessel,
IAG's *Primadonna* created a bit of a buzz at the
Miami Yacht & Brokerage Show, find out why

STORY Cecile Gauert | AERIALS Forest Johnson | INTERIORS Terry Duckham



How did a Chinese-built yacht get an Italian moniker? The story begins a few years ago, when the owners of a growing electronics company called the International Audio Group, with manufacturing facilities in China and offices in London, Macau and Hong Kong, decided to get into the yachtbuilding business.

The boatbuilding venture began in 2007 with the construction of a shipyard in South-eastern China. In order to get things right on the first try, the company decided to hire expertise to assist in the design and production of its first yachts and turned to experienced consultants from Italy.

Andrea Nicolai, a naval architect and engineer who splits his time between Livorno and Zhuhai and had recently worked at Baglietto, accepted the Taiwanese owners' invitation to come to China to assist in organizing the production facilities and workflow. Nicolai, who aside from directing shipyard operations is also president of marine consulting company Ecomarine Asia, currently supervises the design and construction of the shipyard's second series. The 100' Electra flybridge yacht is already under construction in one of the shipyard's six building sheds.

Construction of Hull 1, so-called *Primadonna*, a 127' tri-deck built in solid composite,

began in earnest. The first yacht was launched in fall 2010 and conducted sea trials in Asia. Currently, two more of these voluminous yachts, both measuring just shy of 40 meters, are under construction in IAG Yachts' modern facilities in Zhuhai, located on mainland China not far from the playground of Macau to the south and a ferry-ride away from bustling Hong Kong.

IAG Yachts Director Tim Chang, the son of Michael Chang and nephew of Bernard Chang—IAG Yachts' CEO and president respectively—was born and educated in the United States, where he studied finance. Tim moved to Asia to assist with the expanding family business. By all accounts, IAG's electronics business is vastly successful—close to its manufacturing facilities near Shenzhen is a resort on a 40-acre lake that includes two hotels for visiting guests, a sauna, a nine-hole golf course

and restaurants—so why branch into yachts?

"My father is a boat owner and he loves boats," he said. "He could not believe that there was no yard able to handle a yacht this size in China," he said. So Michael and twin brother Bernard Chang decided to invest in producing megayachts for the international market featuring reliable engineering, style and competitive prices. IAG's first yacht made its Miami debut along with other yachts built in China, including the innovative 76' NISI, built by Tricon Marine, located like IAG Yachts on the booming Zhuhai waterfront, and the imposing 97' Marlow Explorer, built at the Marlow/Norsemen factory in Xiamen.

Tim Chang traveled to Miami for the US debut of the *Primadonna* series with the shipyard's newly appointed director of marketing, Andrew Chang, a UK-educated marketing executive from Hong Kong. The energetic

BELOW: Views of *Primadonna*'s main deck; a nice dining room complements the outdoor dining area **OPPOSITE:** Past the sliding-glass doors, the ambiance is modern comfort, amplified by top-of-the-line surround sound



duo kept busy during the show, hosting a constant flow of visitors. Indeed, the 127' IAG tri-deck generated quite a bit of buzz, partly because at the special show price of \$10.5 million, the fully equipped twin-screw diesel yacht competes price-wise with boats nearly half its size.

Captain Doug Hoogs, who handles sales in the Americas, handled the delicate task of maneuvering the beamy semi-displacement yacht into its spot near the south end of the Yacht & Brokerage Show. The yacht's wing stations and bow thruster helped.

Hoogs, whose long and distinguished career in the yachting industry included managing numerous new builds and refits, had been touting the merits of this new build for several months already. Yet very little can match the experience of actually walking through and cruising aboard a yacht. And so Hoogs was duly pleased that IAG Yachts agreed to ship *Primadonna* to Florida so that the American clientele could see first-hand what the new shipyard was able to produce. The RINA-classed vessel, which is certified for unrestricted navigation, was built with charter in mind.

The lower-deck accommodations (two staterooms with twin beds and two with queen beds) are spacious and well distributed around the landing at the bottom of spiral stairs that connect all guest areas. A separate staircase links the crew accommodations to the bridge deck and

sun deck, providing separate traffic patterns for guests and crew. Perhaps the most impressive area of the yacht is the exceptionally voluminous full-beam master stateroom. Located forward of the main deck, it boasts phenomenal ceiling height, which accounts in part for the yacht's imposing presence when seen from the outside. An office, spacious ensuite bathroom with bathtub and walk-in wardrobe complete the suite. Skylights overhead can be dimmed at a flick of a switch. Surround sound and a 46" LCD TV screen, concealed behind a mirror, are suitable additions on a yacht built by the division of an audiovisual conglomerate. In fact, the yacht features top-of-the line sound and video equipment throughout. A sixth stateroom with great views is located on the bridge deck and could easily be converted to a gym.

The captain also enjoys a nice stateroom with high ceilings and ensuite bathroom, just off the wheelhouse. It may be oriented differently on future hulls to allow designers to deepen the wheelhouse a bit, maximizing views through practical vertical windows. The rest of the crew, up to eight people, enjoys attractive lower-deck cabins with small opening portholes.

The vast skylounge featuring a bar and lounge with full entertainment system—which includes a 40" TV, Blu-ray player and iPod docking station—has huge windows and opens onto a private deck that could conceivably

BELOW: The full-beam master suite is truly impressive with exceptional ceiling height and great skylights; the TV is concealed behind a mirror; the ensuite bathroom is not pictured





become a private owner's suite. This may be the case on a future hull. That is no problem for the shipyard, which is willing to accommodate owners' specific requests for a different interior scheme or layout. On this hull, the interior is on the modern side, with fashionable wood soles and horizontal veneer in a matte finish. The galley's cabinets feature attractive bamboo, contrasting nicely with the full-size stainless-steel appliances.

It is easy to move around the yacht. The protected side teak decks are wide and lead to a Portuguese bridge set with two large sofas and an oval table. This could be the best place to enjoy slow cruising or a private lunch when the yacht is docked stern-to at the marina. The sun deck features an open and flexible plan with few

built-in furnishings, other than the required Jacuzzi and surrounding sun pads, plus a bar. Aft is a crane for the rescue tender.

Adding to the yacht's overall length is a sizable swim platform. From here, a hydraulic door opens onto a lazarette that accommodates a tender and the well-ventilated and spacious engine room beyond. Twin 1,800-hp Caterpillar engines coupled to twin Nibrail five-blade propellers via ZF reduction gears give this semi-displacement yacht a top speed of about 18 knots.

There is much more. The yacht's complete specifications list spans 71 pages. No doubt this yacht is very complete and competitively priced. And so it is expected that the story will continue. ■

ABOVE: The yacht features five guest suites, three with queen beds as shown

BELOW: From left, the master suite's office, guest staircase and one of the twin-bed cabins





ABOVE: The pleasant skylounge could be converted, if an owner wanted, into a master suite, which would then have a private outdoor salon, protected by the sun-deck overhang



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IAG 127' Primadonna

LOA (MAX): 127'8" (38.9m)
BEAM: 26'3" (8m)
DRAFT (HALF LOAD): 7' (2.19m)
DISPLACEMENT (HALF LOAD): 218 tons
ENGINES: 2 x Caterpillar C32 Acert 1,800 bhp @ 2,300 rpm
FUEL CAPACITY: 6,076 gal. (23,000L)
FRESH WATER CAPACITY: 1,320 gal. (4,996L)
MAXIMUM SPEED (HALF LOAD): 18 knots
CONTINUOUS CRUISING SPEED: 14 knots

RANGE @ 10 KNOTS: about 2,500 nm
PROPELLERS: 5-blade Nibral propellers
GENERATORS: Northern Lights
STABILIZERS: Controllable fins
GROSS TONNAGE: about 356 GT
CLASSIFICATION: RINA C, Malta Cross Hull Mach,Ych (MAC) unrestricted navigation
HULL MATERIAL: solid fiberglass
SUPERSTRUCTURE: fiberglass and foam core
PAINT: Hempel pure white

ANCHOR WINDLASS: Two vertical-type anchor windlasses, model Maxwell VWC 6,000, 4,000w

PASSERELLE: Opacmare

SATCOM: One Sailor TT 3020C Immarsat-C GMDSS terminal

INTERIOR DESIGN: Iven Lo, IAG Yachts

EXTERIOR DESIGN:
IAG Yachts/Yacht Design and
Architectural Services (YDAS)

ENGINEERING: IAG Yachts/REDS

BUILDER: IAG Yachts

*Original dimensions are provided in the metric system



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■ ON BOARD

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DETAIL AND MUSCLE

34' *Jefe*

Jefe oozes attitude. Owner and designer Jerry Gilbreath, a nine-time world offshore champion, would not have wanted it any other way

Jefe idled at dawn on a glassy mountain lake in northern Idaho. Thirty-four feet of custom crafted mahogany, representing a year and a half of labor and a million dollars of detail and muscle, waited in the solitude of a crisp morning mist. Miles of mirrored calm waters lay ahead, sweetened by the fragrance of Ponderosa pine. Lake Coeur d'Alene echoed the throaty purr of *Jefe*'s twin 400-hp Mers, gurgling as though Nat King Cole was warming up the pipes.

Jerry Gilbreath, owner and designer, was at the helm. A nine-time world racing/offshore champion, holder of more than 25 speed records and a frequent driver over the 200-mph barrier, Gilbreath eagerly anticipated unleashing *Jefe* on the flat waters of the Idaho panhandle.

"Sometime during the peak of my racing career I was relaxing at a friend's villa on Italy's Lake Cuomo, and was seduced by those classic wooden speedboats," Gilbreath says. "After a lifetime running fiberglass boats neck deep with competition I thought a lot about those beautifully crafted wooden boats."

It was expected that any creation, even a "gentleman's runabout," from a nuts-and-bolts guy like Gilbreath would not just be a pretty face, even if one inspired him.

Gilbreath had just retired from racing and moved from the pizzazz of Southern California to the quiet Idaho shores when he spotted a dazzling custom 60' wooden sailboat on the lake—*Sizzler*. He and his wife Donna dashed

STORY AND PHOTOS Neil Rabinowitz



down to the shore and hopped on board for a sail. They learned it had been built nearby at the Resort Boat Shop and, long haunted by visions of those Lake Cuomo classics, decided to visit the yard. After witnessing the shop's meticulous attention to detail in *Sizzler*'s high-tech composite package, they spoke with manager Craig Brosenne about building a version of a gentlemen's runabout with an unmatched performance profile, and launched the *Jefe* project.

Duane Hagadone, former owner of the megayacht *Lady Lola* and lifelong Coeur d'Alene resident, owns the Resort Boat Shop. A fan of classic launches and wooden boats, Hagadone had commissioned Tony Castro years earlier to create *Sizzler*, and as the build progressed brought the Resort Boat Shop up to speed with the intricacies of sophisticated wood composites.

Gilbreath's plan was to build a vintage-style boat with the heart of a champion by collaborating with the yard's

craftsmen. The result was a cold-molded, vacuum-bagged hull of western red cedar and three layers of African mahogany with epoxy resin, teak detailing, 30 finish coats, a sumptuous Bentley-inspired interior and a customized power plant that would knock the socks off an Indy pit crew.

"*Jefe* is not about speed," Gilbreath says. "It only goes 70 mph....It's about performance, so I promised my wife it would be a civilized boat with a silky smooth ride...and efficient....We're able to run 45 mph all day, hardly burn fuel and still have a conversation without even blowing her hair above the windscreens."

Gilbreath, who was VP at Fountain Powerboats for five years and a consultant for Mercury for 25 years, noticed while watching runabouts that the drivers often sat on the back of the seat or stood in order to see where they were going. He resolved to design a boat with a center of gravity that would allow the boat to ride flat without

BELOW: For the sake of performance as much as pleasure of the eyes, *Jefe* features custom Livorsi gauges, Latham throttles, MerCruiser power and teak detailing



drag. He shaped a 15-degree deadrise hull with a stepped transom and fabricated lifting strakes and a rocker, which altered the V shape as it moved astern, engineering the center of gravity so there would be no bow rise throughout acceleration. He reconfigured the rocker-arm assemblies over the valves and the camshafts to produce more torque at lower rpms, using a hydraulic-roller cam to reduce engine friction. Instead of the common straight shafts found on most classic speedsters, he installed MerCruiser Bravo One stern drives, with the exhaust vented through the props to reduce noise.

"We've had loud boats through the years, but that doesn't fit in around this area," Gilbreath says. "At times you can't even hear the engines running and that's how we wanted it....One of Donna's things was being able to idle into a cove, not disturb the wildlife....and enjoy nature."

Gilbreath reduced weight by using a small aluminum-

block Chevy engine and using cold-molded construction, saving up to 4,000 lbs over a typical wood boat this size. By adjusting the trim, *Jefe* lifts out of the water without increasing throttle at 8 mph and releases, staying level with a third of the hull riding free through 25 mph, at which point it remains flat all the way to the top end of 70 mph.

"We burn 8 miles per gallon at a 30-knot cruise," Brosenne says, "That's a 300-mile range for a custom rocket that rides like a Rolls-Royce."

Long and lean, with a foredeck cambered like a cat ready to pounce, *Jefe*'s hull mirrors the hillsides. It's finished with 15 coats of Awlgrip epoxy, four coats of Epifane and 10 coats of clear Alexseal, all wet-sanded and topped with a five-stage buffering process.

The 8'6" beam keeps it slender enough for a trailer, while the wide transom step provides easy access to either a stern tie or the water, and the cockpit features a

"We burn 8 miles per gallon at a 30-knot cruise... That's a 300-mile range for a custom rocket that rides like a Rolls-Royce"

— Craig Brosenne



ABOVE: The boat owes its retro look to Bentley-style upholstery and 30 coats of varnish on mahogany, but it is modern through and through; the windshield is made of distortion-free safety glass in a stainless-steel frame

mirrored bar and a removable cocktail table.

Jefe has classic, old-world comfort. The teak decks and tufted Bentley-style upholstery, the wood-grained dash and finish, and the custom Livorsi gauges, Latham throttles and a tilting Latham helm, look almost retro. A half-inch safety-glass windshield is distortion-free and framed in custom stainless steel, the same polished stainless that trims the engines, which glow beneath the hydraulic hatch like a beast in waiting.

Jefe will never be mistaken for a polished relic of a past era. Unmistakably modern, it oozes attitude. There are lots of great-looking classics restored to run like champs, but none run with *Jefe*'s pedigree. Gilbreath's obsession with power-plant mastery, his blend of high-tech design and on-the-edge engineering resulted in an adrenaline-charged marriage of classic luxury and performance able

to weaken the knees of any throttle jockey.

"Competition drives me, I can't help that," Gilbreath says. "I want to be the fastest...and if not that, then the smoothest, quietest, best-running, most comfortable."

Jefe stepped smoothly onto plane in the solitude of the wilderness and, with an increasing murmur, flew over the mirror-like water. The horizon ahead stayed fixed as we accelerated to 30, 40, 50, 60-plus mph without lifting the bow. Early risers stood coffee cup in hand on their docks, watching in awe as *Jefe* sprinted down the middle of the lake. It was eerily quiet in the cockpit's open air as the sound rocketed far astern, and *Jefe* flew to the far shore barely skimming the surface. Gilbreath's touch on the throttle was so soft it was almost telepathic until he playfully carved a turn just to see *Jefe*'s response. *Jefe* is the total package. ■

34' *Jefe*

LENGTH: 34' (10.36m)
BEAM: 8'6" (2.59m)
DEADRISE: 15 degrees
WEIGHT: 7,000 lbs
POWER: 2 x MerCruiser, 383 cu-in 400 hp

PROPELLION: Bravo One Outdrives
TOP SPEED: 65+ mph
FUEL: 85 gallons
DESIGN: GMT @ Coeur d'Alene Custom Wood Boats

BEYOND THESE PAGES THERE'S A WHOLE LOT MORE

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Lazzara *Breeze* 76

BOATING CAN BE A BREEZE

STORY Cecile Gauert | PHOTOS Scott Pearson







ABOVE: The interior is built in-house in Tampa and features a modern scheme that echoes the stylish LSX series, reinforcing the theme of a modern-day cruiser

In business for more than 20 years, and building on a family history of boatbuilding that spans a half-century, Lazzara Yachts has made a mark on American boating. Lazzara's evolution was plainly evident on a recent sea trial aboard the new Breeze 76, the most recent addition to the growing family of boats to come out of the innovative Tampa, Florida-based shipyard.

Dick Lazzara, at the helm of the newly launched cruiser with two of his constant companions—a cigar and a smart phone—jokes he's called everyone out. And, in fact, we motor past a great number of Lazzara boats, out like us to enjoy a great blue sky, a mild breeze and minimal waves. Dick points to a boat cruising a few yards away from us. "There is a boat that I did 20 years ago," he says. Hull Number 1 of the 76-footer series was launched in 1992, two years after he and brother Brad sold their shares in Gulfstar Yachts (a sailboat builder created by their father Vince Lazzara) and set out on their own with the idea of waking up the world of motor boating. The shipyard built about 50 of these alone.

Dick says this is the new generation of that first cruiser. This new model with the refreshing name of Breeze proves without a doubt that it is possible to improve on the classic American cruiser. The Breeze 76 features better maneuverability, a bigger

flybridge and greater interior volume than the original. To boot, it is versatile, with a 20-knot cruising speed or a 1,100-nautical-mile range at 10 knots. It features a comfortable interior with five cabins (including a captain's cabin), an open galley with breakfast nook, nice salon with dining area and a stylish décor that is comfortably modern. And did we mention maneuverability?

The Lazzara team has docked the boat in a hard-to-reach slip, one of the last spots along a narrow canal dead-ending with a low-lying bridge. For anyone other than a pro, extricating a conventional 78' two-propeller, two-engine boat could be a sweat-inducing exercise.

Even if Dick is a pro—and a sailor, no less—it still is fun to watch how he executes a U-turn effortlessly, using the small joystick on the Breeze's compact flybridge console, all the while carrying on a conversation with a

couple of people standing near the helm. And as if to further prove his point (that this really is child's play), he decides to pick up his wallet from another Lazzara docked along the canal, sliding sideways until we are within arm's reach of the other boat. He pockets the forgotten wallet and off we go.

Several years ago, Lazzara Yachts' chief designer and president Dick Lazzara decided to embrace a newer type of propulsion, which, in addition to the very real advantage of more economical fuel consumption, has added immensely to the pleasure of boating, making it more accessible to less experienced boaters and allowing boat designers to increase interior volume.

The innovative LSX series launched in 2006 featured Volvo Penta's IPS, installed in a quadruple configuration. Then came the LSX 92, also equipped with quadruple

BELOW: The galley is bright and open with a great breakfast nook; below the VIP, one of the guest staterooms and the master stateroom with the ocean as headboard





ABOVE: A bird's-eye view of all the deck areas and the boat cruising efficiently and effortlessly at 20 knots along the South Florida coast

IPS. Back then, Dick told me in an interview he was not planning on looking back. For this cruiser, he partnered with CMD and Zeus. The power comes from triple 600-hp Cummins MerCruiser diesels coupled to three tunnel-mounted Zeus pods, all controlled electronically. The system not only includes joystick control and autopilot, it has the handy Skyhook station-keeping feature. The latter, at the switch of a button, keeps the boat stationary, even in a current, without dropping anchor. We tested it in Port Everglades and despite a strong current, the boat did not move much from its coordinates. The yacht is also equipped with small, fast-moving fins by Trac, which the generators can run when the boat is at anchor. So, in effect, it has zero-speed stabilizers, not a common feature on boats this size.

The triple engines provide flexibility. It is possible, for instance, to shut one off and cruise with two. It's helpful in case of a mechanical problem, and it's also great to

conserve fuel. We tried it, cruising at 10 knots or so, and you couldn't tell the difference. You can putter around in the Bahamas and then hurry back to Fort Lauderdale, all on one tank of fuel if you play your cards right.

After we left the inlet and pointed the bow north, it was all perfectly pleasant cruising at 19 to 20-plus knots through an ocean uncharacteristically quiet for that time of the year. The boat was exceptionally level, gently riding the waves. So I decided to walk around.

The flybridge deck is spacious and cleverly laid out so that the skipper never has to feel that he or she is missing all the fun happening in the back. Dick says he got the idea from the Portuguese bridge on a big Lürssen to set the helm station aft of a nice salon with banquette and tables forward. So whoever is handling the boat, especially on as beautiful a day as today, can chat amicably with up to 10 family members and friends without turning into a contortionist. It makes perfect sense. There's

a wet bar with stools and storage for towels, a table with banquette seating and room aft for beach chairs. A safety hatch closes off the stairs.

The aft deck is set with a nice table and another bench. The side decks are wide and protected with high rails, built-in steel-reinforced solid vinyl PVC and an overhang. The foredeck features another salon area. This particular hull has a fixed table and banquette seating, but the foredeck could just as well be set with a hi-lo table that could be covered with plush cushions and converted into a sunbathing area. That would make it perfect—“best seat in the house,” as Dick puts it.

The salon is bright and airy, with large panoramic windows. There is a small dining area on the port side, opposite a wet bar close to a side exit door and stylish

interior stairs leading to the flybridge. Forward is a fully equipped galley and a nice spot for breakfast or lunch. Stairs lead to the lower-deck accommodations: the VIP in the bow, a cabin with twin beds and one with a double bed at centerline, and a great master stateroom with ensuite and walk-in closet with a window. The bed is positioned under the portside window facing the other set of portholes and a banquette. They are located close to the waterline, so you can watch the waves rise alongside. I did that for a while, listening for engine noise. It was minimal.

So is it possible to improve on a classic? Look what Lycra did for denim. This modern cruiser makes a very strong case that you can add technology and sophistication without losing the spirit of the classic American cruiser. ■

BELOW: Great for life outdoors, the boat features many options for dining and lounging, including the foredeck salon, sun-deck dining and bar, and another table and banquette on the aft main deck



**ABOVE:**

The compact and stylish helm station at right easily commands the triple Cummins MerCruiser engines and Zeus pod drives



For more information, contact
LAZZARAYACHTS.COM

Lazzara Breeze 76

LOA: 77'8" (23.67m)
LWL: 62'2" (18.95m)
BEAM: 18'5" (5.61m)
DRAFT: 4'5" (1.35m)
DISPLACEMENT (HALF LOAD):
52.5 tons (47,600 kg)
FUEL CAPACITY:
1,300 gal. (4,921 L)

FRESHWATER CAPACITY:
300 gal. (1,136 L)
ENGINES: 3 x QSC8.3-liter,
600-hp Cummins
TRANSMISSION:
CMD Zeus pod system
CRUISING SPEED: about 20 knots
MAX. RANGE: 1,100 nm@10 knots

GENERATORS:
2 x Onan 23 kW
CONSTRUCTION: composite
FINISH: UV-resistant gelcoat
STABILIZERS: Trac fins
DESIGN: Lazzara Yachts
BUILDER: Lazzara Yachts

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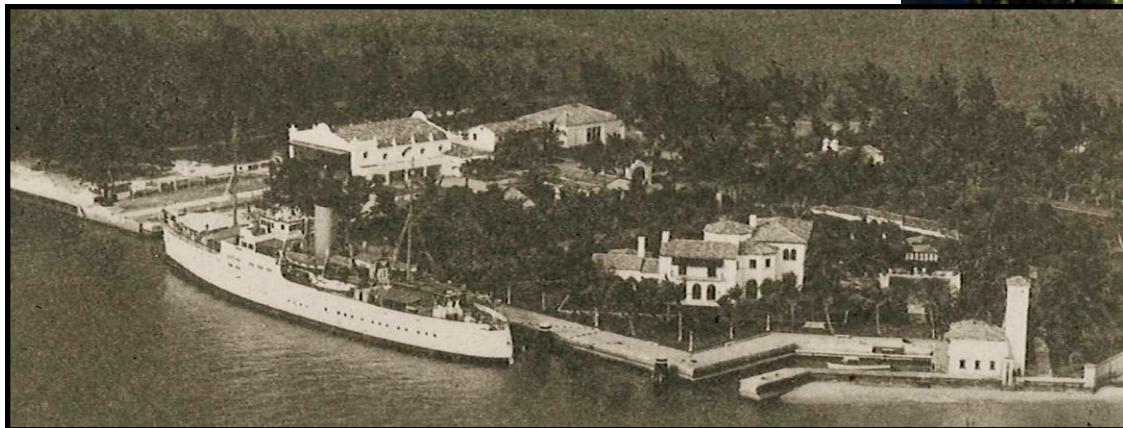
FISHER ISLAND

Just a seven-minute ferry ride from Miami Beach's über energy is a 216-acre secluded island that is one of the wealthiest zip codes in America. Welcome to 33109.

The island appeared in 1906 after the federal government approved dredging a shipping channel to open up a route to the Atlantic from Biscayne Bay. Now, this residential slice of paradise, with a nine-hole championship golf course, megayacht marinas, a private beach and tennis center, is home to the Fisher Island Club and its exclusive resort. Oprah Winfrey, Mel Brooks, Jim Courier and Boris Becker are just some of the celebrities that have succumbed to the lure of the island, which is in the midst of a \$60-million spruce-up program. At the heart of it all is a charming Vanderbilt mansion and cottages. Did you ever wonder how they got there?

It seems you can't dig into the silky sands of South Florida's history without uncovering some fragments of a colorful past, and Fisher Island is no exception. During its short history, the island had several private owners, or better yet "caretakers," who contributed a vision that changed forever the manmade bit of land—initially just 21 acres. Their stories are fascinating and contribute immensely to the island's charm.

STORY Grace Trofa | **PHOTOS** Courtesy of Fisher Island



BELOW: Fisher Island then and now; the historic photo shows 250' Eagle moored near the original Vanderbilt mansion, built in the Mediterranean style in 1935

BRILLIANT FUTURE



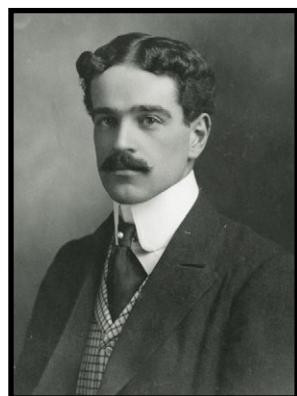


Dana Dorsey, a Georgia native and son of former slaves, was the island's first owner. With only had a fourth-grade education, he went on to become known as Florida's first African American millionaire. He came to Miami in the 1890s to work for Henry M. Flagler's Florida East Coast Railroad. He saw a need to provide housing for an increasing number of African Americans moving to the area and began purchasing land, just a parcel at a time, until eventually his holdings expanded as far north as Fort Lauderdale.

A developer, banker and philanthropist, Dorsey bought and sold many properties until his death at the age of 68 in 1940, including a small island we now know as Fisher Island. He bought the land to provide African Americans, unwelcome on Miami's segregated shores, a beach of their own. Although Dorsey had intentions of developing the island into a resort, he sold it instead in 1918 to fellow entrepreneur and developer Carl G. Fisher, who lent the island his name.

An automotive pioneer who is credited

with developing Miami Beach, Fisher had grand ideas. He channeled his energy into expanding the island by adding bulkheads, filled with dirt and sand, until it was more than 100 acres. His initial plan was to create a commercial seaport. But he butted heads with the mayor of Miami who wanted the seaport on the mainland. He lost that contest. Undaunted, Fisher, ever the entrepreneur, began selling off small parcels of land with little else than scant palm trees and mangroves to anyone willing to come to his

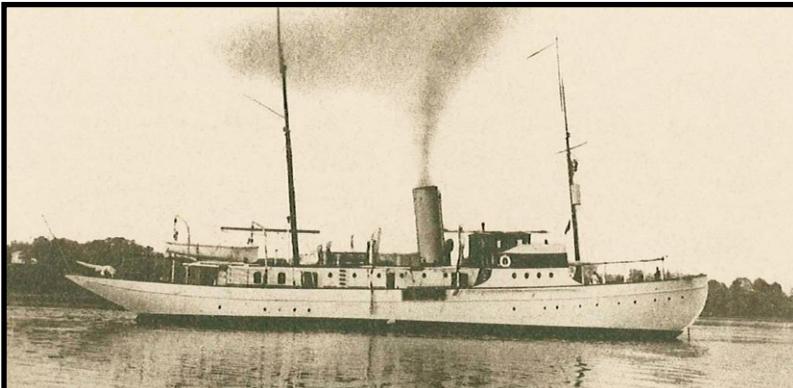




little paradise, accessible only by boat. Fisher's love for boats turned out to be a pivotal factor in the continuing saga of the island.

Here enters William Kissam Vanderbilt II. "Willie K" was born into the life of luxury. Raised in Vanderbilt mansions in New York and Newport, RI, he traveled the globe on the family yachts and spent winters in the sun. While the rest of his family preferred Palm Beach, Vanderbilt took a liking to Fisher Island, and in the 1920s began buying small parcels. At the time, "Willie K"

also owned the 250' *Eagle*, which caught Fisher's eye. The story goes that one night in conversation (one suspects over a few rounds of drinks), Fisher admitted to Vanderbilt that he'd love to have his yacht. Vanderbilt offered Fisher a surprising deal: his yacht for the island. Fisher jumped at the opportunity, the story goes. In reality, Vanderbilt only acquired seven acres in the exchange, but he continued purchasing parcels until he eventually owned the whole island. In 1935, Vanderbilt decided to build a mansion on



FROM LEFT: Fisher Island's early caretakers: Dana Dorsey, Carl Fisher, William K. Vanderbilt II and Garfield Wood; they don't built them like this anymore: a yacht visiting the island in the 1930s

Fisher Island Improving on perfection

"People don't join the Fisher Island Club to become part of a country club, they join to become part of its ultimate lifestyle," says Fisher Island Club CEO Larry Brown, who is overseeing the renaissance of Fisher Island's private club, with the aim to bring this landmark up to the demanding standards of today's discriminating travelers.

There are several ways to partake in this ultimate lifestyle. You can enjoy all club amenities for a \$250,000 membership fee plus \$18,300 yearly dues. Another way to enjoy the good life is to stay at the Vanderbilt Mansion Resort, the centerpiece of 45 recently renovated luxury accommodations comprising cottages, villas and suites. Just as in the Vanderbilt days, arriving guests are greeted at the Porte Cochère with a Mimosa cocktail. After a tour of the island, they are free to zip around in their golf carts, the island's favorite mode of transportation. The cottages feature a clean, contemporary look and sleek bathrooms. If at all possible, try to book Rosemary's Cottage, exquisite with its renovated three spacious bedrooms, fireplaces, chandeliers and plenty of windows looking out onto an exotic flower garden and a private courtyard with Jacuzzi. Aside from oodles of Mediterranean charm with peacocks freely roaming manicured grounds, the island has much to offer the active yachtsman. The marinas feature 118 slips in total and accommodate yachts up to 250' with surge-proof deep-water access. The marina's pilings are in greenheart, a wood known for its lateral strength, and the new decks



his property. Favoring the Mediterranean style Addison Mizner made famous in Palm Beach, he hired Palm Beach architect Maurice Fatio to build his and wife Rosamund's private retreat. The plans were lavish. The 19-room mansion featured an ornate porte-cochère entry and a central courtyard (a popular design element at the time). Vanderbilt also commissioned the architect to create guest and servant cottages, tennis courts, a swimming pool, a nine-hole golf course and a beach area. His daughter Rosemary, an artist, preferred her own private cottage with adjoining studio to the exquisite mansion. Vanderbilt's Miami retreat, nicknamed "Alva Base" (after his mother), even had a 9,000-sq.-ft. keystone and Spanish tile hangar for the seaplane he used to shuttle guests. It wasn't long before an event at Fisher Island became the coveted invitation among the social elite of the time. Vanderbilt died in 1944, and his wife sold the island a year later to U.S. Steel heir Edward Moore for a mere \$500,000 (the mansion alone had cost \$1.5 million to build).

Moore only had the property a few years. Upon his death in 1950, Garfield Wood, a boat designer, inventor and racer, acquired the island. Wood's goal was to set every speed record and make a name for himself as the Speedboat King. At the wheel of his speedboat, he raced the Havana Special train, in a 1,250-mile dash up the Atlantic coast from Miami to New York City. Wood made the

trip in 47 hours and 23 minutes, beating the train by 12 minutes. In 1925, he repeated the exploit, racing the Twentieth Century Limited train up the Hudson River between Albany and New York, winning by 22 minutes. Wood was the first to do 100 mph on water and to reach two miles a minute on a boat. He won five straight powerboat Gold Cup races between 1917 and 1921 and took the prestigious Harmsworth Trophy nine times. Wood is also credited for the hydraulic lift used on dump trucks, and one of his boat designs became the forerunner for the PT boat. His 33' Gar Wood and the Baby Gar Runabout are still considered classics and are prized among speed-boat collectors. Wood resided 21 years on the island, spending most of his later years tinkering in his workshop. By then he had given up the 10th twin-engine Albatross amphibious plane he owned, but only after logging 7,600 hours of flying time in 36 years.

In the 1960s, a new set of owners appeared on the scene. Cuban-born Miami banker Charles "Bebe" Rebozo and a group of investors, which included his close friend Richard Nixon, approached the contented millionaire about selling his island paradise. Wood initially refused, but gave in after the investors allowed him to continue living on the island as long as he wished. Wood left in May 1971 and died a month later, the last of the millionaires to occupy Fisher Island as a one-family island retreat. ■

are in Brazilian hardwood, which weathers into a lovely silver gray patina. A spacious gazebo at the end of the members' dock is a prime spot for events and cocktail parties.

The Fisher Island Raquet Club, the island's world-class 18-court tennis center has welcomed tennis stars, such as Andre Agassi, Steffi Graf and Pete Sampras. A new lighting system now allows members to play 24 hours a day on 14 Har-Tru clay courts, two grass courts or two hard courts. A new state-of-the-art hydro-grid watering system improves drainage and drying time.

Renowned golf architect P.B. Dye upgraded The Links, a par-35, nine-hole championship golf course, which received new pasapalum grass and was reconfigured to keep the game interesting for members. A bridge now connects the new Beach Club, an oasis in white, to the Vanderbilt Mansion and swimming pool. Once they have worked up an appetite, members can choose from seven dining locations, including the steakhouse/piano bar Garwood Lounge inside the mansion, the casual La Trattoria for pasta and pizza and Café Porto Cervo for upscale dining. This newly renovated space with its barrel ceiling, wine displays and a chef eager to prepare dishes to your specifications, along with La Trattoria, now serve as anchor restaurants for a new piazza, called Town Center. This European-style square with a landscaped courtyard and fountain overlooking one of the marinas will feature a food emporium, styled after New York's famous Dean & Deluca, a bakery and retail shops. It should blend beautifully with the overall Mediterranean charm within sight of a vibrant metropolis.

For more information, call 1.800.537.3708 and visit FisherIslandClub.com.



LEFT: The Fisher Island courtyard, the Pavilion and the beach cabanas offer a priceless retreats from the high energy of South Beach and Miami
ABOVE LEFT: The Beach Club at night takes on a Caribbean feel, all within a golf cart ride from the marinas; all is accessible with a membership or a stay at the newly renovated resort

CRUISING FOR



Destination Fox Har'br Too cruises past the resort that gave it its name in scenic Nova Scotia

LINKS



What are the clubs doing on the yacht? For a few active yachtsmen, the vessels they own or charter are perfect vehicles to cruise to links in tropical settings or use as platforms to practice their swing.

A few months ago, I found myself on one of the Caribbean's great golf courses, the Teeth of the Dog at Casa de Campo on the Dominican Republic's southeast coast. The fairways were tight, with nary a brown splotch anywhere, and the greens were fast and true. Overall, I found this impressive course to be in better condition than many prime US courses. On the fifth hole, one of several along the water, I met a couple who had cruised here on their yacht to play the resort's three Pete Dye-designed courses. Their boat, moored in the resort's large marina, was the perfect golfers' chariot, a means of transportation with top-notch amenities, including Jacuzzis, Jet Skis, sumptuous meals and evening theater. It struck me as a great way to unite two disparate passions into a single sybaritic enterprise.

Golf and yachting are not normally mentioned in the same breath. But let's say you love the game and you want to turn your yacht into the ultimate golf cart, what are the options available out there? If you're cruising the eastern seaboard, New England, or even the Canadian coast, you're in luck. There are so many courses there that you can play a new one every day and hardly have to move the yacht.

STORY Shaw McCutcheon





Occasionally, you even find a combination of both. The Fox Harb'r Resort on Nova Scotia's coast, for instance, has a first-rate golf course and a 161' Trinity tri-deck motoryacht that is available to golfers who want to play a variety of other courses located within a few hours' cruise. The yacht *Destination Fox Harb'r Too*, which splits its charter schedule between Canada and the Caribbean, has become a very effective marketing tool for this high-end resort.

Although charter brokers uniformly say that few clients wish to play a round or two of golf during a cruise, it does happen. For avid linksmen gunkholing for two weeks from New York to Palm Beach, playing a new course every day and finishing each round with a muscle-relaxing hop into the hot tub followed by a five-star meal prepared by the yacht's Le Cordon Bleu-trained chef, this can be the ultimate vacation.

There are many more golf courses in North America than there are in the Caribbean, and until the past decade or so the tough sea environments yielded more

brown fairways than greens. Historically, Caribbean golf has not been a huge draw, especially for the yachting crowd. But it is changing. Botanical advances in golf turfs—especially the advent of a grass called Paspalum, which thrives in the salty air—have enabled Caribbean courses to compete with top US courses.

The problem, of course, is getting to them. How about using the yacht? Some of the region's best golf courses are in the Dominican Republic, where award-winning courses (including the aforementioned Teeth of the Dog course, with a hellish 75.9 rating) and a full-service megayacht marina are located. *Golfweek* magazine recently selected the Jack Nicklaus-designed Punta Espada course at Cap Cana as the best in the region. Perhaps because Casa de Campo is an overnight haul from the Virgin Islands, charter boats with golfer guests often choose the Anguilla, Nevis and St. Thomas area for golf instead. The charter yacht *Sweet Escape*'s first choice is Anguilla, which boasts the difficult 7,063-yard Greg Norman-

OPPOSITE: The Dye Fore course (one of several challenging courses in the Dominican Republic), offers spectacular views; in the background the Casa de Campo Marina

ABOVE: The Green Monkey in Barbados' Sandy Lane resort is reserved to members and hotel guests



LEFT: If cruising in the Grenadines, check out the challenging golf course on Canouan Island **RIGHT:** You can also use the yacht as a platform: above ready to tee off the sun deck of *Four Wishes*; Captain Paulo Guedes sets the stage on the swim platform of *Sweet Escape*; biodegradable balls keep it all environmentally friendly

designed Temenos Golf Course. Nearby Nevis and St. Kitts each have a single golf course. The Marriott hotel chain operates the Royal St. Kitts Golf Club, renovated in 2004, and allows golfers to play two holes on the Caribbean Sea and three more on the island's Atlantic side. On Nevis, the Four Seasons Resort operates a Robert Trent Jones II-designed course, 6,766 yards with a 73.6 rating and a slope of 132.

If you're cruising a little closer to the equator, however, Barbados and St. Vincent and the Grenadines offer some great options. Barbados, especially, has several courses open to itinerant yachtsmen. The Sandy Lane resort has two Tom Fazio courses. The Country Club course reached worldwide notoriety in 2010 when a local golfer got into the Guinness Book of World Records with a 12-hour round that produced a record 54 birdies in a single day. The other, a 7,343-yard course set in an old limestone quarry, The Green Monkey, is reserved to club members and guests of the Sandy Lane.

But perhaps the Caribbean's most dramatic and interesting course is a Jim Fazio creation in Canouan Island in the Grenadines operated by Trump International. This scenic but very tough 6,900-yard course has a rating of 76.5 and a slope of 147 from the back tees. The 16th hole plays as a 304-yard par three (making it one of the world's longest par threes) and a 240-foot drop from tee to green. If you have altitude sickness, don't go there.



Still, you don't have to be a pro to enjoy a game. A few enterprising yachts, including *Sweet Escape*, a 1993 Christensen, have turned the sport into an onboard afternoon frolic for the whole family. All it takes is clearing the boat deck of all the toys, removing the stanchions and installing a plastic pad of fake turf as a tee box. A crewmember riding a Jet Ski can hold a net as a target and later retrieve all stray floating balls. Players can alternate between the Jacuzzi, the bar and the tee box. For occasions when it may be difficult to retrieve floating balls, players can use biodegradable balls, which are able to go a hundred yards and break down, ending up as fish food after they hit the water. "It's another thing to do for people to enjoy their vacation," says Aaron Clark, captain of the 144' Palmer Johnson motoryacht *Four Wishes*. Hitting balls for a couple of hours is an activity that both golfers and non-golfers can enjoy.

As far as I am concerned, I was quite happy to be in a struggle with the Teeth of the Dog. Dye has mischievously built seven holes along the waterfront, including a couple of par threes. If you don't hit the green, the ball becomes part of the reef. I escaped disaster on the fifth, but on the seventh I fed the sea gods two balls, ending up with a quad. The rest of the game was downhill from there. If I'd had a yacht in the nearby marina I would have limped back to the Jacuzzi and nursed a piña colada, determined to regroup and conquer the course—tomorrow. ■

For more information, visit: CANOUAN.COM, CAPCANA.COM, CAPJULUCA.COM, CASADECAMPOGOLF.COM, FOXHARBR.COM, ROYALSTKITTSGOLFCLUB.COM



ABOVE: The yacht Sweet Escape often chooses Anguilla, home to the difficult Tenemos golf course **B BELOW:** The Dominican Republic is a fantastic golf destination with Punta Espada (left), recently rated as one of region's best courses and the challenging Teeth of the Dog (right) near a full-service megayacht marina



REVERIE

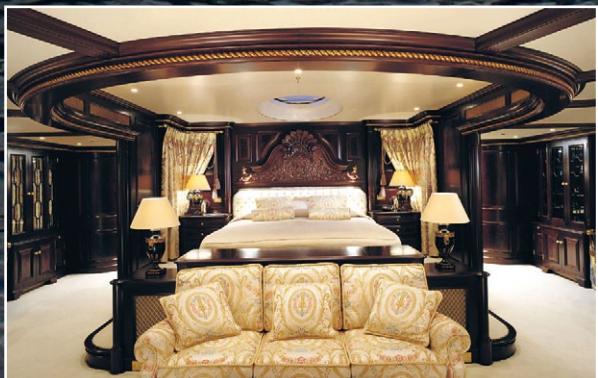
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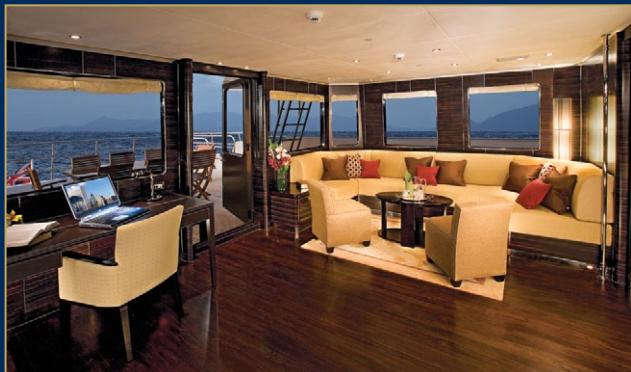
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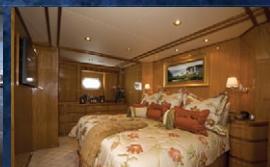
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CAPRICE 123' (37M) OCEANCO 1994. 4 SR'S
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4 SR'S. C.A. Michael Mahan 954.439.5049
C.A. Simon Gibson 561.779.9534



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



LADYLINDA 187' (57M) TRINITY-DELIVERY 2011. 6 SR'S
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C.A. John F. Dane 228.223.7144



QUANTUM OF SOLACE 170' (52M) BENETTI 2001/09.
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WHEELS 164' (50M) TRINITY 2009. 6 SR'S
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C.A. Mark Elliott 305.794.1167



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DOMANI 145' (44M) BENETTI VISION 2004. 5 SR'S
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LIONSHARE 130' (40M) HEESEN 1987/2009.
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ANNA J 120' (37M) PALMER JOHNSON 2000/10. 4 SR'S
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SEA BOWLD | 53m (174') | Oceanfast | 2004

She cruises at 26 knots with a 3400nm range at 12 knots. She has an owner's stateroom on the bridge deck, plus four guest suites and superb outside deck spaces. With the highest classification from Germanischer Lloyds and an HSS Sea Bowld is without parallel.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



MYSTIQUE | 50m (165') | Oceanfast | 1988/2010 | 15,900,000 USD

This extraordinarily beautiful and unique yacht was designed by Jon Bannenberg and built by Oceanfast. She is shallow and fast which make her ideal for Bahamas and East Coast cruising.

Jody O'Brien | Ft. Lauderdale + 1 954 463 0600 | jody.obrien@fraseryachts.com



PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | 19,900,000 USD

This is a 142' Richmond 2007 - 6 Stateroom with on deck master, very gracious salon. MCA Class. She is in pristine condition.

Scott French | Ft. Lauderdale +1 954 463 0600 | scott.french@fraseryachts.com

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ACE OF DIAMONDS | 34m (112') | Hakvoort | 1988/2006

She has only 600 hours on her new engines. She is a proven fish raising machine yet with the comfort of a large yacht. Owners stateroom on deck, near perfect condition. Picture does not show new hardtop. She was completely rebuilt in 2006 at her builder.

Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com

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

S.Q.N. is a high pedigree vessel, with 4 generous staterooms plus a gym. She has an exquisite flybridge designed for outdoor entertaining, plus a Jacuzzi. The styling and engineering is exceptional, with systems usually seen on far larger vessels.

Jody O'Brien | Ft. Lauderdale +1 954 463 0600 | jody.obrien@fraseryachts.com



SEVEN J'S | 34m (110') | Lazzara | 2005 | 5,900,000 USD

Five stateroom layout provides guest accommodations for 12. Satin finished cherry wood joinery throughout. Outfitted for serious fishing and diving. Large aft deck, flybridge w/ Jacuzzi tub and "Country Kitchen" style galley. Private financing possible.

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



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. Seabird is the absolute nicest 112 on the market!

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



MARLENA II | 32m (105') | Overmarine | 2005 | 4,250,000 EUR

An ample aft deck includes a dinning table and sun loungers aft, whilst the fore deck supports a shaded sun pad. Two large salons and four ensuite staterooms.

Jose Arana Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com
Thorsten Giesbert | Palma + 34 971 700445 | thorsten.giesbert@fraseryachts.com



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LAZZARA LSX 92 | 28m (92') | Lazzara | 2009 | 7,500,000 USD

Edge Features make the LSX 92 stand apart from the rest, including a bold new styling, an expansive flybridge, a private water level terrace, a retractable aft sun deck shade, a spacious floor plan and Quad Volvo-Penta Quad IPS II drive units.

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**New Construction
Westport 164**



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



**New Construction
Westport 130**



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120' Sovereign 1999 "MY-CHELLE" — Bryan Long/Scott Hauck, C.A.'s



**New Construction
Westport 112**



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



**New Construction
Westport 98**



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



**New Construction
Pacific Mariner 85**



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

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97' Hargrave 2005
Camm Moore, C.A.



92' Crescent 2002
Alex Rogers, C.A.



92' Tarraf 2002
Andrew Miles, C.A.



88' West Bay 2003
Andrew Miles, 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.



78' West Bay 2002
Claude Racine, C.A.



75' Hatteras 2001
Alex Rogers, C.A.



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



70' Symbol 2006/2007
Chris June, C.A.



70' Viking 2008
Andrew Miles, C.A.



68' Sea Ray 2005
Claude Racine, C.A.



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



65' Pacific Mariner 2005
John Varga, C.A.



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



64' Hatteras 2007
John Varga / Claude Racine, C.A.'s



64' Queenship 2000
Mark Peck, C.A.



62' Azimut 2008
Mark Peck, C.A.



58' Jefferson 2004
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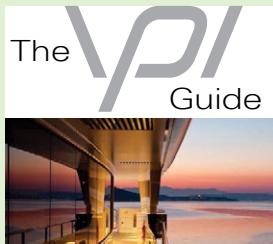
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88' FERRETTI FLYBRIDGE MOTORYACHT 2005

Gorgeous four stateroom plus crew motoryacht with speeds up to 30 knots. Jet ski garage aft turns into a "teak beach". Very low hours, Mitsubishi ARG "at rest" stabilizer system, stored undercover. Shows beautifully. Price just reduced another 300K!! Call Jeff Stanley, Central Agent.



97' HARGRAVE CP MOTORYACHT 2003

4 staterooms in owner's party with 3 staterooms aft for crew! New paint and teak decking in 2010. CAT 3412's, twin gens. Bow thrusters, stabilized, wing controls. Many upgrades that include extensive sound proofing to make this yacht very quiet underway. A great buy at \$2,975,000 ask. Call Paul Baker, Central Agent.



62' HORIZON FLYBRIDGE MOTORYACHT 2006

3 staterooms, high gloss Makore interior, C-18 Cats with extremely low hours, shallow 5'2" draft, 6 blade props give good speed with fuel efficiency, Awlgrip custom white paint 2009. Turn key condition. Only model in brokerage market. Call John Noone, Central Agent



78' HARGRAVE SKYLounge MOTORYACHT 2003

Five staterooms in this high volume 78' MY. Day Heads on both main deck and skylounge levels, abundant equipment list. Dependable 3412 CATs—under 1500 hrs, twin 33 kw gensets, bow and stern thrusters, waste treatment....the list goes on and on. Call Jeff Stanley, Central Agent.



76' HORIZON PILOTHOUSE MOTORYACHT 2001

Three double berth staterooms/three heads forward plus two cabins and heads aft, good sized galley, dependable 3412 CAT mains, full walk-around decks accented by varnished teak cap rail. Great option. Asking \$1,295,000. Call Joe Majcherek, Central Agent.



66' GRAND ALASKAN FLUSH DECK 2005

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



80' HATTERAS CPMY 1985

Owner's king size stateroom, full head w/Jacuzzi bath & shower, large walk-in closet. Guest SR consists of 1 queen berth and others have 3 single berths both full heads & (2) crew cabins. Extremely spacious salon with bar and wrap-around sofa, dining for 6. Reduced. Call Jim McKee, Central Agent



68' REAL SHIPS EXPEDITION LRC 2004

This sturdy, bulbous bow, twin engine traveler has a 20' center-console that fits a cradle on the bow. Three stateroom & three head Cherrywood interior is well done & equipped with quality gear including ASEA shcrepower conversion. 4700 gallon fuel capacity. Estate sale in S. Florida, asking \$1,299,999.



64' HATTERAS FBMY 2003

Very low hours on 10 cyl MTU 1500 hp common rail injection motors highlight this yacht. Bridge air, 3 spacious staterooms, thruster and Furuno NavNet package. Priced less than all of her sisterships, she will be the next 64' Hatteras sold. Call Jeff Stanley, Central Agent.



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66' 2005.....Enclosed Skylounge..... Asking \$1,595,000
62' 2005.....Flybridge Motoryacht (pix)..... Asking \$925,000
54' 2000.....HT Express Cruiser..... Asking \$369,000
Other size/models available. Call Jeff Stanley, Central Agent



65' WEAVER BOATWORKS 2001

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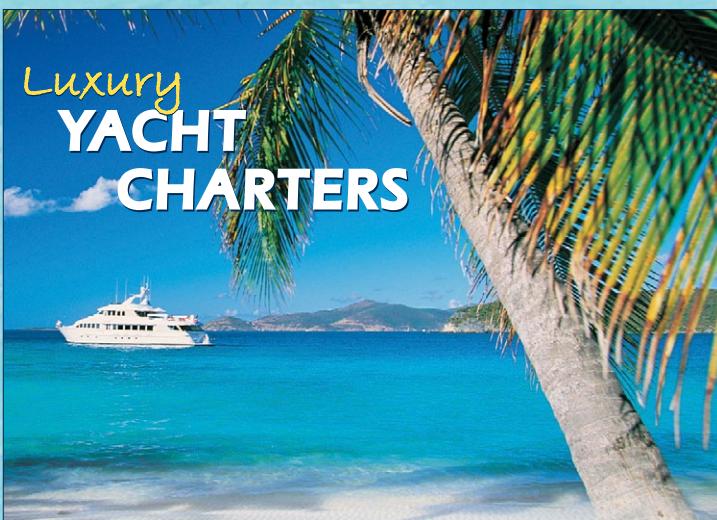
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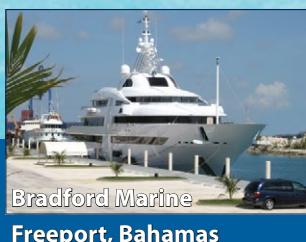
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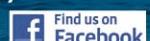
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TUSCAN SUN 147.00ft (44.80m)
Izar | 2006 | Florida | USD 24,950,000



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Norship | 1993/2010 | St Maarten | USD 6,750,000



NORTHCOAST 125 125.60ft (38.30m)
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