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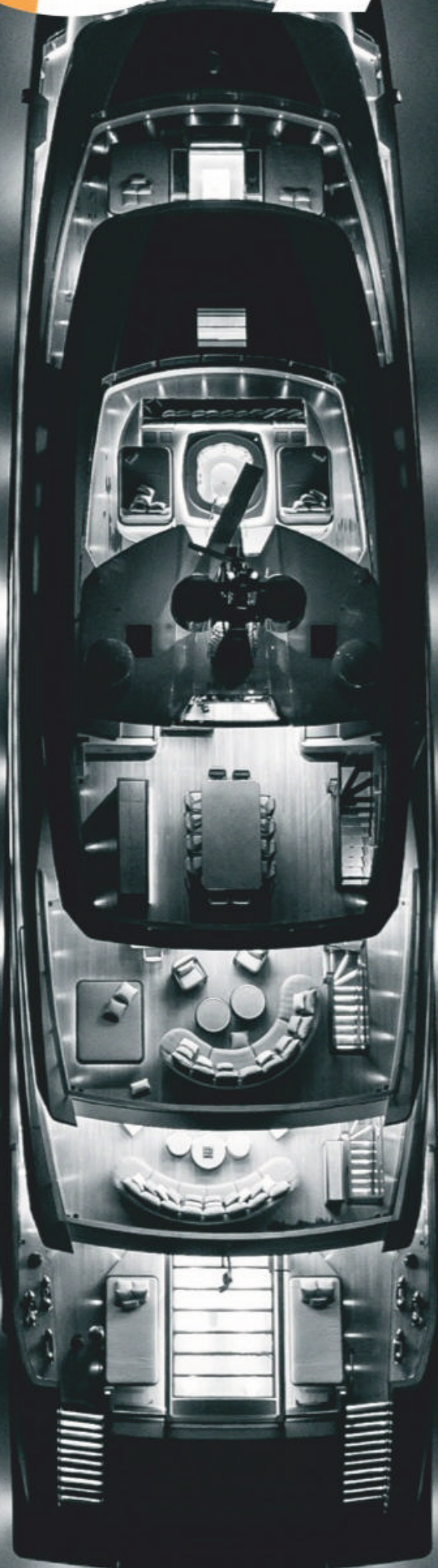
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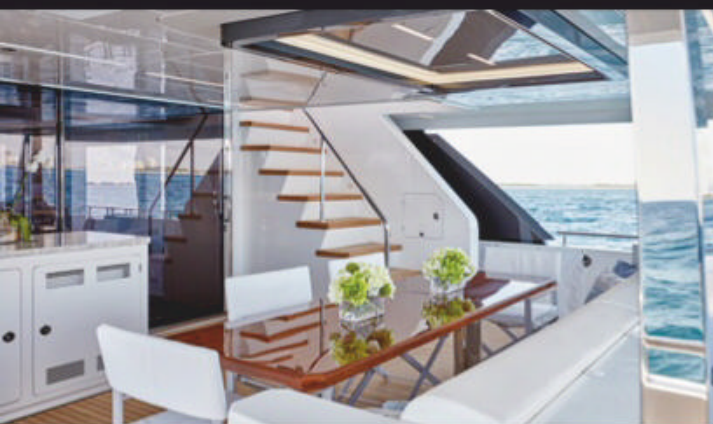
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GT198



28M



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In this issue

Attila – p84

↕ 42' 7"

1,600GT

17 knots

2 x CAT 3516C

Steel hull; aluminum superstructure

2019 Italy

Sanlorenzo

Sanlorenzo; Officina Italiana Design; Francesco Paszkowski



Length: 210' →

Virtus 44 – p132

↕ 28' 10"

483GT

15 knots

2 x CAT C32

Ginton Naval Architecture; Paolo Dose, VYD Yacht Design

Steel hull; aluminum superstructure

2019 Turkey

Mengi Yay



Length: 142' 11" →

LeVen 90 – p112

↕ 21' 11"

135GT

28 knots

2 x MTU 12V 2000 M96L

Vripack

Aluminum hull and superstructure

2020 The Netherlands

LeVen Yachts



Length: 90' →



↕ Beam

Gross tonnage

Max speed

Engines

Construction

Shipyard

Launched

Designer

Guests

Crew



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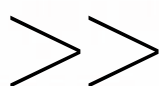
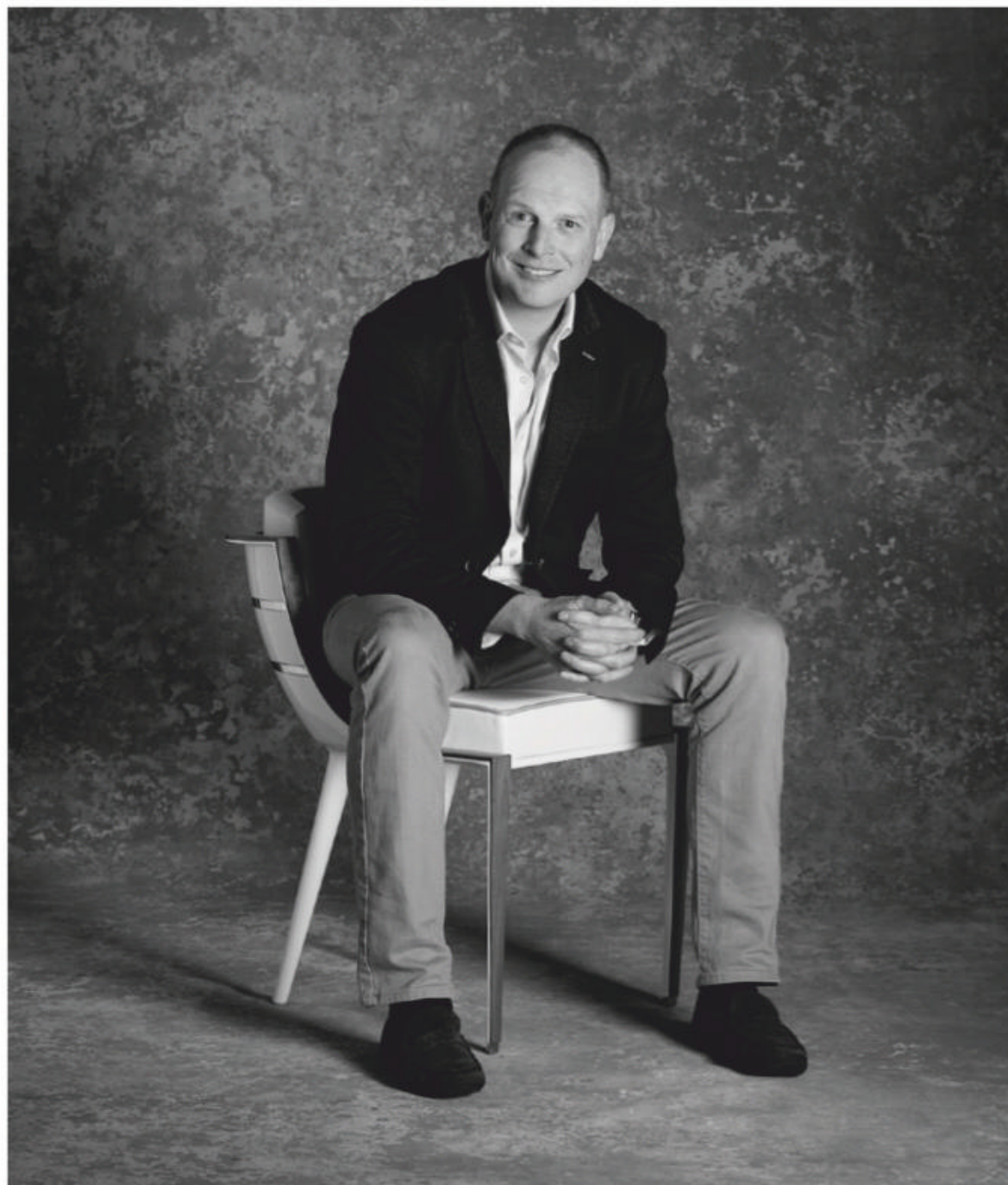
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Who doesn't dream of tiny Pacific atolls, empty, powdery beaches and the bliss of an isolation that comes only with zero cell service? Like Robinson Crusoe, only with VSAT. And a chef. Too often people see the Pacific as a massive blue void, all endless passages and minimal services. There is some truth to that, but the rewards of transiting the Panama Canal and setting off into the wide blue more than make up for any minor inconveniences you might encounter along the way. Plus, how hard can it really be when the wine selection at the Carrefour in Papeete is so good? If you ever needed a reason to tackle the Pacific, there are few better than the America's Cup, taking place in New Zealand in March 2021. As this issue lands, eagle-eyed AIS watchers will notice more and more superyachts heading westward across the ocean, on their way to Auckland to take part in this sailing spectacle. Along the way, their owners will experience true paradises such as Bora Bora, Vanuatu and Palau. It's not too late to join them. Turn to page 96 for some inspiration.

Stewart Campbell.





Michael Ashcroft

Michael is a former member of the UK House of Lords and a businessman and author. For this issue, he recounts a recent cruise in Russian waters (*page 70*).

What's been the highlight of all your yachting voyages?

My fascinating adventure up the historic White Sea-Baltic Canal in 2017 will always be hard to beat

The biggest disaster you've experienced on your travels?

Many years ago we lost a rudder in uncharted waters in the Pacific

If you could sail to any place in history, where would you go?

I'd like to have been with Captain James Cook when he first sighted New Zealand in 1769

Who'd be your dream circumnavigation companion?

Logan Roy, the fictitious tough media boss from the television series *Succession*, to learn some of his man-management skills

What's the one thing you'd change about superyachting?

I'd love greater satellite coverage for VSAT communications.

I don't like being out of touch, so a global VSAT or G4 network would be top of my list



Kim McGillivray

Kim is an illustrator based in Edinburgh, Scotland, who has contributed to editorial and book publishers worldwide. His mixed-media and collage illustrations have been created for many renowned writers and institutions. For this issue, Kim illustrated our Pacific Crossing feature (*page 96*).

How did you approach illustrating our Pacific feature?

Having read the text, creating a visually rich map was mooted. I researched the subject and related imagery. Every job is different, but I enjoy the research

What's the most unusual thing on your bucket list?

Certainly not land diving in Vanuatu as featured in the article – I can barely step off a 3ft springboard. Instead I'd like to win a summit finish of the Tour de France, but perhaps that's even more of an impossible dream!

Lucia Ferigutti

Lucia is *BOAT International's* luxury editor, always on the hunt for the latest trends and coolest designs. This month, she flew to Phuket to test out Amanpuri's new wellness immersions (*page 145*).

What impressed you the most about Amanpuri?

It's hard to beat Aman when it comes to design. But that aside, the staff were excellent: warm, welcoming and laid-back

Best hotel you've stayed in?

Finca Cortesin in Spain stands out for its gorgeous swimming pools, manicured gardens, Michelin-starred food and the view from the driving range

Your favorite work trip to date?

A journey to South Africa to meet Ndebele artist Esther Mahlangu and witness the impact of (RED), the global charity combating AIDS

Your biggest pet hate?

Hotel rooms with plastic water bottles and disposable containers



Jeremy White

Jeremy is executive editor of the UK edition of *WIRED*, and was previously digital editor of the *FT's How To Spend It*. For this issue, he picks the most exciting new tech products (*page 50*).

What's your favorite item in this issue's tech edit?

The Fender Acoustasonic is truly innovative. How they've managed to make a guitar that can sound like an electric as well as numerous acoustics is truly mind-boggling

The most ridiculous gadget you've ever reviewed?

The internet-connected horse bridle. Very much a case of the Internet of Things gone mad

If you could consign any piece of commonly used tech to the trash, which would it be?

Email. Without doubt it's the worst use of time in the working day

What aspect of modern life maddens you most?

The rise of general incompetence just makes me see red. This and people taking pictures of their food in restaurants. Just enjoy the meal!



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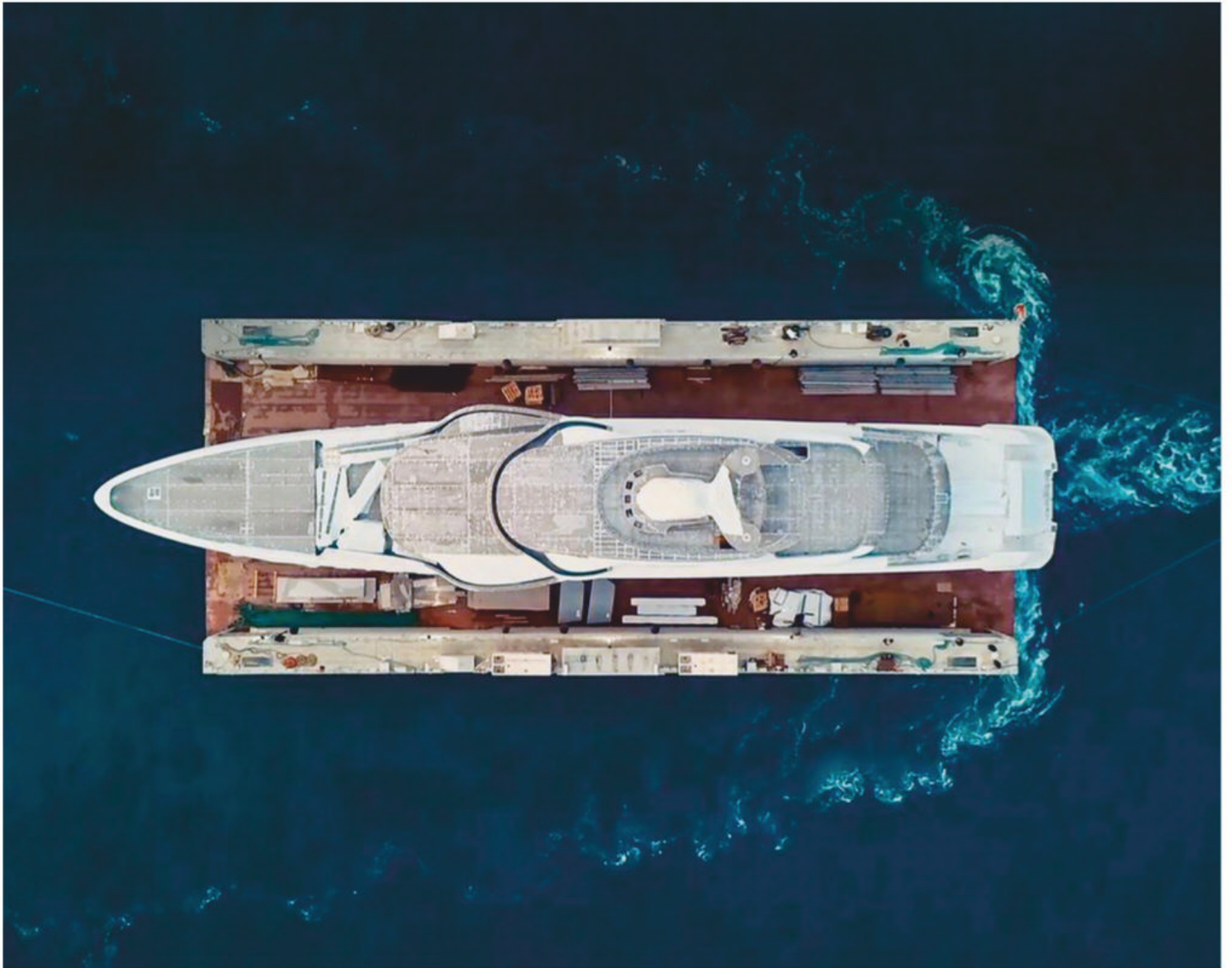
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On Board

REVEALING THE LATEST NEWS, TRENDS AND TECH



PRECIOUS CARGO

A 24-hour operation took Turquoise Yachts' Project NB66 from its metal facility to its finishing yard 36 nautical miles away

Turquoise Yachts transferred a 239ft, 1,558GT superyacht between two of its waterfront facilities in Turkey as the project known as NB66 enters an exciting new phase – from metal work and hull and superstructure assembly to virtually everything else. Turquoise unveiled the yacht's graceful exterior by A Vallicelli & C Yacht Design in 2017 when the platform was already under construction. Now that the metal work is done, the yacht will be finished in Pendik near Istanbul, where craftspeople will install the interior. A key feature inside is a multi-deck atrium centered on a spiral staircase that emphasizes connection between decks. Innovation and elegance will go hand in hand in the interior created by the Ken Freivokh Design team. Some of the few details known about NB66 include that it has a helipad (visible forward) and a large and full-beam beach club, opening on three sides. Delivery is slated for summer 2021. turquoiseyachts.com

Global political events have cooled the superyacht brokerage market, causing a drop in sales in 2019. End of year results show that a total of 398 yachts of 24m (78ft) or more were sold in 2019, down from the 437 that changed hands in 2018 and the 433 recorded in 2017. The total asking price also took a hit, falling from 2018's \$5.29 billion to \$4.14 billion. Industry figures claim the numbers were no major concern, blaming the lukewarm performance on disruptive political events, including the US and China trade war, Middle East tensions and Brexit.

"I think most of this is politically and economically driven," said Fraser sales broker Maarten Ten Holter at the time of *BOAT International* going to press. "This is the influence of the US-China trade war and now we have Brexit coming, which adds to the uncertainty."

Northrop & Johnson's US commercial director Cromwell Littlejohn agrees that "political reasons are to blame to a great extent," saying they have caused prospective owners to "step back and become a bit more religious for a moment." Burgess's head of sales Richard Lambert agrees that Brexit may have resulted in "UK clients holding off a bit longer," but says he has confidence in the national market. "There has always been a strong UK market for yachting, and I don't think that will change," he says.

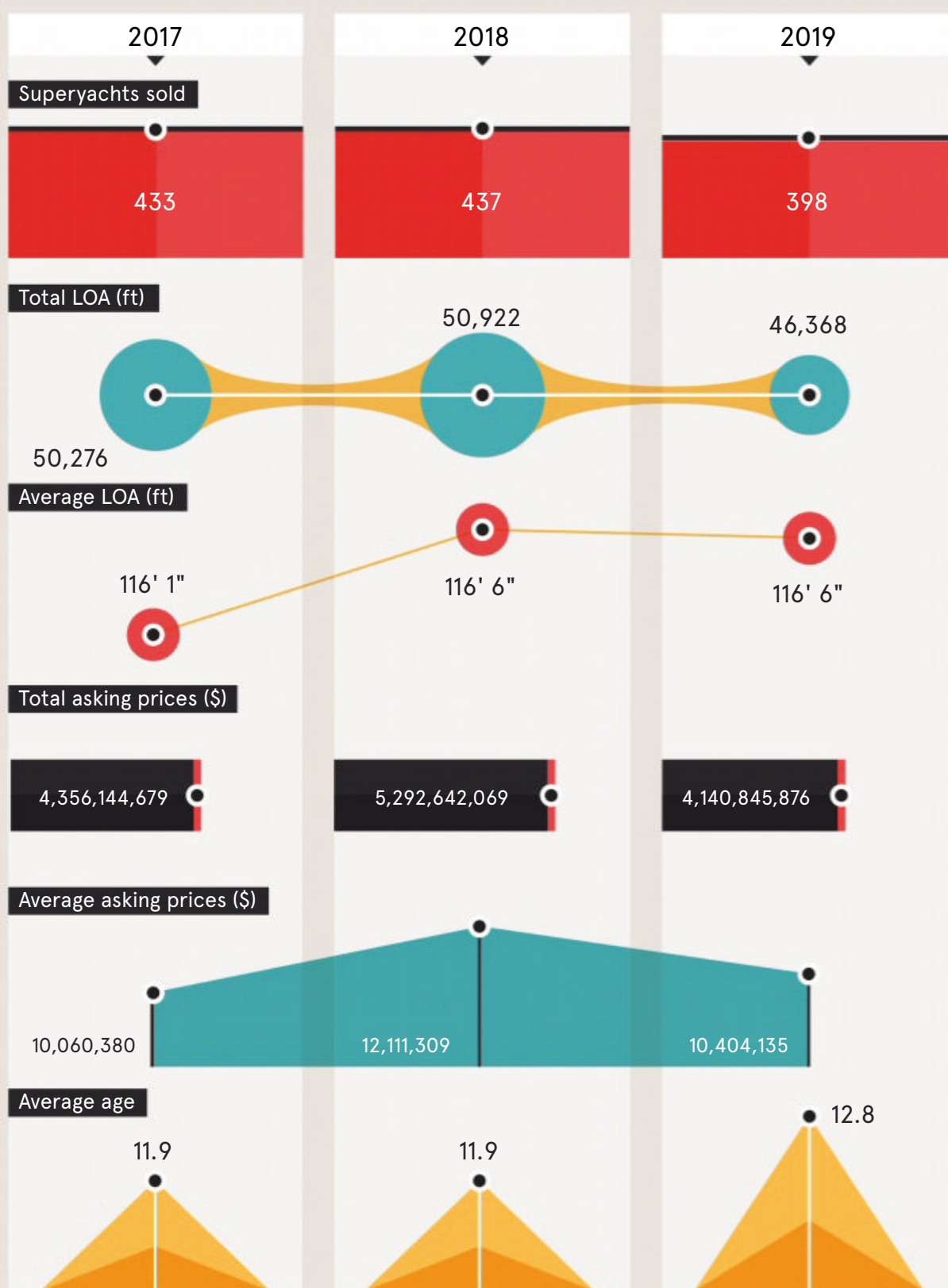
A lack of brokerage inventory has also been a contributing factor. "We do see brokers fighting to get listings and luring the client in with an asking price that is too high," Ten Holter says. Lambert agrees that "people are not able to find what they're looking for," leaving them opting "for a new build or just waiting."

Looking ahead at 2020, however, Littlejohn is optimistic, saying that Northrop & Johnson has "a high number of listings. Not as high as 2016, but we're getting back up there. We've got a younger, larger fleet in the brokerage market – that's a real positive."

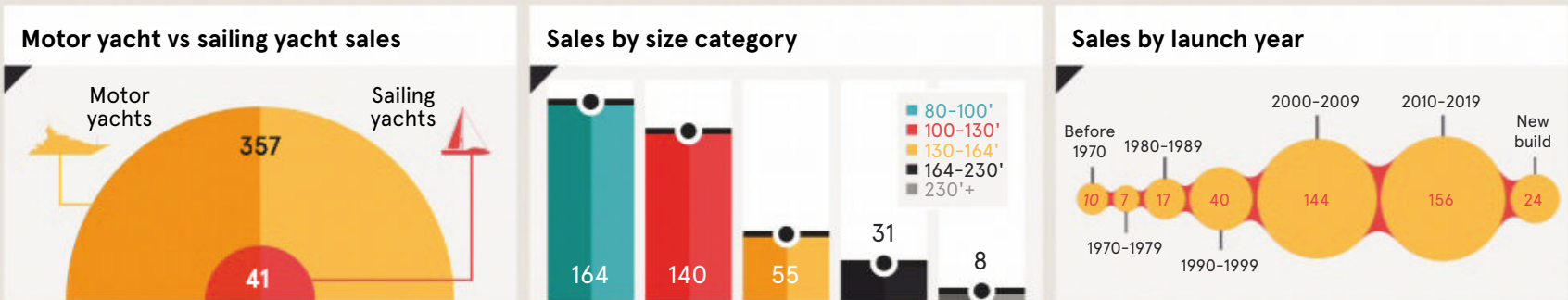
Headline figures

Trade wars and political uncertainty played their part in a 2019 market slowdown, but confidence is still high, says *Miranda Blazeby*

The superyacht brokerage market: 2017 to 2019



In numbers: brokerage superyacht sales in 2019



In focus: the 278ft Lürssen *Amatasia* (ex-*Areti*), the largest brokerage yacht sold in 2019

€175m

Jointly listed for sale with Burgess and Fraser, this 2017-delivered Lürssen was sold in May, with the buyer introduced by Burgess. She had been on the market for just eight months and was asking €175m.

The build owner is a former Olympic cyclist who sponsors a world-class cycling team. The yacht was built to demanding PYC rules so that he could comfortably accommodate the whole team. She sleeps 18 guests and 27 crew.

Keeping cyclists in mind, the spa was the starting point for Winch Design, which was responsible the interior and exterior design. It includes a 60ft² steam room, an 85ft² sauna, a 12-seat spa pool, a plunge pool chilled to 46°F and an ice fountain.

The Winch team sought to balance spaces where one or two people could relax with spaces that could seat all the guests for a meal. The main deck aft features a curved bar with a beer tap and sofa seating. Glass doors link this with a lounge complete with an auto-play baby grand piano and an 18-seat dining room.

On the owner's deck, concealed doors can link the master suite with two guest cabins to create a family apartment. The suite itself features his-and-hers dressing rooms and bathrooms, each with its own steam room, plus an outdoor lounge with a sofa, eating area and spa pool.

In headlines: the biggest brokerage news of 2019

OLDEST SUPERYACHT SOLD IN 2019

The 127ft *Grey Mist*, built by Camper & Nicholson in 1920, sold by Bradford Marine Yacht Sales and Northrop & Johnson

LARGEST SAILING YACHT SOLD IN 2019

The 196ft *Perini Navi Seahawk*, sold in November by Burgess, Perini Navi USA and Wellington Yacht Partners

THE LARGEST NEW PROJECT SALE OFFICIALLY ANNOUNCED IN 2019

Benetti's 220ft project *Fenestra*, sold by Northrop & Johnson with delivery due in November 2021

The Informer

Launches in December 2019

Name	Type	Length	Shipyard	Country	Name	Type	Length	Shipyard	Country
ARROW		246' 1"	Feadship		CHELONIA		92' 1"	Custom Line	
CRN 137		203' 4"	CRN		95 YACHT		92' 1"	Sunseeker	
J08		118'	KSE – Monte Fino		26XP		84' 11"	Numarine	
CRESCENT 117		117'	Crescent Custom		AZ 83		82' 8"	Azimut	
IMPATIENT IV		105'	Horizon		SETTANTOTTO		82' 6"	Cranchi	
F100		97' 1"	Permare		V78		80' 11"	Princess	
SD96		96'	Sanlorenzo		FD80		80' 6"	Horizon	
ARGO 90		93' 8"	Riva						

Deliveries in December 2019

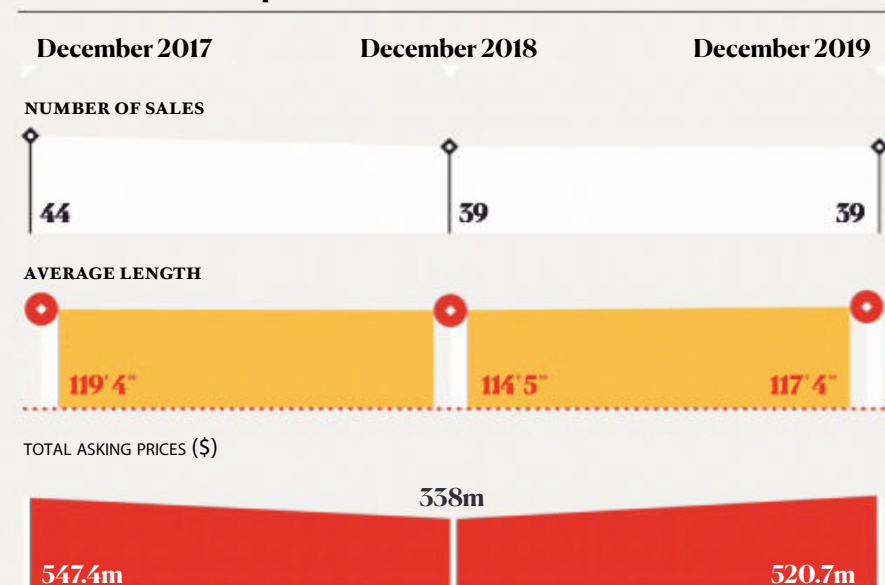
Name	Type	Length	Shipyard	Country	Name	Type	Length	Shipyard	Country
LANA		351'	Benetti		RP100		100' 6"	Horizon	
VISTA 43 CATAMARAN		141' 5"	Heysea Yachts		TAMER BEY		100' 5"	Roda Yat	
SUNRISE		141' 3"	Yildiz Gemi		SL96A		96'	Sanlorenzo	
BELKA		127' 11"	Tansu Yachts		SX88		88'	Sanlorenzo	
ENIGMA		114' 10"	Sunseeker		SL86		88'	Sanlorenzo	
LB001		114' 10"	Benetti		GRANDE 25M		87' 4"	Azimut	
GRANDE 32M		105'	Azimut		OA 84R		83' 6"	Ocean Alexander	
OA 100		100' 9"	Ocean Alexander		ENDLESS SUMMER		80' 1"	Sunreef Yachts	

Orders in December 2019

Shipyard	Type	Length	Delivery	Country
Baglietto		156' 2"	2021	
Reale Yachts		107' 3"	2021	



December 2019 compared to December 2017 and December 2018



For the full set of December superyacht data, visit boatint.com/boat-pro

THE EXPEDITION STARTS HERE



design tonidigrigo.it - photo TJ Torrance

FLEXPLOER 142

Day 2 - Sea of Cortez - Mexico

28° N
112° W

"In Mexico they call this place "Land's End", the westernmost tip of the country. It also happens to be the world's youngest sea, formed a mere 5.6 million years ago when a plate detached from the North American continent. Jacques Cousteau used to say that this is the world's largest natural aquarium."

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Eye Opener

A GROUNDBREAKING ENDEAVOR

Photographed in 1934, working deep in the belly of the beast, these craftsmen were creating the most advanced sailing yacht that had ever been built: the 130ft J Class *Endeavour*. British aviation pioneer Thomas Sopwith ordered the boat for his 1934 America's Cup challenge and he used his aeronautical know-how to refine her winches and rig. She was the first yacht to use a quadrilateral genoa, offering a huge sail area and power advantage.

This input, together with design by legendary naval architect Charles E Nicholson and construction by J Class specialist Camper & Nicholsons in Gosport, helped *Endeavour* sweep up awards in her debut racing season – an encouraging sign as her raison d'être approached. But just before departure for America and the Cup, Sopwith's crew went on strike and he had to replace them with amateurs. It was the death knell for his bid: *Endeavour* lost narrowly to *Rainbow*. It may have been little comfort to Sopwith at the time, but his technical marvel had already won the hearts of yacht lovers worldwide.

Endeavour was laid up before World War II and, despite being an America's Cup legend, sold for scrap in 1947. She was saved at the 11th hour by a new buyer but sank off the Isle of Wight in the English Channel in the 1970s; she was then refloated (with plastic bags covering holes in her hull) by two carpenters.

In 1984, American yacht enthusiast Elizabeth Meyer found the boat rusting at an abandoned seaplane base on the Solent, on the south coast of England. She had the hull rebuilt in situ, having a shed created over the boat to avoid moving its fragile bones. The rest of the yacht was restored at Royal Huisman in the Netherlands and *Endeavour* was relaunched with a new rig, interior and more in 1989.

If you're in the market for a slice of nautical history she's now up for sale again, listed at €17.5 million (\$19.4m) with Edmiston. Turn to page 96 for our America's Cup 2021 special.

NEWS

Hargrave and Westport reveal new models, notable newcomers to the charter fleet and a stylish concept for a carbon-free stunner



Big on aluminum

Royal Huisman kicked off 2020 with two major developments: the on-time launch of the world's largest aluminum sailing yacht, *Sea Eagle II*, and the assembly of the hull and superstructure of the all-aluminum 180ft motor yacht known as Project Phi.

The contract and design for what was to become 266ft *Sea Eagle II* were unveiled at the 2016 Monaco Yacht Show and construction began at the Dutch yard nine months later. The schooner's design, by Dykstra Naval Architects and Mark Whiteley Design, features a plumb bow and sober lines. "It's a yacht that will never go out of style," Mark Whiteley says.

Another exciting step for Royal Huisman was the joining of the hull and superstructure of the all-aluminum fast displacement motor yacht Phi, a design by Cor D Rover with naval architecture by Van Oossanen and interior design by Lawson Robb. The 180ft yacht is designed to stay below 500 gross tons and reach a top speed of 22 knots. Touted by broker Arcon Yachts as one of the greatest yachts yet to come, its secrets will be revealed upon completion in 2021. royalhuisman.com



825

nautical miles at 25 knots:
the expected range of
a new 60ft Windy
chase boat ordered by
a superyacht owner

Feadship has delivered its latest yacht, 246ft *Arrow*, which the owner describes as his “first real boat.” Her arrow-like bow and fluid lines are by H2 Yacht Design



NEW-LOOK HARGRAVE

Fresh from Hargrave Custom Yachts’ new superyacht division is a 92-footer slated to appear at the Palm Beach International Boat Show from March 26-29. The owner worked with the builder to get all that he wanted on board: a shallow draft; on-deck master cabin; beach club; a top speed of 22 knots; and space for eight guests and four crew. “It’s a whole new look for us,” says CEO Michael Joyce, but then again, they aren’t called Hargrave Custom Yachts for nothing. hargravecustomyachts.com



ALL CHANGE

First look at the new Hargrave 92 outside the HSY shipyard in Antalya, Turkey



GARMIN THINKS INSIDE THE BOX

Garmin released 100 limited-edition sets of its MARQ tool watches to mark its 30th anniversary. The MARQ Aviator, Diver, Captain, Adventurer and Athlete pieces, all custom built and numbered, are delivered in a collectible walnut box for \$10,000. garmin.com

23

SPOTLIGHT NEW TO THE MARKET



ARIA S **€6.9 MILLION**

The 101ft motor yacht has been listed for sale by **Camper & Nicholson's International**. Designed by Francesco Guida, she was delivered by Arcadia Yachts in 2016.



MYSTIC **€9.95 MILLION**

The 150ft motor yacht has been listed for sale at **SSH Maritime**. Built in GRP by CMB Yachts in Turkey and delivered in 2010, she has exterior styling by Diana Yacht Design.



TOY **€3.9 MILLION**

The 82ft motor yacht has been listed for sale with **Moran Yacht & Ship**. Delivered by Overmarine in 2018, the Mangusta 80 HT was penned inside and out by Andrea Bacigalupo.



EXCELLENCE **\$16.9 MILLION**

The 153ft fast motor yacht is jointly listed for sale by **Burgess and Merle Wood & Associates**. Built by Feadship to a design by De Voogt, she was delivered in 2001.



FREDDY **\$7.995 MILLION**

The 105ft motor yacht has been jointly listed for sale by **Italian Yacht Group and Westport**. Built in 2017 by Sanlorenzo, she was designed inside and out by Francesco Paszkowski.

EVENT

MAY 27, 2020
YACHT CLUB DE MONACO

BOAT LIVE: EXPLORER YACHTS SUMMIT

Returning in 2020, and the only international event dedicated to the expanding explorer yachting sector, the Explorer Yachts Summit – a collaboration between *BOAT International* and explorer yachts.com – will bring together the world's leading experts for a day of engaging debate and discussion. Topics on the agenda will include the state of the explorer yacht market, groundbreaking explorer projects, the new frontiers of superyachting, prepping for adventure, and expedition security. For tickets, visit boatint.com/explorersummit

24,650ft

the total length of all the boats Arcadia Yachts has floated in its first 10 years



LATEST WESTPORT REVEALED

The Westport line is being expanded with a new in-built 117ft raised pilothouse design. It shares familiar features with the 125, including an expansive pilothouse equipped with the latest in navigation aids, an eat-in galley, spacious on-deck master suite (a feature that was challenging to implement on the successful 112) and a beach club. While the top deck follows the split-level layout of many Westports before it, the main deck features a full walkaround. The lower deck is dedicated to four guest rooms and crew quarters. It's, of course, being built in composite and designed to achieve a top speed of around 24 knots. Look for the first Westport 117 (aka Westport 35m) in early 2022. westportyachts.com

- NEW TO THE CHARTER FLEET FOR 2020 -



Soaring

A new superyacht from the Abeking & Rasmussen fleet, *Soaring* will be available for charter from summer 2020 via Ocean Independence. German designers Focus Yacht Design

came up with the exciting styling and modern interior of this 223ft yacht with spa/gym and multiple lounging spaces. From €800,000 per week. oceanindependence.com

Ragnar

After completing a two-year conversion at Icon Yachts in the Netherlands, the ice-breaking supply vessel *Sanaborg*, built in 2012, is reborn as the imposing 224ft, 2,450GT *Ragnar*. Transformed into an Arctic

explorer with help from designer RWD, *Ragnar* has a range of 6,000nm and all the comforts of a superyacht (spa, massage room, certified helipad). It is listed for charter with Burgess from \$525,000 a week. burgessyachts.com



B . N O W 6 3 M

Benetti
ITALIAN EXCELLENCE SINCE 1873



NOWNESS,
THE BENETTI WAY.

B . N O W



B.NOW 50M



B.NOW 55M



B.NOW 63M

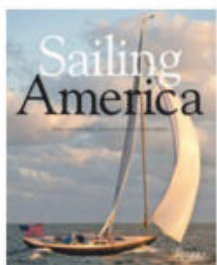


B.NOW 68M

REDUCED DELIVERY TIMES, INCREASED PLEASURE. CHOOSE FROM FOUR STREAMLINED PROFILES WITH SLEEK CONTEMPORARY LINES. GOOD THINGS COME TO THOSE WHO DON'T WANT TO WAIT.

BENETTIYACHTS.IT

BY **RWD**



Book of the Month

A pictorial opus celebrating one of America's favorite pastimes, this large-format hardbound book contains 200 images of sailing boats large and small. They are captured in action from Rhode Island to Alaska, from large panoramas to details of perfect knots and billowing sails. TV commentator Gary Jobson introduces the 318-page book, which was curated by photographer and sailor Onne van der Wal. *Sailing America*, \$100, rizzoliusa.com

EVENT

MAY 15-16, 2020
LONDON

WORLD SUPERYACHT AWARDS

The World Superyacht Awards takes place in May at Old Billingsgate in London. The finest yachts delivered in 2019 will be celebrated, and coveted Neptune trophies handed out. A vibrant social program and bespoke cultural experiences will complement the main event. For tickets, visit worldsuperyachtawards.com #SuperyachtAwards

- ON THE DRAWING BOARD -

PHILIPPE BRIAND SY200

The SY200 is minimalist, light-filled and emissions-free. The sails' resistance can create 200kW of power in optimum conditions, with underwater turbines capturing kinetic energy and a battery bank storing excess energy, enough to support all

electrical needs on board. Inside, all is up to the owner. "We want to work alongside owners to create the perfect renewable energy machine, using only wind, water and solar energy to run the yacht," Philippe Briand says. philippebriand.com



SUNSEEKER 100 YACHT

Sunseeker's new raised pilothouse design pushes the envelope in many directions. Aside from refining the familiar Sunseeker look with sleeker lines, it packs great features from the bow, where the master suite enjoys private access to a terrace, to the stern, where the garage converts into a beach club, all under a load line of 24m (an important measure in terms of regulations). The first 100 Yacht debuts in 2021. sunseeker.com

SPOTLIGHT SERIOUSLY FOR SALE



DRAGON €7.9 MILLION

The 136-footer, listed for sale at **Camper & Nicholsons International**, has seen a price reduction of €1m. Built in 2007 by Palmer Johnson, she was refitted in 2016.



ANGELUS €18.9 MILLION

The Sunseeker 131, jointly listed for sale by **IYC** with **Denison Yachting**, has switched from dollars to euros, meaning a price reduction of \$2m. She was delivered in 2019.



ALUCIA \$17.5 MILLION

The 182ft explorer yacht, listed for sale by **Fraser** in Fort Lauderdale, has had a price reduction of \$2.25m. She was built by Auroux in 1974 and rebuilt and re-equipped in 2016.



MEIRA €12.5 MILLION

The 178ft motor sailer, listed for sale at **Ocean Independence**, has had a price reduction of €3m. Built in steel, she was delivered by Turkish yard Neta Marine in 2018.



APHRODITE \$13.95 MILLION

The 130ft Westport tri-deck, listed for sale at **Northrop & Johnson**, has had a price reduction of \$1.545m. She is a 2009 model, with only one previous owner.



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THE 2020 BOAT INTERNATIONAL DESIGN & INNOVATION AWARDS: THE WINNERS



● Outstanding Exterior Design Sailing Yachts: *Liara*

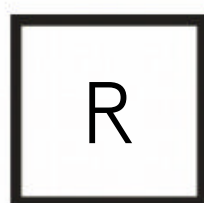
Sponsored by Riva

Length: 112'

Exterior stylist: Malcolm McKeon Yacht Design

Naval architect: Malcolm McKeon Yacht Design

Builder: Baltic Yachts



Recognizing the cutting edge for more than two decades, *BOAT International's* Design & Innovation Awards remain the last word in yacht design achievement. This year, 15 judges visited entrant yachts and evaluated extensive dossiers before debating their findings and voting by secret ballot. The winners were awarded at a glittering ceremony at the Superyacht Design Festival in Cortina, Italy.



● Outstanding Exterior Design Motor Yachts – 24m to 49.9m: *Race*

Sponsored by Sabrina Monte-Carlo

Length: 163' 9"

Exterior stylist: Officina Italiana Design

Naval architect: Riva

Builder: Riva



● Outstanding Exterior Design Motor Yachts – 50m and above: *Lady S*

Sponsored by Perini Navi

Length: 305' 1"

Exterior stylist: Michael Leach Design

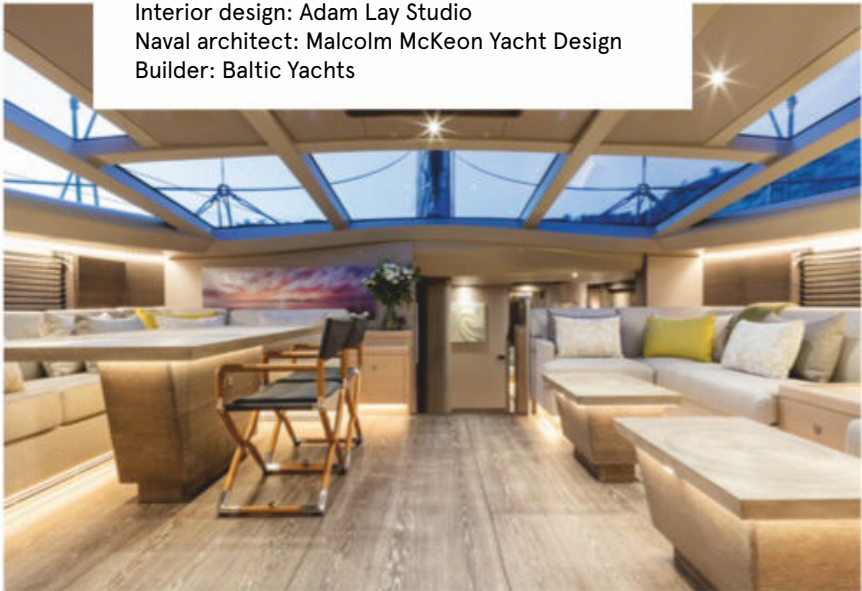
Naval architect: Feadship De Voogt

Builder: Feadship

● **Best Sailing Yacht Interior Design:**
Liara

Sponsored by Design Centre,
Chelsea Harbour

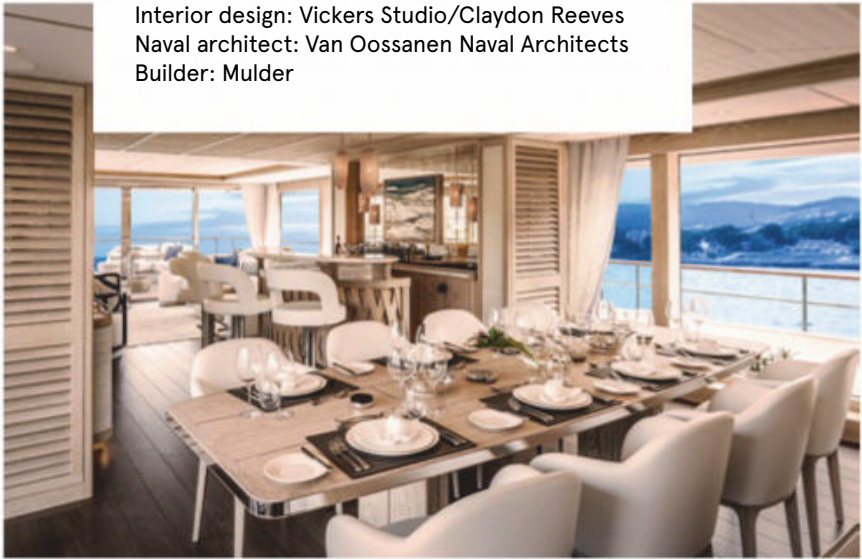
Length: 112'
Interior design: Adam Lay Studio
Naval architect: Malcolm McKeon Yacht Design
Builder: Baltic Yachts



● **Best Motor Yacht Interior Design –**
below 500GT: *Calypso*

Sponsored by Yachting Partners
International

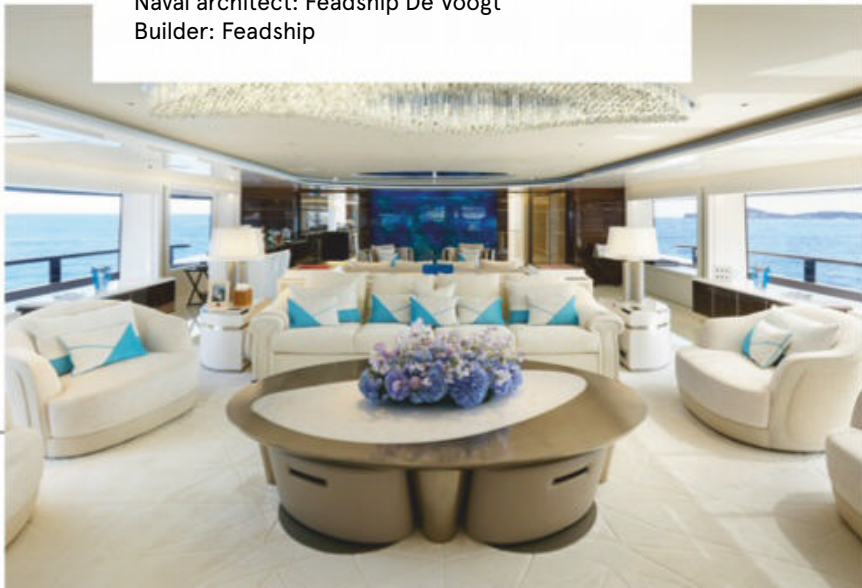
Length: 118' 1"
Interior design: Vickers Studio/Claydon Reeves
Naval architect: Van Oossanen Naval Architects
Builder: Mulder



● **Best Motor Yacht Interior Design –**
above 500GT: *Lady S*

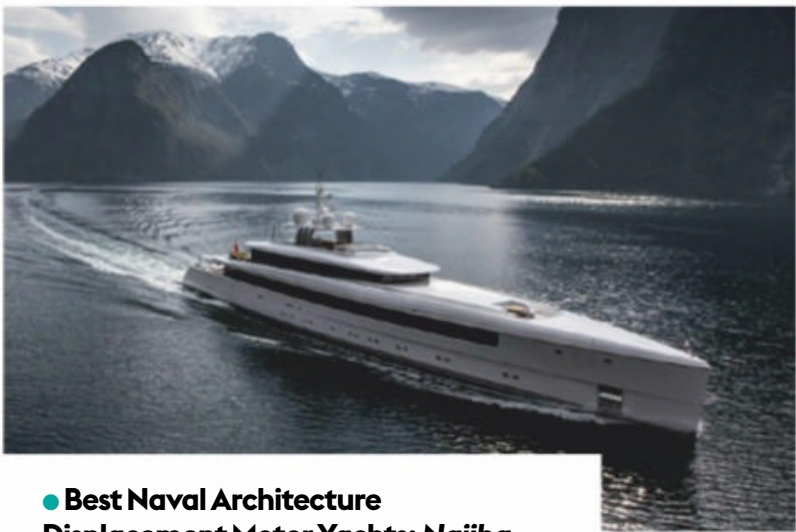
Sponsored by Videoworks

Length: 305' 1"
Interior design: Reymond Langton Design
Naval architect: Feadship De Voogt
Builder: Feadship



● **Best Naval Architecture Semi-**
Displacement Motor Yachts: *Zalanka*

Length: 89' 9"
Naval architect: Dominator
Builder: Dominator



● **Best Naval Architecture**
Displacement Motor Yachts: *Najiba*

Sponsored by Yachting Partners International

Length: 190' 3"
Naval architect: Feadship De Voogt/
Philippe Briand
Builder: Feadship



● **Best Naval Architecture**
Sailing Yachts: *Canova*

Sponsored by Azimut-Benetti

Length: 142' 1"
Naval architect: Farr Yacht Design
Builder: Baltic Yachts

2020 DESIGN & INNOVATION AWARDS



● Eco Award: Vanadis

Sponsored by Amaala

Length: 103'
 Builder: Cerri Cantieri Navali
 Naval architect: Ginton Naval Architects
 Exterior stylist: Guido De Groot
 Interior design: Guido De Groot

● Outstanding Lifestyle Feature: Bold

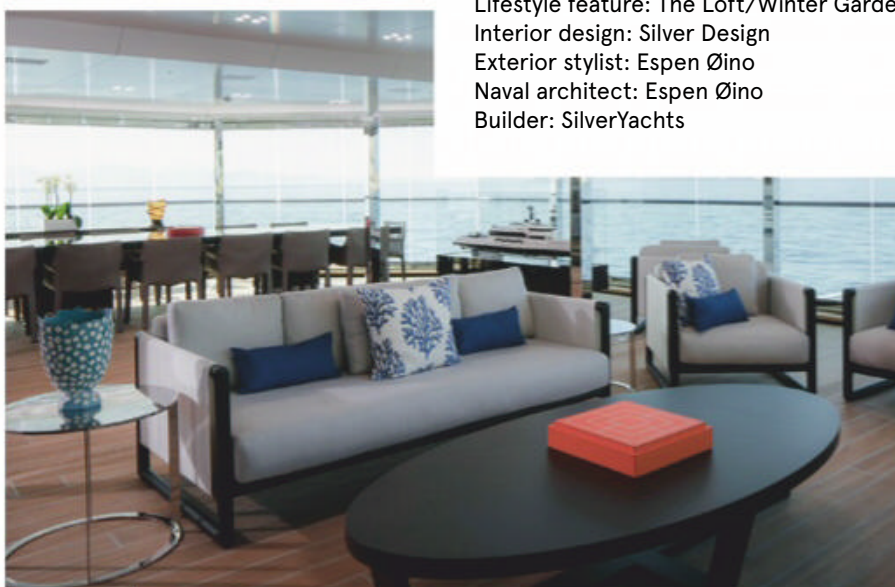
Sponsored by Riva

Length: 279' 10"
 Lifestyle feature: The Loft/Winter Garden
 Interior design: Silver Design
 Exterior stylist: Espen Øino
 Naval architect: Espen Øino
 Builder: SilverYachts

● Best New Series: LeVen 90

Sponsored by Riva

Length: 90'
 Builder: Van der Valk
 Naval architect: Vripack
 Exterior stylist: Vripack
 Interior design: Vripack



● Innovation of the Year: Syzygy 818

Sponsored by Yachting Partners International

Length 253' 5"; Innovation: 4-Ply Complex curve structural glass
 Developer: Jarkko Jämsén/EOC Engineering/Feadship
 Naval architect: Feadship De Voegt





● **Tender of the Year – Open : Tender 15**

Sponsored by Masi Agricola

Length: 14' 9"

Builder: Schaaf Yachtbau

Naval architect: Steve Leisner

Exterior stylist: Steve Leisner

Interior design: Steve Leisner



● **Tender of the Year – Limo: Solas**

Length: 36' 1"

Builder: Knierim Yachtbau

Naval architect: Beiderbeck Designs

Exterior stylist: Beiderbeck Designs

Interior design: Beiderbeck Designs

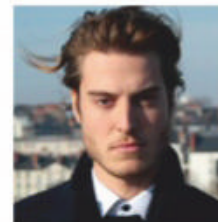


● **Lifetime Achievement Award: Martin Francis**

Company: Francis Design Limited

Nationality: British

First yacht design: *Prototype*, 1978



● **Young Designer of the Year: Valentin Weigand**

Sponsored by Oceanco

Concept name: Plato

Nationality: German

Education: ENSA Nantes



● **Judges' Commendation Lighting: Excellence**

Sponsored by DKT Artworks

Length: 262' 4"

Interior design: Winch Design

Naval architect and builder: Abeking & Rasmussen



● **Judges' Commendation Holistic Design: Scout**

Sponsored by DKT Artworks

Length: 209' 1"; Exterior stylist: H2 Yacht Design

Naval architect: Diana Yacht Design

Builder: Hakvoort



Enter the 2021 D&I Awards

**NOMINATIONS OPEN
ON JUNE 19, 2020**

Qualifying yachts must be equal to or more than 78ft LOA and delivered to their owners between November 1, 2019 and October 23, 2020. In the case of a yacht built on spec, the vessel must be complete and operational, sea trialed and ready to be sold between those dates. Visit boatinternational.com for more info



Below: guests included Sebastien Bernard, Fred Mouawad, Michael Nurbatlian and Geoffrey Bond



The 78ft charter catamaran *Lobster* welcomed guests during the fundraiser

Above right: Hwee Tiah and Natalie Yee at the beach barbecue



Right: Eka Liu Habib performed at the gala event

AUCTIONS LOUDER THAN WORDS

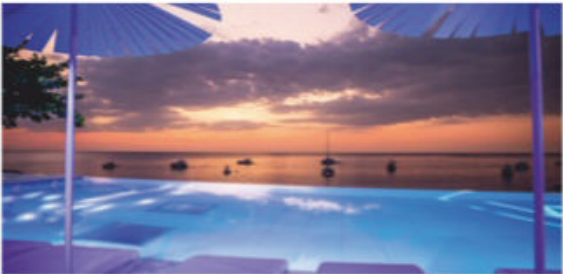
As part of the Soirée by the Sea gala dinner, a silent charity auction raised funds for the International SeaKeepers Society, which uses private yachts for oceanographic research, educational outreach and marine conservation, and Oceans For All, which aims to establish Phuket as an earth-friendly destination. Lots included a custom Triton watch, a bespoke charm, an iAQUA Stingray watercraft, and a Royal Thai Navy shirt worn during the Tham Luang cave rescue in 2018. The star of the auction was a 37ct tanzanite ring (with 18kt white gold and diamonds) valued at more than two million baht (\$64,400).



Left-right: Ben and Simone Reymenants and Gigi and Hugo van Schaik



Partygoers were dazzled by a fire performance at the opening party



Above: Aimi Xaimi and Jonas Torrång bid for a Mouawad ring and Triton watch



Above: Faheem Ahmad, Richard Pope, Gulu Lalvani, Michael Nurbatlian, James Caan, Aliah Caan and friends



Left right: Bee Prasertsong, Michael Nurbatlian, Richard Pope, Gulu Lalvani, Mark Band and Marilyn Band



Trinity Yachts' 165ft *Sapphire* was among the vessels present for the event

A good time for a good cause

Glamour met generosity at the fourth annual Kata Rocks Superyacht Rendezvous, a VIP event dedicated to preserving the beauty of Phuket's west coast, says *Emma Bamford*

There was a philanthropic feel to the latest Kata Rocks Superyacht Rendezvous (KRSR), held in Phuket, Thailand, in December. Now in its fourth year, KRSR aims to put Phuket on the global yachting map. As the coast is remarkable for its natural beauty, the 2019 event, held from December 12-15, emphasized marine conservation.

Philanthropic activities began a week before the rendezvous, with an educational beach clean-up and yoga session held in conjunction with the two beneficiary charities, the International SeaKeepers Society and Phuket-based Oceans For All foundation. Litter including plastic and glass bottles, plastic bags, aluminum cans and 500g of cigarette butts (which contain plastic in the filters) were collected and disposed of responsibly or sent for recycling.

The highlight was the exclusive Soirée by the Sea charity gala dinner, hosted at Kata Rocks. A silent auction was held in aid of the charities. Lucas Yang, head of communications for the International SeaKeepers Society, said: "It is the perfect platform for us to reach superyacht owners who will hopefully allow us to collect even more data on microplastic levels at sea."

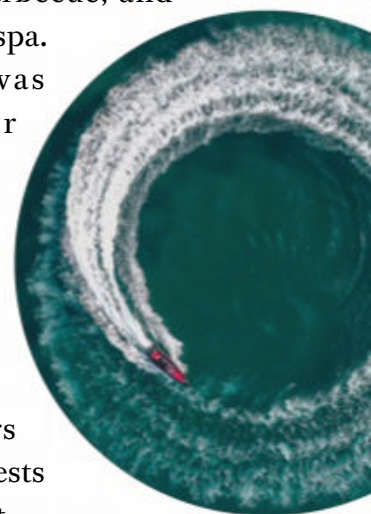
Elsewhere, KRSR brought together yachting brands, yards, brokers and owners, and a fleet of superyachts and yachts including the 165ft Trinity Yachts

Sapphire, 108ft *Nymphaea*, 75ft *Sanook* and 78ft *Shangri-La* for four days of cruising Phuket's west coast. Guests enjoyed the sights and visited the newly opened InterContinental Phuket Resort, Kamala Beach, for a barbecue, and Benetti hosted a pop-up spa.

Also taking part was the new 78ft charter catamaran *Lobster*, which, together with Seven Marine Phuket, welcomed guests on board to enjoy sea views. SACS Rebel 47 and Technohull tenders were on hand to ferry guests along the Andaman coast.

Sunseeker Yachts held its inaugural owners' dinner at one of the Kata Rocks sky pool villas. Craig Murphy, head of Sunseeker Thailand, says: "It was a fabulous evening that was highly appreciated by all our guests."

Richard Pope, CEO of Infinite Luxury, which owns Kata Rocks, says the Superyacht Rendezvous in 2019 successfully positioned the event as a leader in marine conservation both in Phuket and around Asia. "We are very appreciative of all our sponsors and those who supported the Soirée by the Sea charity gala dinner and silent auction," he said. "KRSR has helped put Phuket on the global yachting map and it's great that this event is now able to give back to the oceans that we all love." *KRSR 2020 is scheduled for December 10-12, katarockssuperyachtrendezvous.com*



WILD WATER / 01

HOW SWEET IT IS

A day at the wheel putting Riva's dreamy new open cruiser through its paces is hard to beat, says *Cecile Gauert*

A sea trial with a group of marine journalists can take the romance out of a boat ride. As we talk revs, consumption and knots, we almost forget what this is – a brand-new Riva built in the brand's historic lakefront hometown of Sarnico, Italy, with an attention to design detail that borders on obsessive: 20 coats of varnish on mahogany; air intakes in carbon outlined in stainless steel; a one-piece wraparound glass windshield; a spacious indoor salon; a luxurious cabin; and even an optional crew cabin.

There is nothing more fun for boat writers than to get their hands on the (leather-covered) wheel of a new boat, and there is no shortage of volunteers to submit the new Riva 48 Dolceriva to a rise and decrease in RPMs and extreme moves that it will rarely – if ever – have to do under normal circumstances. But hey, when a boat is built like a sports car, you want to make sure it handles like one. I am happy to report that the Dolceriva goes from zero to 37 knots in about 30 seconds and is able to satisfy all skill levels, from speed enthusiasts to more leisurely boaters.

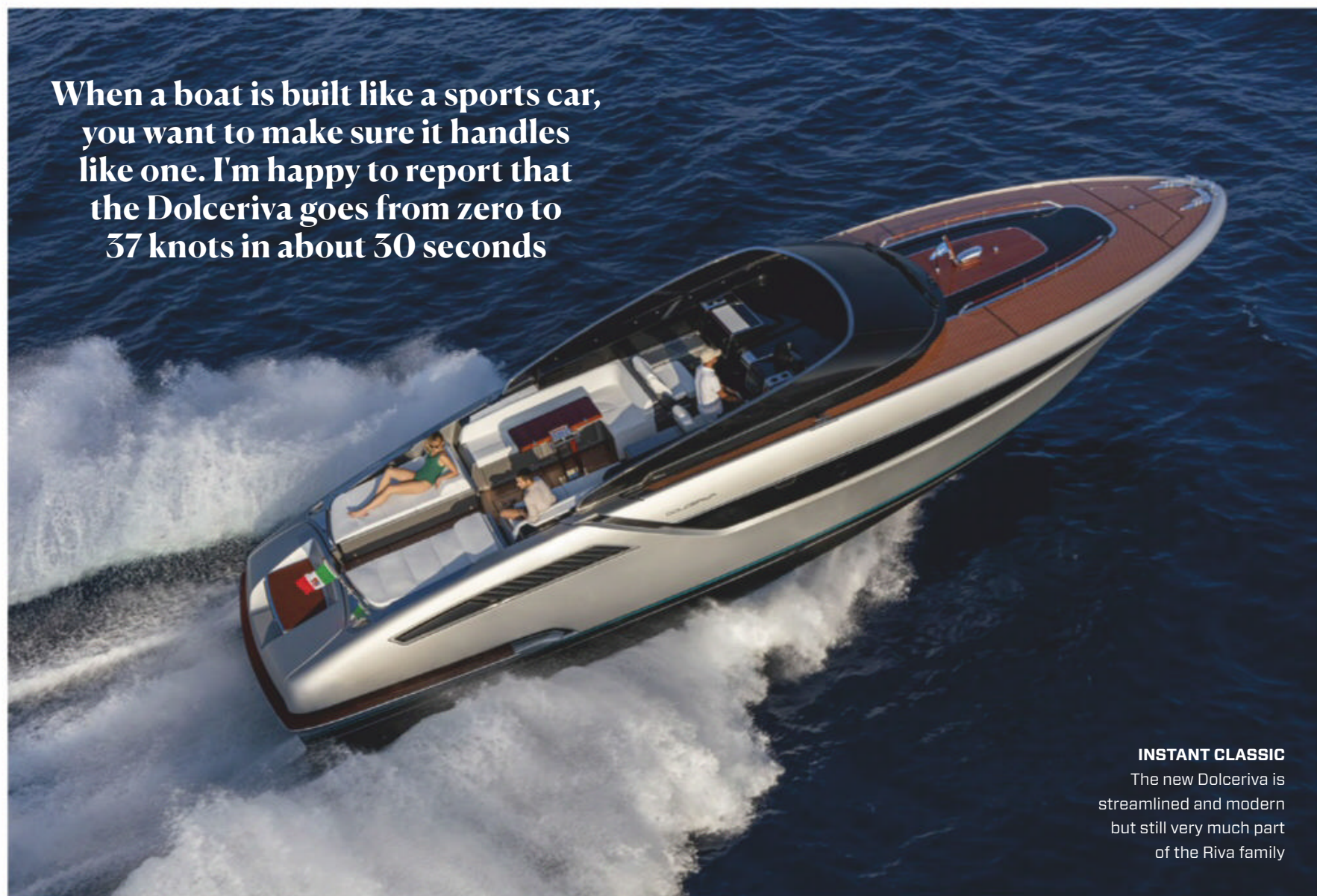
The newest Riva dayboat (as opposed to the superyachts the brand is now building), the Dolceriva is the heir apparent of the Rivarama and shares some of the strategies behind the

39ft Rivamare that the Ferretti Group introduced in 2016. “The main driver of the project was a timeless, long-lasting design – a Riva that can be iconic, though renewed, and at the same time up to date in terms of technology, propulsion and steering platform,” explains Michelangelo Casadei, the Ferretti Group’s director of engineering.

It was a tall order for designers Officina Italiana Design to come up with an heir for the 44ft Rivarama, which has enjoyed great success for years. The hardest thing may be to edit your own work and Officina Italiana Design did just that, cutting out details from an already very sober design to produce a modern boat that remains respectful of the Riva heritage. From my point of view, it looks to be a winner – the lines are pure and simple (but far from simplistic). In fact, the new Dolceriva is so good-looking, I lose myself in contemplation and miss out on some of the technical chatter.

However, a boat is much more than a sculpture and it needs to be safe. One might even argue it is primarily about the naval architecture (the hull shape is a deep V with 15.9-degree deadrise), the engines (two high-performance Volvo Penta D13s), the drives and the steering (which is velvety and awesome

When a boat is built like a sports car, you want to make sure it handles like one. I'm happy to report that the Dolceriva goes from zero to 37 knots in about 30 seconds



INSTANT CLASSIC

The new Dolceriva is streamlined and modern but still very much part of the Riva family

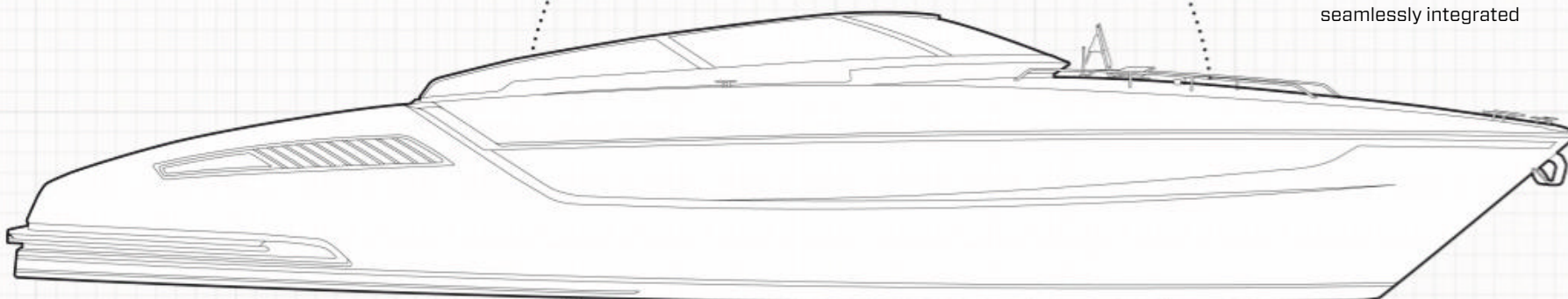
LIGHT & BRIGHT

Twenty coats of varnish give the mahogany decking its exceptional gleam. The U-shaped glass on the foredeck sends light into the cabin



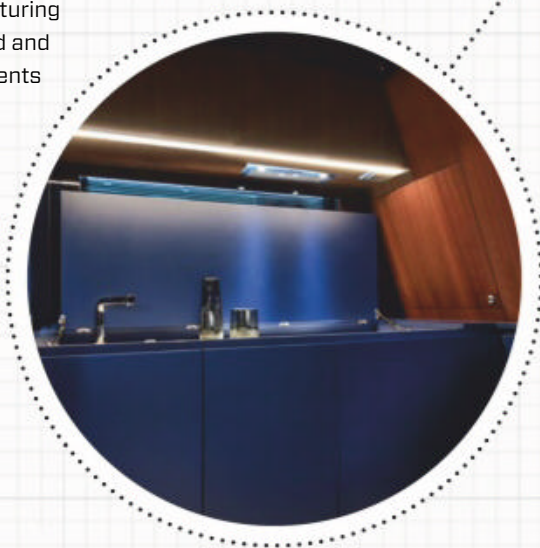
ELEMENTS OF STYLE

The three key Riva signatures – mahogany, steel and leather – are extensively and seamlessly integrated



OPEN PLAN

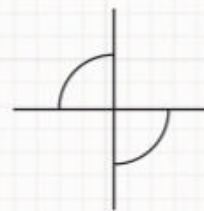
A sleek galley is incorporated into an elegant interior featuring leather, glass, wood and stainless steel accents



SPECS

Model Riva 48 Dolceriva
Naval architecture
Ferretti Group Engineering
Design Officina
Italiana Design
LOA 48' 11"
LWL 42'
Beam 14'
Draft (full load) 4' 10"

Displacement
(full load) 24.5 tonnes
Engines (standard)
2 x 800hp Volvo D13
Max speed 35 knots
(40 knots with optional
1,000hp D13s)
Range 230nm @ 27 knots
Passengers and crew 10



to my hands). The steering package includes rudders and V-drives, but this boat also comes with a joystick, which is a really good tool in tight corners.

Once at the wheel, I appreciate how the navigation information is integrated in a couple of easy-to-read screens placed at just the right height. Everything is at hand: horn; wipers; radio; even a bottle of water, thanks to judiciously placed cupholders. The windscreen, a feat of engineering by Italian maker Isoclima, offers good wraparound protection from wind

and spray with primo views. Automated interceptors remove any guessing game in terms of optimal trim and efficiency. All that's left to do is rev up the engines and let the Dolceriva run while keeping a lookout for other craft on the water.

Riva built the boat according to CE regulations and it is certified for up to 10 passengers. On the day of the sea trial, I am one of eight on board and the boat is loaded with about 75 percent of the fuel and water it can carry. Our test boat, which displaces 21 tonnes, is fresh out of the factory and reaches a top

speed of 38.9 knots (just shy of its 40-knot maximum capability). Cruising speed is a comfortable and fairly quiet 35 knots.

But what's the hurry? There is plenty to enjoy here. The beautifully angled transom transforms into a swim platform for easy water access. Two removable sunpads unfold from a storage compartment to fit the swim platform exactly, while two more permanent ones just above allow adults to stretch out fully, which is great after a meal. The varnished deck table unfolds for mealtimes and a smart system allows an automated bimini to rise from hidden compartments and shelter the entire cockpit. Need more shade? Retreat down below to an elegant salon, decorated with perfectly stitched leather panels, dark wood, venetian blinds and light fabrics. As always, Riva branding is everywhere, but it is discreet.

"All materials recall the Riva heritage, such as mahogany and steel combined with mirrored surfaces and leather elements," says Stefano de Vivo, the Ferretti Group's chief commercial officer. Steel and glass are used on the hatch that accesses the luxurious interior and on the master cabin's sliding door. This metallic mesh allows light in but guarantees privacy, "a strategic choice both in terms of functionality and style," de Vivo says. The cabin is certainly comfortable enough for an overnight stay, complete with dayhead and shower with good head height.

Riva offers a couple of layouts, including one without a crew cabin. Most clients so far are opting for the crew cabin, I am told, because when you own a Riva like this one, you deserve a captain. A luxury dayboat you'll love to take for a ride, with room for a crew – that's the best of both worlds. **B**

BED TIME

Owners have their choice of layouts. The standard has a spacious open lounge with dinette and

galley and a generous owner's cabin. Options include adding a crew cabin or a second twin-berth cabin aft



HOME COMFORTS

The master cabin (top) sports two walk in closets, and the lounge (above) includes a 43 inch television



WILD WATER / 02

IN THE DRIVER'S SEAT

The Vandal, an artfully designed supercar of the seas, puts the yacht owner at the wheel, and guest comfort at a premium, says *Risa Merl*

It's one of those fresh Côte d'Azur days when the wind is blowing just as hard as the sun is shining. The kind of day that will leave you covered in salt spray, and spilling your cocktail if you dare to cruise at speeds of 40 knots, as we are doing on board the new 46ft Vandal chase boat. My hosts apologize for the blustery weather, but I am secretly grateful for it since it will allow me to see what this boat – designed for an exceptionally dry ride – can do.

We head out of Port Grimaud bound for Pampelonne Beach, passing Saint-Tropez along the way. As we round the point, the

wind kicks up even more. We pass tenders that are bouncing erratically over the waves, yet the Vandal zips along, cutting through the water with her vertical bow.

Make no mistake, the ride is exhilarating – a smile is fixed on my face as I perch at the helm – yet it's also extremely comfortable and dry. Even on the aft sunpads, I don't feel a single splash, and upon returning to port there isn't one drop of water on the forward deck.

"This isn't a race car, it's a supercar – you go as fast as possible, but in comfort," says Ernest Menten, co-founder of Vandal



MARINE DRIVE

Designers with experience in the automotive field who are part of British firm RWD imbued the Vandal with supercar style, a key element in the yacht owner's design brief



The ride is exhilarating... A smile is fixed on my face as I perch at the helm. "This isn't a race car, it's a supercar – you go as fast as possible, but in comfort"



33

and the custom tender builder Tenderworks, both based in the Netherlands. The car analogies run thick as the boat's builders and designers discuss their new boat. With a beautifully curvaceous exterior crafted by RWD, which counts automotive designers among its staff, the Vandal was inspired by supercars.

The brief was for a fast, open boat with strong yet simple lines. Built entirely of carbon fiber, with titanium detailing, the Vandal is a study in organic shapes. "We wanted it to feel like you had started with one massive block of carbon and we were chiseling away at it to create this boat," says Adrian Chisnell

of RWD. "All of the elements needed to feel connected in some way. To create that in a carbon boat is unbelievably hard because you have to join the boat to the deck at some point."

The result is one simple and sensuous form. It is nearly impossible to see where the hull and bulwarks end and the bimini top – which mimics the air intake of a Formula One car – begins. It's not merely about looks, though: the bimini is sturdy, stiff and well-proportioned to the boat itself. "The bimini stood up on its own before it was fitted. The center of gravity was in exactly the right place," Chisnell says.

The Vandal is one of those rare boats that looks beautiful on the water – turning heads with her soft curves and white-to-gray ombre paint job – yet are even more interesting when you get up close. Every piece is properly finished; every hinge, handle and cleat is hidden. “Like a very good car, all the shut lines are carefully placed and hard to see, and a lot of the hinges are custom-made,” Chisnell says. Other elements, like the cap on the flagpole bearing a V for Vandal, were 3D printed in-house.

A recess runs inside the bulwark about two inches from the top, which creates space for a titanium handhold to be concealed. With LED-lit insets under the seats and cabinetry, the furnishings in the cockpit look as if they are floating.

The stepped hull was courtesy of Farr Yacht Design, the Maryland-based firm known for creating racing yachts for the America’s Cup and Volvo Ocean Race. And powered by twin MarineDiesel VGT500 engines, the Vandal reaches a top speed of around 50 knots, cruises comfortably at 35 to 40 knots, and at 30 knots she can travel 360 nautical miles.

“The owner could say to his captain, ‘I’ll see you in Portofino,’ and meet his superyacht there,” Menten says. This is the essence of what Vandal is trying to create – a boat that looks great, moves well and gives the owner a taste of freedom. “A lot of superyacht owners are stuck on their boats,” he says. “They always have the best, of course, but that comes with having a lot of crew and people around them.”

Menten says there are owners who enjoy luxury but also want to get behind the wheel. “At home, they might get picked up by a Bentley, but they don’t drive it themselves. Instead they have



SHE AIN'T HEAVY

Built of carbon fiber with titanium detailing, the Vandal is only 14,300lb lightship – about half the weight of a comparable boat



THE WONDER OF HUE

LED lighting hidden in the bimini top and hull can change color from red to blue and purple,

according to mood, making the cockpit interior look as though it is floating



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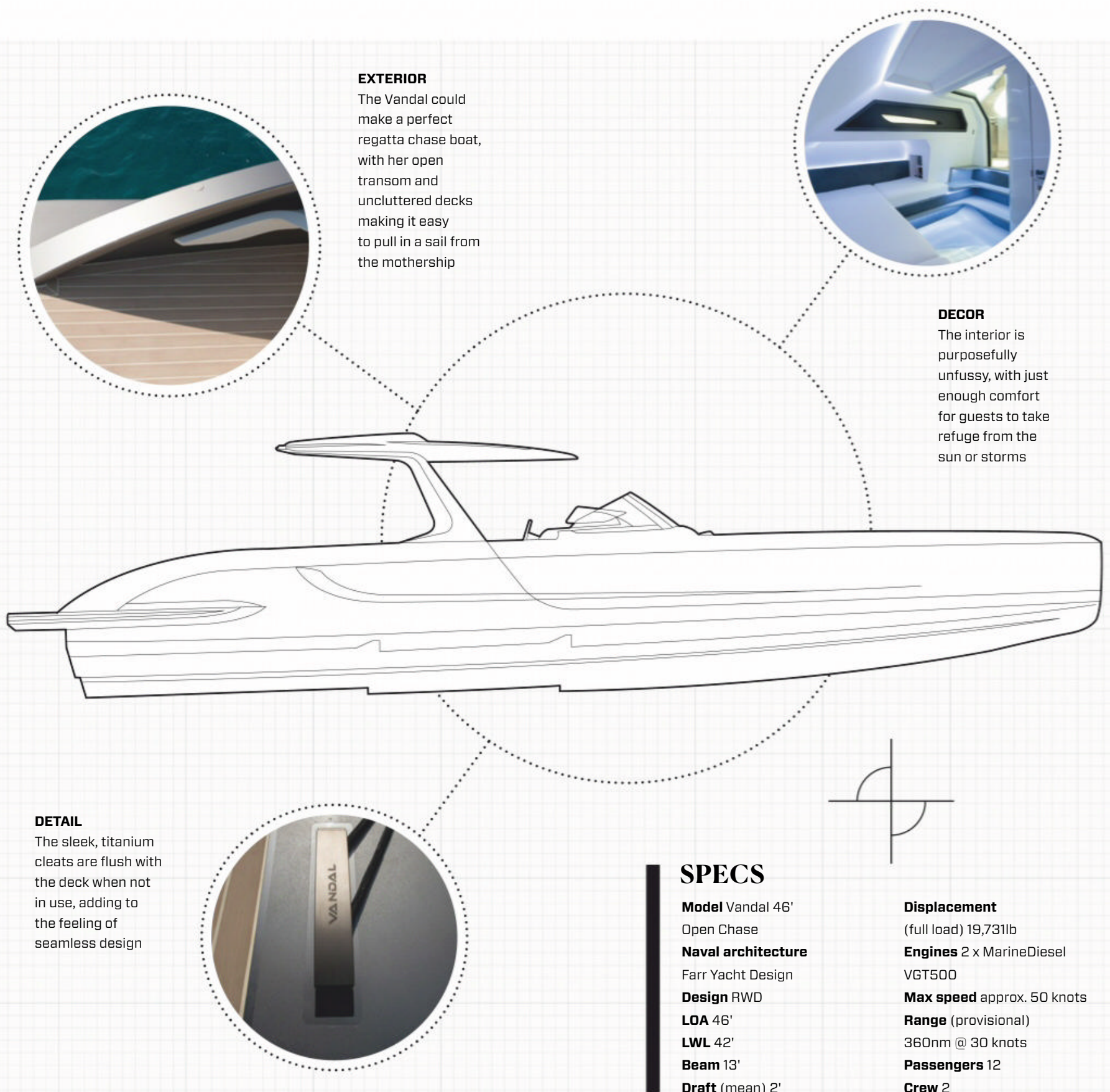
 SirenaYachts  /sirenayachts

a garage full of supercars which they take out,” he says. Vandal seeks to fill a niche in the market for a chase boat that an owner will be proud to drive – and have fun doing it.

One owner, impressed by the Vandal, has ordered two for an in-built 300-foot Feadship: one limo tender and one customized open Vandal. The latter is almost identical to the standard model, but its roof lowers so it can fit snugly in the tender garage. “The tender is often an afterthought. We did it the other way around – we built a big boat with the tenders in mind,” says Captain Niels Ackermans of the Feadship project. “It’s a real boat, not a little

tender. We can turn it from a supercar to adventurer – stocked with all the scuba diving gear. If you want to go to a dive site 10 miles away it’s not a problem, and you can do it all in comfort.”

Chisnell says the Vandal is “for people who understand boating, who understand refinement”. Menten echoes this sentiment, and though he doesn’t want to give an exact price, it’s implied that the Vandal is much more expensive than your typical chase boat. “You could certainly buy a cheaper boat,” Chisnell says, “but anyone who wants to have one of these will know as soon as they lay eyes on it.” ■



EXTERIOR

The Vandal could make a perfect regatta chase boat, with her open transom and uncluttered decks making it easy to pull in a sail from the mothership

DECOR

The interior is purposefully unfussy, with just enough comfort for guests to take refuge from the sun or storms

DETAIL

The sleek, titanium cleats are flush with the deck when not in use, adding to the feeling of seamless design

SPECS

Model Vandal 46'

Open Chase

Naval architecture

Farr Yacht Design

Design RWD

LOA 46'

LWL 42'

Beam 13'

Draft (mean) 2'

Displacement

(full load) 19,731lb

Engines 2 x MarineDiesel

VGT500

Max speed approx. 50 knots

Range (provisional)

360nm @ 30 knots

Passengers 12

Crew 2

ON BOARD Edit

LIFE JACKETS

CREWFIT+ 180 PRO

Crewsaver's premium life jacket offers extra buoyancy for offshore work, and has a comfortable 3D molded fit. \$175, crewsaver.com

MARINEPOOL AERO ISO PLUS

This super-light and compact life jacket rides high on the chest for ease of movement. €160, marinepool.de

DECKVEST 6D

Spinlock has upgraded the original ergonomically designed life jacket with easier and more comfortable fastening systems. \$380, spinlock.com

KRU SPORT ADV

Featuring Wave Barrier technology, this life jacket turns the wearer face up in the water within five seconds. The scoop-back neck lends extra comfort. \$130, oceansafety.com

SECUMAR SURVIVAL 220

This has an ergonomic fit of German design and the highest buoyancy available in the 150 Newton category. €315, secumar.com

WORDS Sam Fortescue

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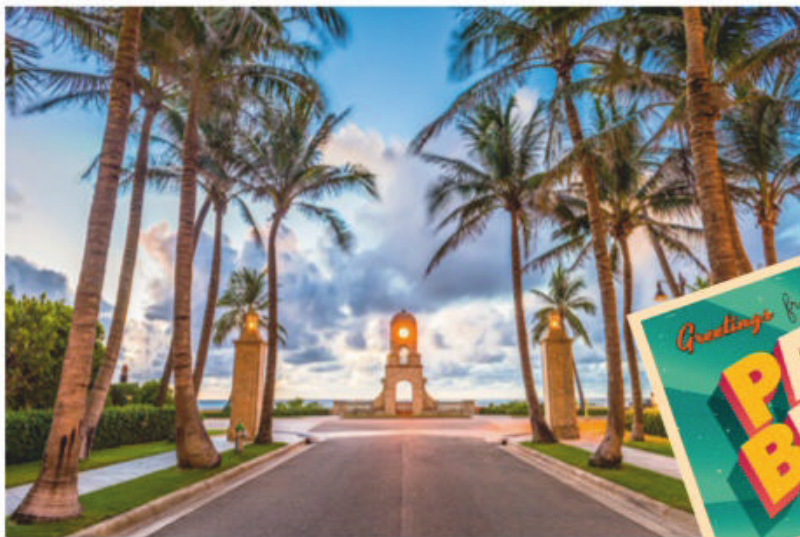
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Palm Beach is a beautiful setting for the first Superyacht Experience show to be held in the US



The Superyacht Show goes transatlantic

The prestigious event for yacht buyers and charterers will have two editions this year – in Palm Beach and Barcelona

46

The Superyacht Experience is headed to the US for the first time, bringing a selection of the world's finest superyachts for sale and charter to West Palm Beach, Florida.

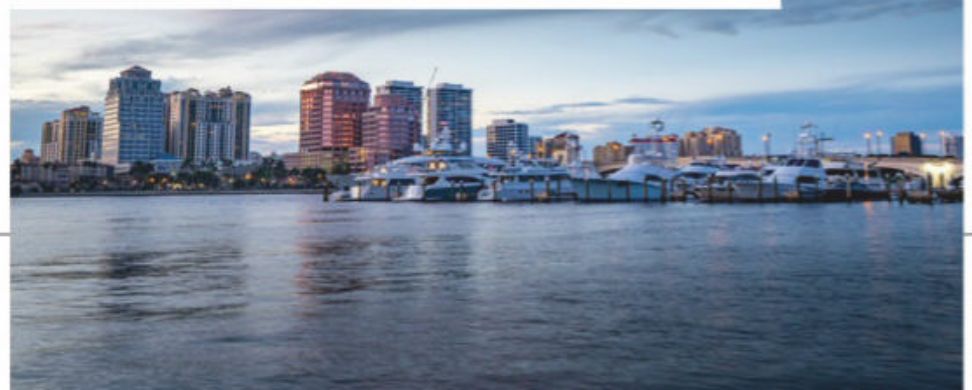
Building on the success of the European edition of the show, the Large Yacht Brokers Association (LYBRA) has joined forces with the Superyacht Builders Association (SYBAss) and the Superyacht Life Foundation to host an exclusive private event at Rybovich Marina from March 26 to 29.

This inaugural event will continue what Barcelona began: an opportunity for buyers, charterers and their representatives to inspect some of the finest yachts for sale, with 240ft Feadship *Hasna*, 217ft Lürssen *Elysian* and 150ft Palmer Johnson *Vantage* already confirmed. Complementing the display will be a selection of new designs and innovations presented by leading shipyards.

"Rybovich's superyacht facility is already home to many of the largest private yachts in the world," says Raphael Sauleau, president of LYBRA and CEO of Fraser. "It's a natural place for us to invite and host yacht owners, buyers and charterers."

LYBRA comprises Burgess, Edmiston, Fraser, IYC, Northrop & Johnson, Ocean Independence, Y.CO and Yachtzoo, while SYBAss's 21 yacht-building members collectively accounted for 60 percent of all yachts over 40 meters (131ft) delivered in the past 10 years.

"SYBAss is delighted to be working alongside LYBRA and Rybovich to create a more client-focussed event," adds Theo Hooning, secretary general of SYBAss. "Our members are united in their vision to bring about positive changes to yachting events so that new clients will be attracted by the superyacht lifestyle." *For more information, visit superyachtexperience.com*





The 2019 Superyacht Show in Barcelona was a relaxed affair in a charming setting



HELLO
Barcelona



Continuing to fortify its reputation in Europe, The Superyacht Show Barcelona will return for the third time to Marina Port Vell on May 6 to 9 this year – dates that coincide with the Spanish Formula One Grand Prix. Yacht buyers and charterers will again be invited to view yachts for sale and charter from world-leading builders and brokers in a calm, relaxed and elegant setting.

All members of LYBRA – superyacht brokers who have a fleet of central agency yachts with a length greater than 30 meters (98ft) – will be present, and luxury partners at this show include Boeing Business Jets, Credit Suisse, Boutsen Design and Boutsen Aviation.

Yachts are yet to be confirmed, but in 2019 the 30-strong superyacht fleet included 289ft Perini Navi *Maltese Falcon*, 270ft Abeking & Rasmussen *Secret*, 223ft Feadship *Lady Christine* and 156ft Royal Huisman sailing yacht *Hyperion*.

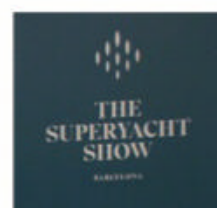
“For the last two years, we’ve been organizing The Superyacht Show in Barcelona with very positive results,” Sauleau says. “This experience has shown us that there’s a strong appetite among our clients, and in the wider market, for a truly client-centric show. This event is a completely different concept from anything that’s currently in the marketplace.” *For more information, visit thesuperyachtshow.com and lybra.org*



This will be the third year that Barcelona has hosted what is becoming a major date in the industry calendar



Previous years have seen clients, builders and brokers from across the globe gather in the Catalan capital



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*Robosea Robo-Shark,
POA, robosea.org*



49

ULTIMATE TOYS

A shark that's a drone, a car
that's a chopper and a jet board that
foils – the future is finally here

EDITED BY Lucia Ferigutti

NEW SENSATIONS



Jeremy White rounds up technology's most dazzling new innovations

01

ROBOSEA ROBO-SHARK ▲

This underwater drone (see *previous page*) not only looks like a shark (and, at 7ft 2in in length, it is the size of one), it also moves like a shark. Its unique mimicry allows it to get closer to underwater creatures, which in turn means you get a better view of aquatic life. At around 165lb it's pretty hefty, but it does have automatic obstacle avoidance and a multi-joint caudal fin that reduces water noise. Top speed is 10 knots, and it can be used at distances up to 1.2 miles and depths of 1,000ft. Battery life is two hours, and it can also be fitted with nearly any camera, communication or sensor rig. *POA, robosea.org*



02

ROLLS-ROYCE CHAMPAGNE CHEST ►

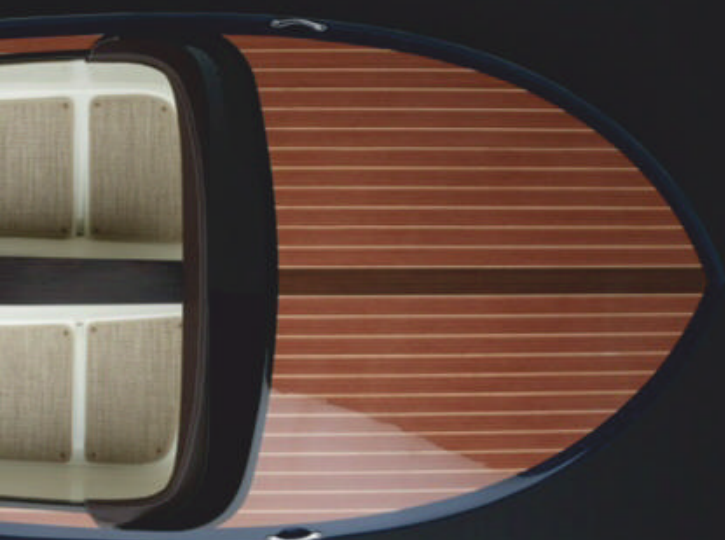
This high-tech hamper contains four V12-engine-inspired hand-blown crystal flutes, two coolers, two thermal caviar caissons, two blini holders, two mother-of-pearl caviar spoons and a canapé capsule – so it truly is the Rolls-Royce of hampers. Crafted from aluminum, carbon fiber, black leather and Tudor oak, the chest itself, which opens at the touch of a button to reveal a wooden serving tray with laser-cut stainless-steel inlay, mirrors the materials found in the brand's cars. \$47,000, *rolls-royce.com*



03

SUPER73-S1 ELECTRIC BIKE ▲

This stylish, street-legal, long-range electric bike requires no license or registration, making it perfect for island jaunts in far-flung locations. With its plush motorcycle bench seat, the S1 has been designed to fit riders from 4ft 10in to 6ft 2in thanks to adjustable handlebars, while the 4in-wide fat tires should ensure a smooth ride and make it good for off-roading too. It has a decent 35- to 40-mile range at 20mph, and charge time is five to seven hours. \$2,200, *super73.com*



05

BEAU LAKE TAHOE 14

Canadian boatbuilder Beau Lake has created the Tahoe 14, a retro, electric, eco-friendly boat with a hand-carved mahogany tiller and mirror-polished stainless-steel castings and hardware. It cruises at 3.5 knots, or you can open up the taps for a heady six knots. Bespoke options include your choice of upholstery and carpeting as well as multicolored LED lighting and integrated Bluetooth speakers. The charcuterie board comes as standard, naturally. *From \$35,000, beaulake.com*



07

BLU3 NEMO ▲

You need a lot of kit for scuba diving, and it can be cumbersome. Enter the Nemo, a devilishly clever device, about the size of a toaster, that allows you to dive up to 10ft down using just a tube attached to an air-supply system that floats on the surface. What's more, it doubles as a diving buoy. The rechargeable, battery-powered Nemo will run for more than an hour, and the power packs are swappable, so an extra pack means there's no need to wait before allowing others to take their turn. *From \$799, diveblu3.com*

51

04

HASSELBLAD CFV II 907X 50C ▼

If you want the best pictures of your outdoor activities, look no further than Hasselblad's new camera. The brand has updated its legendary V System with the CFV II, a 50-megapixel CMOS medium-format sensor, which means your snaps will have superb color depth and dynamic range. It can also take full-size in-camera JPEG images, and while the design is still wonderfully retro, Hasselblad has added a touch-and-tilt rear display, built-in battery and USB-C for fast charging and image transfers. Paired with the 7oz 907X body, it is super-mobile too. *\$7,499, hasselblad.com*

06



LOUIS VUITTON HORIZON SOFT LUGGAGE BY MARC NEWSON ▲

Designer Marc Newson has reimagined Louis Vuitton luggage for the modern traveler. The soft-case collection has two options: the rolling Horizon Soft Duffle 55, and the four-wheeled Horizon Soft 55, both with a variation of the iconic LV monogram pattern. The light, tough outer shell is water-repellent, while the zips are attached using ultrasonic cutting and fused tape, shunning traditional stitching. *From \$2,810, us.louisvuitton.com*

08

BRÜDER EXP-6 GT ▼

The Australian-made off-road trailer can go just about anywhere thanks to a four-corner independent air suspension system that gives it twice the adjustability and wheel travel of any other option out there. Made from 1.2-inch closed-cell epoxy-bonded composite, the two-ton Brüder, complete with fully loaded kitchen, is well insulated and incredibly strong. And the six occupants will sleep easy as the EXP-6 automatically adjusts its suspension to create a perfectly level cab. *AUS\$166,500, bruderx.com*



>>

The super-soft Vollebak jacket is fitted with a full hood that shuts out the world by folding over on itself, creating a near-pitch-black enclosure



09

VOLLEBAK DEEP SLEEP COCOON ▲

In 2015 Vollebak released its Relaxation Hoodie, a sweater that covered your face when fully closed. Customers then requested a more luxurious, padded version suitable for a long-haul flight – thus the Deep Sleep Cocoon was conceived. The super-soft jacket is fitted with a full hood that shuts out the world by folding over on itself, creating a near-pitch-black enclosure. There is just enough room for a pair of noise-canceling headphones to kill sound as well as sight. Should you wish to, you can see out but not allow anybody to peer in, which means there is no need to be polite every single time you are asked if you want a hot towel. \$895, vollebak.com

indoors



10

WAHOO KICKR ▲

Set up the all-in-one trainer by taking measurements from your regular road bike using your smartphone's camera and the Wahoo Fitness app. As Kickr can be customized, you can fit your choice of saddle, handlebars and pedals, and also mirror the "real world" gearing of Shimano, Campagnolo or SRAM. Sensors measure your cadence and power output, and you can share your data with a training app. *POA, wahoofitness.com*

11

CABASSE LA SPHÈRE ◀

Sometimes, to get the finest audio experience, one simply has to pay the price (in this instance around \$260,000). This is the case with sound system La Sphère. Once it is installed and optimized by a Cabasse specialist, you will be able to appreciate the sci-fi-inspired 27.5-inch spherical enclosure made from composites derived from the European space program and helical die-cast aluminum stand. The sound stage is simply phenomenal. *POA, harrods.com*



12

AIRSOUND AIR D1 ▼

Not only is this one of the best-looking speakers we have seen in some time, it can provide room-filling, quality stereo sound from just one sizable cabinet, not the usual two, thanks to some audio magic. What's more, the speaker's two 10-inch neodymium woofers, 5-inch mid, two 4-inch drivers and a surface-mounted 1.2-inch textile dome tweeter, powered by three class A/B amps, deliver high-end audio. *POA, orbitsound.com*

13

FENDER AMERICAN ACOUSTASONIC TELECASTER KOA ▲

Fender's Acoustasonic series replicates the sonic signature of an acoustic guitar yet sounds like an electric one thanks to the digital wizardry of the Fishman-designed Acoustic Engine – despite being a hollow-body axe. Three pickup systems mean you get multiple sound combinations and if you want something fancier than the \$2,000 standard model, there are special editions in exotic tonewoods. This one has a stunning koa top and matching korina back, sides and neck. *\$4,000, fender.com*

Once play is done,
the custom Cube
pool table can convert
into a handy dining
table or desk

14

AIRPODS PRO ▼

Apple has performed a minor miracle with the AirPods Pro, fixing everything that was wrong with its previous iteration. As a result, these new earbuds are the best on the market right now. The stems on the new Pros are shorter, and there are three sizes of silicone ear tips that are almost impossible to accidentally take off, so will not get lost. A clever vent system also equalizes pressure in the ear canal. The killer addition? Noise cancellation. Simply put, these are the best-sounding, most comfortable buds out there. *\$249, apple.com*



15

CUBE 7FT POOL TABLE ▼

Designed by Basaglia Rota Nodari, this full-size metal pool table has a 0.75in-thick, one-piece slate under professional-grade cloth, and adjustable feet (for leveling). But the real trick is that once play is done, the manufactured custom tabletops can convert the whole thing into a handy dining table or desk. *POA, faspandezza.it*

Jeremy White is executive editor of *WIRED* UK



From van to Vanquish

Car designer Ian Callum has shaped it all, from Ford Transit mirrors to the Jaguar F-Type. He tells *Simon de Burton* about his new studio that's putting a fresh spin on classic Aston Martins

Were car designer Ian Callum to look back and see the landmarks of a stellar 40-year career, there's a chance he might spot his own reflection – in the unglamorous glass of a Ford Transit door mirror. “That’s how I started – designing parts for Ford vans,” recalls the 65-year-old, whose later creations include the Aston Martin Vanquish and the Jaguar F-Type.

Callum submitted his first car design to Jaguar when he was just 14. After studying at the UK's Lanchester Polytechnic's School of Transportation Design and at Aberdeen Art College, he graduated from the Glasgow School of Art with a degree in industrial design. He followed that with a postgraduate diploma in automobile design from London's prestigious Royal College of Art. “And after all that, I ended up working for Ford, penning parts,” he recalls. “I started with Transit door mirrors, and then got promoted to steering wheels. It was a hierarchical regime in which the bosses designed the interiors, and the underlings designed bits and pieces. I thought I was worthy of more.”

The upside of working for Ford, however, was that Callum got to see the world through postings to countries such as Australia (door handles for the Ford Falcon), Japan (a secondment to Mazda) and Italy, where he was appointed manager of the Ghia design studio in Turin and worked on show concept cars such as the Via, Zag and sporty Zig.

Returning to England in 1990, Callum joined fellow car designer Peter Stevens (of McLaren F1 fame) and racing driver and team owner Tom Walkinshaw to establish TWR Design, based in Kidlington, Oxfordshire. “I finally had the chance to use my imagination and express my own ideas,” he says. “Peter had seen how frustrated I was at Ford, and I’ll always be grateful to him for the opportunity he gave me.”

From its tin-shed studio, TWR Design landed lucrative contracts with Jaguar and Aston Martin – both

THIS YEAR'S MODEL

The Vanquish reworked into the limited-edition VC25 by Callum

SPEED



of which were then part of Ford's luxury-vehicle division. This led to the creation of the Aston Martin DB7, the car credited with turning the celebrated British marque into a viable commercial proposition.

“We already had a relationship with Jaguar because Tom had raced the XJS model,” Callum says. “The DB7 emerged from the basis of the Jaguar XK41 sports car

project that was ultimately canned, and we got the job to design it because, at the time, Aston Martin had neither design nor engineering departments.”

Having worked on the DB7, Callum developed Aston Martin's range-topping Vanquish grand tourer, before

becoming head of design at Jaguar. During a 20-year tenure there he restored Jaguar from being a maker of unremarkable, Ford-style sedans to being a force to be reckoned with in the luxury GT and sports car sectors.

“My goal was to reinstate the position Jaguar enjoyed in the 1950s and 1960s as an exciting, high-end brand that made fast and glamorous cars,” Callum says. “By the time I left last year, I felt it was back in its rightful place – and at the end of this year we’ll see the all-new, electric XJ that should be the car to take Jaguar into the future.”

Callum has now embarked on an ambitious new project that will see him designing cars and a range of



other objects under his own name. Called simply “Callum,” the business will first produce a limited-edition run of 25 updated versions of the Aston Martin Vanquish that he created almost 20 years ago. “It came about after I decided to buy a car that I had actually designed – something I had never done before,” he says. “Once I had got it, I started noticing all the things I wanted to do to improve it – and that’s when the idea for the VC25 came about. The project aims to bring the Vanquish up to date and eradicate its faults. It’s not just a styling exercise but a major rethink, with the whole interior being remodeled, the chassis revamped, the brakes, suspension and steering upgraded and the engine and gearbox tuned and improved.” The work adds around \$580,000 to the cost of the base car (which can be sourced by the client or by Callum), but the end performance and design is light years ahead of the standard Vanquish.

“The VC25 is, however, only the beginning,” he says. “The plan is to build cars on our own platform, as well as offering our design services for everything else from luggage to watches and boats. It’s ambitious, and probably mad. But it’s exciting, too.”

And certainly, by all accounts, it’s a lot more fun than designing a door mirror for a van... ■

callumdesigns.com

PHOTOGRAPHY: GETTY IMAGES

THE FAB FOUR

Sam Fortescue has some fun-fueled products to add to the toy box

1

PAL-V

On the road, this helicopter/car hybrid is a low-slung three-wheeler capable of 100mph with its 100hp engine. In flight mode the aero propeller at the back can push it to 112mph with a 250-mile range. Large rotor blades on top provide lift and are turned solely by the forward motion of the vehicle. Italian style and finish are allied with solid Dutch engineering. Sensibly, mandatory training is included in the price tag. \$599,999, pal-v.com



2

NAUTIBUOY X-SHADE

There’s no easier way to extend your beach club than with a NautiBuoy platform or two. Already adapted to dock Seabobs and jet skis, it now includes leisure features. A new umbrella fitting, which grips onto the edge of the board with an Air Toggle, has nearly completed development. The canopy will provide dappled shade, while the adjustable base stands up to wind and waves. £2,650, nautibuoymarine.com



3

OLO ONE

Inspired by stories of the Polynesian chiefs who surfed on “olo” boards, German startup Olo aims to make the best electric surfboards money can buy. They feature more rocker (bottom curve) for faster turns and steeper waves, and an 11kW electric motor with 50 minutes’ run time. Built in carbon fiber with a customizable design, they have a Bluetooth throttle, integrated storage for valuables and a spare battery. €24,999, oloboard.com



4

SUPER AIR NAUTIQUE G23 PARAGON

The Paragon is Nautique’s first attempt at a superyacht-standard fit-out. It does all the key stuff very well, with its configurable running surface that can produce a perfect surf wake or optimize the boat for planing speed. But it’s the fine finish that sets it apart from its predecessors, with aggressive polygonal exterior styling coupled with plush upholstery and convertible lounge seating. From \$265,128, nautique.com



Image © Zeelander Yachts / Breed Media

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Please ask your broker or SYBAss member for an invitation.

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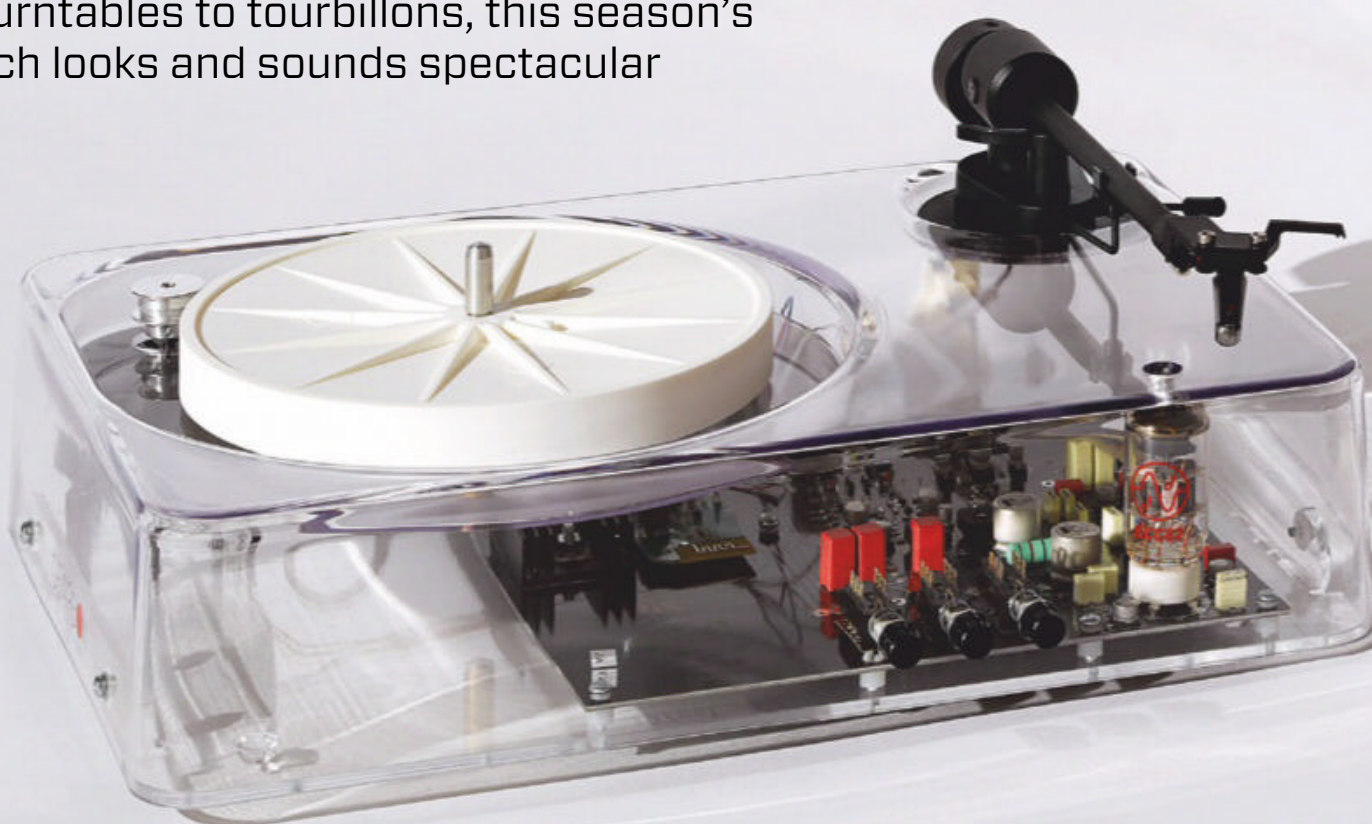
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UP FOR GRABS

From turntables to tourbillons, this season's new tech looks and sounds spectacular



From bottom left: Gearbox Automatic MkII turntable, \$725, gearboxrecords.com; RM 025 Manual Winding Tourbillon Chronograph Diver's watch, €627,400, richardmille.com; Small Transparent Speaker, \$550, transparentspeaker.com; Bose Frames Alto sunglasses, \$200, and Bose Noise Canceling Headphones 700, \$400, both bose.com; Leica Q2 camera, \$4,995, leicacamerausa.com; Quadruple Tourbillon in platinum, POA, greubelforsey.com; Beoplay P6 portable speaker in limestone, \$400, bang-olufsen.com; HERO8 Black camera, \$400, gopro.com. *Franka Emika robot courtesy of Bot-Hive, bot-hive.com*



PHOTOGRAPHY Benedict Morgan

From previous pages



GREUBEL FORSEY QUADRUPLE TOURBILLON

Robert Greubel and Stephen Forsey set out to “reinvent” the tourbillon, the revolving cage that carries the escapement and balance wheel to maintain accuracy in all positions. This model features not just one tourbillon but four – and is claimed to be accurate to -1 or +2 seconds per day. *PDA, greubelforsey.com*



RICHARD MILLE RM 025

Richard Mille’s 50.7mm-diameter dive watch bristles with smart materials and innovative features. The movement base plate is made from carbon nanofiber, the bridges are titanium, a “torque indicator” shows when the mainspring is at its optimum state of wind, and the strap is made from heat- and chemical-resistant Kalrez. *€627,400, richardmille.com*

DESIGN DNA

THIS MONTH: BEOVISION HARMONY TELEVISION

Bang & Olufsen was founded in 1925 in Struer, Denmark, making radios that ran on electricity instead of batteries

Beovision Harmony was designed by Torsten Valeur of Valeur Designers, and comes in 65-inch and 77-inch versions

The speakers are housed in two aluminum and oak wings featuring a grading pattern. The wood veneer was manufactured by the company’s long-time supplier Bjerrum Nielsen



When not in use (or when in music mode) the speakers fold up, partially covering the screen. When music is playing, the name of the track appears on the top left of the screen

Beovision Harmony uses LG’s OLED C9 TV, optimized for Bang & Olufsen

● Beovision Harmony 65-inch television, €13,500, bang-olufsen.com

World Cruising Pedigree
Meets Luxurious Life On Board

N120



Nordhavn has long been considered *the* name in expedition voyaging. With the Nordhavn 120, we have also earned the reputation of highly respected luxury super-yacht builder.

A legacy of success behind its name, the Nordhavn 120 brings proven satisfaction, quality and reliability to the super-yacht set. Designed and built to comply with any international classification required, the Nordhavn 120 provides her owners safe, comfortable, easy-to-manage world traveling; plus the confidence of an excellent investment with a celebrated brand.

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Please arrange an appointment for viewing at info@nordhavn.com**



Fly times

Sam Fortescue explores the fashion for foils and finds the boats and boards that take speed and range to a higher level

Fliteboard

Foiling jet boards are the must-have toys of the moment, and this French-designed unit is among the best. With a lightweight quality build in carbon fiber and aluminum, it can propel you above the waves at up to 28mph. And because it is fully electric with a near-silent motor at the bottom of the foil arm (see above left) it is a greener option too. The interchangeable 2.1kWh lithium-ion battery gives a reported 90-minute running time. Choose from a range of foils according to experience level and use the wireless remote for control. *From \$12,935, fliteboard.com*

Foiler

Part tender, part James Bond boat, the Foiler from Enata offers a unique flying experience in seas up to 5ft. The "fly mode" button deploys the large L-shaped foils on either side, enabling the boat to reach speeds of up to 40 knots in comfort. The foils and hydrostatic drive pods are retractable to make the boat more compact for stowage. The layout can be customized, but the standard includes a head below deck.

From €764,000, foiler.com





The Foiling Dinghy

Get your hands on a slice of America's Cup-style foiling action with this clever German-built dinghy. Measuring just 12ft 7in long by 5ft 2in wide, the boat has retractable foils that make it easily stowable. The foils cant automatically, giving you righting moment to windward and lift on the leeward side. It also makes tacking a breeze. There's no real adjustment of the foils required, so if you can sail a Laser, you should be able to sail the Foiling Dinghy. It can carry a sailor of up to 210lb, flying from 10 knots boat speed.

€12,990, foilingdinghy.com



eFoil

Lift's eFoil is based on more than 10 years' experience honing non-powered foiling systems for surfboards and SUPs, beginning in a garage in Puerto Rico. The electric version uses high-grade lithium-ion cells to provide a ride of 60 to 90 minutes and a fast recharge time of two hours. Batteries are interchangeable and can achieve speeds of 25mph with a prop milled from a block of aluminum. Control is via a Bluetooth handheld remote. The boards come in a range of sizes for different skill levels.

\$12,000, liftfoils.com

63

Candela Speed Boat

The Swedish team behind Candela has taken foiling tech to another level. They gathered some of the brightest minds in engineering to rethink boat design and have come up with a lightweight carbon fiber boat that foils at 17 knots. Foils adjust automatically 100 times a second, and fully retract for storage. Oh, and the whole thing is electrically powered (with a range of 50 nautical miles) and comes with a 12-inch touchscreen control and permanent 4G connectivity.

\$245,000, candelaspeedboat.com





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The World
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LOA 37' 9"
 DISPLACEMENT from 7,474lb
 TOP SPEED 48 knots
 PASSENGERS 14
 PRICE from €88,500

Little devils

Sam Fortescue picks seven new tenders that will have you yearning to jump the mothership



AXOPAR 37 ◀

Redesigned from the hull up for superb stability in rough seas and sporty handling with phenomenal grip, the distinctive Axopar 37 comes in three models. The Spyder has an open cockpit, the Cross Cabin has a new enclosed deckhouse and the Sun-Top is the best bet for watersports. The ergonomics have been improved for the driver, with better all-round vision, and the forward cabin now sports a cool gullwing door. axopar.fi

The striking new 37XC Cross Cabin has a sliding canvas roof to open up the deckhouse



MAZU 42 ST ▶

Turkish builder Mazu has designed this boat specifically to sidestep city congestion and offer a fast, comfortable way to commute between the European and Asian sides of Istanbul. Based on the proven hull of the 42 Walk Around, the ST has an enclosed deckhouse for all-weather comfort and a double cabin and shower below. It has a hint of military styling, with high bulwarks for protection, and its twin Volvo IPS600 engines put out a huge 870hp. mazuyachts.com



LOA 41'
 DISPLACEMENT 17,637lb
 TOP SPEED 47 knots
 PASSENGERS 14
 PRICE approx \$600,000

LOA 26' 3"
 DISPLACEMENT 7,330lb
 TOP SPEED 37 knots
 PASSENGERS 10 + 2
 PRICE approx £1.2m



COCKWELLS T/T SCOUT ▲

In striking sunshine yellow, Cockwells' latest custom limo tender for the 209ft *Scout* packs lots of innovative tech into a carbon-epoxy hull. First and foremost, she has a touchscreen-controlled glass roof, which can be fully opened or closed depending on conditions. Smart glass windows can be tinted at a touch, and there's full climate control behind electric cockpit doors. Joystick driving combines two independent Volvo D3 engines with a bow thruster for superb maneuverability. cockwells.co.uk

LOA 47' 7"
 DISPLACEMENT
 25,353lb
 TOP SPEED 38 knots
 PASSENGERS 14
 PRICE approx
 \$990,000



WALLYTENDER 48 ►

The first Wally tender, launched in 2001, was an instant hit. The new 48 draws on the original but has a brand new hull optimized, Volvo IPS drives, down-down bulwarks and a comfortable cabin with shower. The X version, with the same rakish look and comfort, is debuting in the US with four Verado R outboards. wally.com

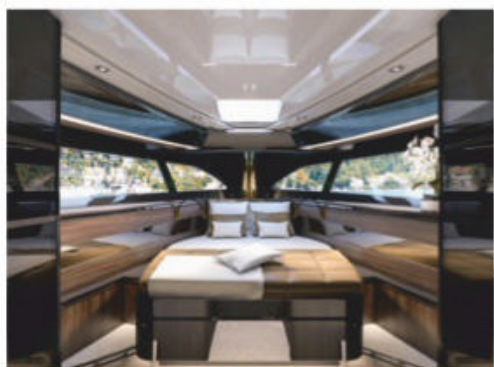




LOA 83' 8"
DISPLACEMENT approx 71 tonnes
TOP SPEED 30 knots
PASSENGERS 8 + 2 (overnight)
PRICE POA

PERINI NAVI ECO-TENDER ▼

This "super tender" would make a yacht in its own right. The first, built to complement a 160ft sailing boat, offers four drive modes from 2,400kW of diesel to full electric, which allows it to do eight knots in near silence for up to an hour. Accommodation is extensive with four cabins, a generous deck salon and separate crew quarters. perininavi.it



LOA 58' 2"
DISPLACEMENT
44,092lb
TOP SPEED 40 knots
PASSENGERS 8
PRICE €2.695m

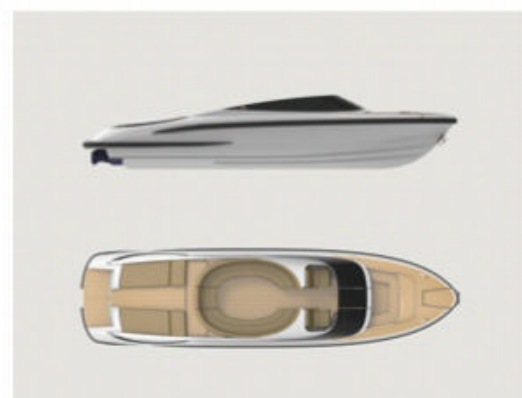


SICHTERMAN LIBERTAS 15 ►

Designed for ultimate luxury, this Dutch-designed boat is also versatile and efficient, with a 500nm range at its 30-knot cruising speed. Its fast planing hull is a departure for Sichterman but will be used on larger boats in the future. Two models exist: a comfortable limo tender and a capable dayboat for longer, fast open-water passages. Accommodation includes a large double cabin. sichterman.com



Libertas' hull is by Van Oossanen, while designer Cor D Rover has drawn everything else



CASTOLDI JET TENDER 34 ◀

When it launches in 2021, the Jet Tender 34 will be Castoldi's new flagship. Robustly built in Kevlar and vinylester resin with a lattice of foam sandwich stringers, the boat will be a real workhorse. At its heart are two of the Italian brand's powerful 284 HCT water jets, predicted to push it to 50 knots lightly loaded. Sleek lines and a stylish oval seating arrangement inside give it real presence. castoldijet.it

LOA 34' 5"
DISPLACEMENT 9,039lb
TOP SPEED up to
50 knots
PASSENGERS 16
PRICE €900,000

Just A Little Overboard.



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PHOTOGRAPHY: COURTESY OF MICHAEL ASHCROFT

Michael Ashcroft's 164ft
Hakvoort cruises down the
Don River en route to
Starocherkasskaya, Russia



For more information about
the Owners' Club, email the
editor: stewart.campbell@boatinternationalmedia.com

THIS MONTH: Michael Ashcroft's journey through Russia / Pamela Ellertson's walk in the woods / Matty Zadnikar's boating memories

EDITED BY Stewart Campbell



ON BOARD WITH

Michael Ashcroft

The businessman, author and British Lord soaks up the history on an inland cruise from Batumi in Georgia to Russia's Volgograd, site of the legendary Battle of Stalingrad



70

It is the city that will never be allowed to forget its savage past. Although it is 75 years since the end of World War II, the bitter, close-quarter fighting that took place in Volgograd from the summer of 1942 through to the winter of 1943 is still easily recalled by the city's residents, young and old. Soldiers on both sides fought not just street to street, but cellar to cellar, and even sewer to sewer. It was 200 days that the Germans called the "Battle of the Rats," but you might know it by a different name: Stalingrad.

I have always been fascinated by Russian history. In 2017, we became one of the first foreign-flagged yachts to complete the journey through the infamous White Sea-Baltic Canal, built with slave labor and opened in 1933, traveling from St Petersburg on the Baltic Sea to Belomorsk on the White Sea (*see the May 2018 issue of BOAT International US Edition*). At the end of that epic adventure, I vowed to return to Russian waters sooner rather than later, and in the summer of 2019 I seized the opportunity.

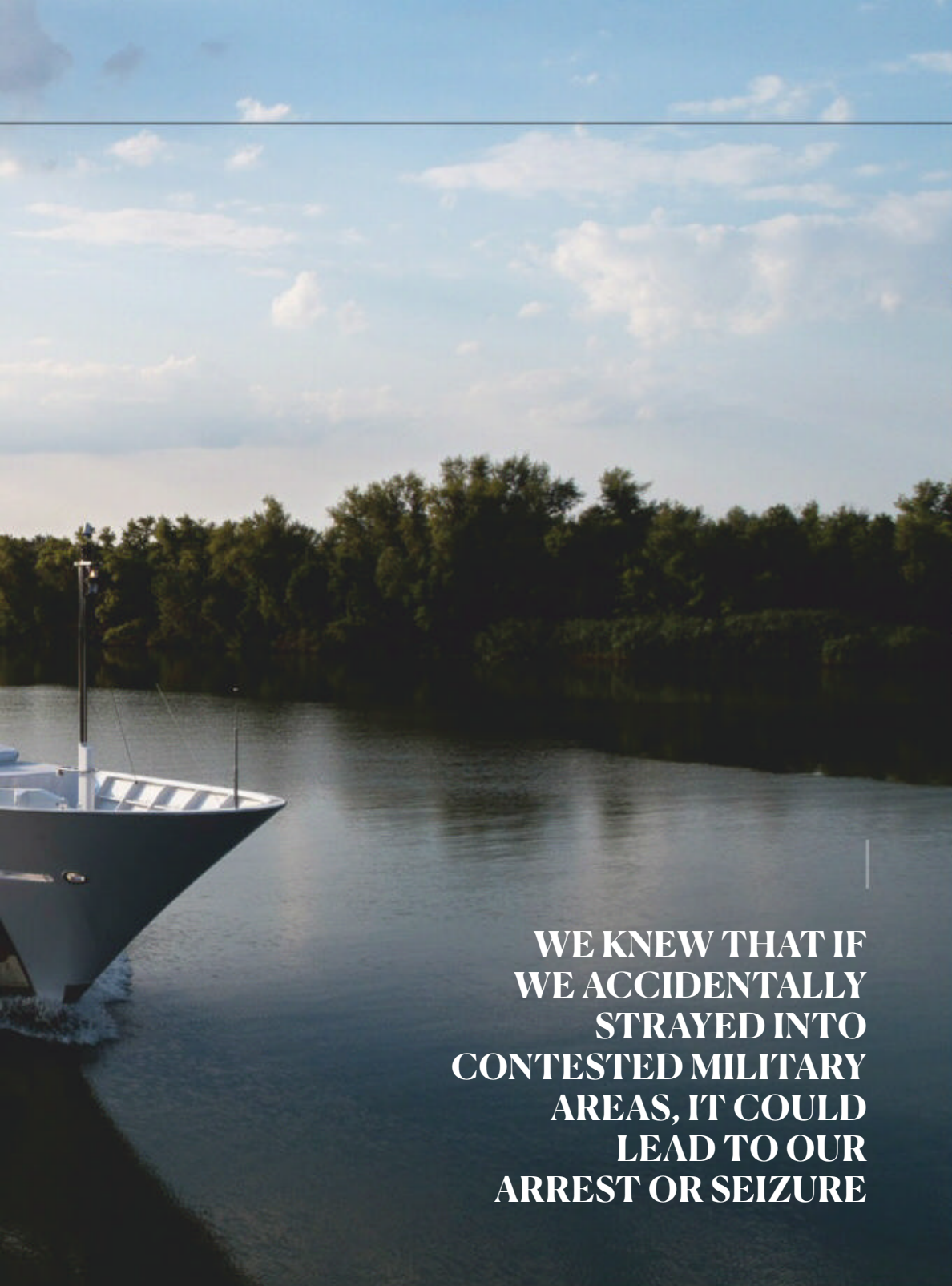
HISTORY QUEST

Ashcroft's 164ft Hakvoort cruising the Don River en route to Starocherkasskaya

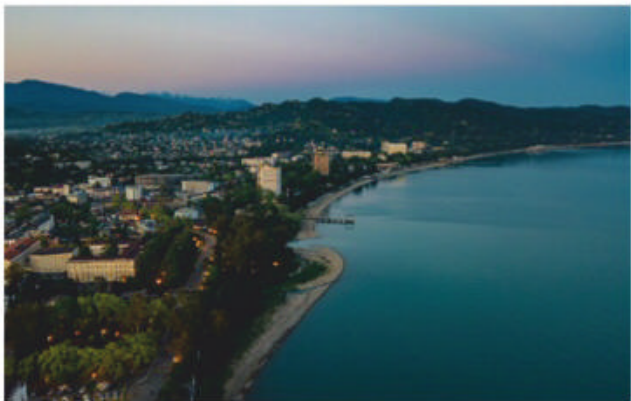
Our route back into the country would take us from Georgia in the Black Sea, through the Sea of Azov and deep into Russia's waterways all the way to Volgograd (the city was renamed in 1961, eight years after Stalin's death), where I could experience first-hand the city so bitterly fought over by Hitler and Stalin, and learn more about the battle that swung the war for the Allies.

For this second journey through Russian waters, I chose a route that was equally as challenging as my 2017 experience and would require a significant modification to our 164ft Hakvoort: its mast would have to be reduced in height by almost 5ft to permit it to pass under the lowest bridges on our journey. The work took place at a shipyard in Spain, taking three weeks as it involved the temporary relocation of radar and communication equipment. After the cruise, the mast was restored to its original design.

The key to a successful and enjoyable cruise in Russia and other former Soviet Union countries is meticulous preparation. The captain, working with a



WE KNEW THAT IF
WE ACCIDENTALLY
STRAYED INTO
CONTESTED MILITARY
AREAS, IT COULD
LEAD TO OUR
ARREST OR SEIZURE



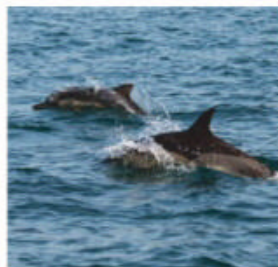
OFFSHORE ONLY
Left: the coastline of
Sokhumi in Abkhazia,
a contested region
that the yacht had
to keep at least
12nm away from

CANAL TRANSIT
Left: awaiting the
allotted time slot
to enter a lock en
route to Volgograd.
Alongside sits a
typical canal vessel
transporting grain

specialist travel agent, had spent a whole year looking into the details of our cruise to make sure there were no unwelcome surprises along the way. Not only did he have to get hold of Russian charts, but they also often needed to be translated into English too.

Tensions between some former Soviet countries were, and still are, running high and we knew that if we accidentally strayed into contested military areas, out of the safety of international waters, it could lead to our arrest or seizure. Once again, we employed the services of Igor, our Russian pilot who was indispensable for my 2017 cruise because of his local knowledge and good command of English.

Our four-week cruise began in Batumi, Georgia's third-largest city and a coastal port on the Black Sea. Surrounded by mountains and with its main streets lined with mature palm trees, Batumi is a vibrant city of contrasting architecture: its classical 19th-century buildings could hardly be more different from its modern skyscrapers, hotels and casinos – Batumi is the region's gambling capital.



We departed the city in darkness at 10pm on a warm evening in early July, knowing it would be only a matter of hours before we encountered the first of many potential hazards.

Abkhazia is a self-proclaimed sovereign state (since the 1990s), recognized by Russia and a handful of other countries, but not by the wider international community, particularly Georgia, which still claims the area as part of its territory.

As with all foreign vessels, this meant we had to keep at least 12 nautical miles from land, a shame since we knew that Abkhazia's rugged coastline was beautiful and that its beaches were once a popular destination for yacht owners. Just to be sure there was no "misunderstanding" over our position from rival Russian and Georgian warships, our captain insisted that we kept fully 15 nautical miles from land at all times and so we passed through the area without incident.

After a stunning sunrise, we were greeted the next day, and several other days, by a pod of short-beaked common dolphins, which I learned are abundant in the

RUSSIAN SIGHTS

Clockwise from top left: Bolshoy Ice Dome in Sochi Olympic Park; dolphins in the Black Sea; Pavlov's House, held against a Nazi siege for 60 days in the Battle of Stalingrad; war memorial at Novorossiysk; Kerch Strait Bridge

Black Sea. There are few more majestic sights than 20 dolphins leaping out of the water within yards of a yacht.

That night, after starting our customs clearance process, we docked at the Russian port of Sochi. Affectionately known as the summer capital of Russia, the city of nearly 500,000 people had streets bustling with tourists enjoying a perfect day of warm weather and blue skies. It was here, too, that we picked up Igor, our Russian guide for the rest of our journey.

I spent my day in Sochi touring the Olympic Park, including the magnificent Bolshoy Ice Dome, which was designed to resemble a frozen water droplet. I was also driven up into the Krasnaya mountain area, where I enjoyed spectacular scenery: in summer, snow-capped peaks loom above three world-class ski resorts.

Two days later, after a 113-nautical-mile night cruise, we berthed at Novorossiysk, a major Black Sea port and our final stop-off before the Kerch Strait. Here, an eccentric local Russian guide took me on a tour of the city where another brutal World War II battle was fought: the giant Malaya Zemlya (Little Earth)

**IN TRIBUTE**

The Malaya Zemlya Memorial in Novorossiysk – its triangular sculpture (close up opposite page, bottom right) represents the bow of a landing craft

WE SENSED THAT BIG BROTHER WAS WATCHING US AS WE APPROACHED THE DISPUTED CRIMEA TERRITORY

MAPPED OUT

Starting in Georgia, the yacht penetrated deep into Russian waterways to reach Volgograd



Memorial pays tribute to a key military victory on February 4, 1943 that paved the way for the liberation of the city from German occupation.

We left Novorossiysk in a thunderstorm for our 260-mile cruise to Rostov-on-Don. Here, our orders from the Russian authorities were to keep within 12 nautical miles of the coast, and we could hear loud firing from military exercises nearby. We sensed that Big Brother was watching us as we approached the disputed Crimea territory that Russia annexed from Ukraine.

As we neared the Kerch Strait, the shipping lanes got busier and we enjoyed the spectacular sight of the Kerch Strait (or Crimean) Bridge, the longest bridge in Russia at more than 11 miles. In fact, two parallel bridges were built by Russia for vehicles and trains to span the Kerch Strait after the 2014 annexation.

After exiting the Strait, which is 22 miles long but less than two miles wide in some parts, we followed our route in convoy style along dredged channels. The Sea of Azov is shallow with an average depth of 23ft. Where the silt is built up at its worst, the depth drops to just 3ft, meaning the prospect of being grounded is a very real one.

Igor remained at the helm at all times, communicating with other vessels and land-based local authorities in his native language. It is a busy shipping lane too, with cargo vessels moving grain, fuel and other raw materials, and with strict speed restrictions in force.

By the time we reached Rostov-on-Don, we were five days into our journey. As the name suggests, the city lies on the Don, the fifth-longest river in Europe. Here the topography was much flatter than we had seen in Sochi and the city was more commercial.

After another spectacular sunrise the next morning, we soon entered the Volga-Don Canal. Opened in 1952, the 63-mile waterway is a masterpiece of Soviet engineering and it links the River Don to the River Volga at their closest points. It has 13 purpose-built locks and goes through three large reservoirs. Like the White Sea-Baltic Canal, the Volga-Don Canal only opened recently to foreign-flagged vessels.

Some 17 nautical miles after our first lock, we tied up at the town of Konstantinovsk because the crew were in need of rest after a 14-hour journey. The yacht attracted a great deal of attention from the friendly locals, who were clearly not used to seeing many foreign-flagged leisure vessels.

The next day, with just six locks left to tackle, we approached Volgograd, which lies on the River Volga.

The final lock was inscribed in Russian: “With gratitude to the Soviet people who built communism.” At nearly 2,200 miles, the Volga is the longest river in Europe and drains into the Caspian Sea.

I had arranged to stay in Volgograd for five days – much longer than my typical stop-offs but I was convinced that there would be so much to see and do. As a result of my interest in Russian history, I had read widely about the battle for Stalingrad but I wanted to see for myself the location for the relentless fighting that undoubtedly changed the course of World War II when the German advance through Russia was finally brought to an end. I had enjoyed Antony Beevor’s splendid book *Stalingrad*, but I still wanted to fill in some gaps.

The refusal of the Russians to surrender when they were overwhelmed and outnumbered showed astonishing resilience and, as someone who admires and champions bravery (including amassing the world’s largest collection of Victoria Cross gallantry medals), I wanted to understand the layout of the city at the time of the battle.

On arriving in Volgograd, I was able to acquire the services of two local historians who showed me where and how the German Sixth Army, under the command of General Friedrich Paulus, had approached the city. We visited the riverside house that Paulus had sequestered as his office and accommodation for the duration of much of the battle, as well as his military headquarters in the heart of what was then Stalingrad.

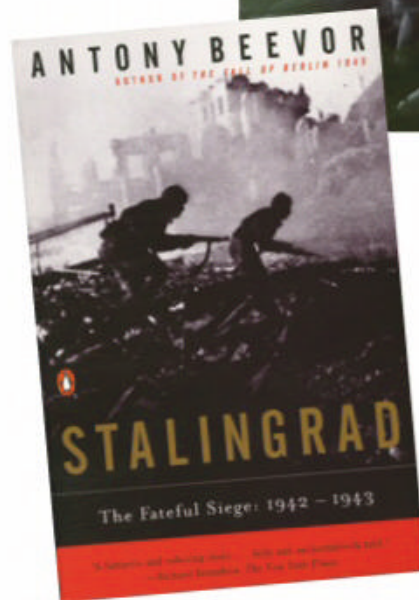
Our visit to the State Panorama Museum enabled me to understand – through giant paintings, photographs, drawings and film – the brutal conditions that both the local population and the German invaders endured. The life expectancy of Russian troops entering the battle was just 24 hours, while locals were reduced to sucking lumps of clay pulled from the riverbank to ease hunger pains as conditions deteriorated.

The scale of the statue *The Motherland Calls* at Mamayev Kurgan, Volgograd’s highest point, has to be seen to be believed. Dedicated in 1967, the 280ft statue is the tallest in Europe, and a memorial to the heroes of the battle. At the time it was constructed, the goddess-like figure wielding a sword was the tallest statue in the world.

At the Battle of Stalingrad Museum, I saw the ceremonial longsword that King George VI had commissioned in honor of the defenders of the city. It was presented to Joseph Stalin by Winston

CALL TO ACTION

The tip of the sword of *The Motherland Calls* statue reaches 280ft into the sky



WELL READ

Antony Beevor’s book *Stalingrad* set the scene for Ashcroft’s visit



I WANTED TO SEE FOR MYSELF THE LOCATION FOR THE RELENTLESS FIGHTING THAT UNDOUBTEDLY CHANGED THE COURSE OF WWII

Churchill at the Tehran Conference in 1943 and is inscribed with the words: “To the steel-hearted citizens of Stalingrad. The gift of King George VI. In token of the homage of the British people.”

From August 23, 1942 to February 2, 1943, there were an estimated two million casualties in what turned out to be not just the bloodiest but also the most strategically decisive battle of World War II. After its defeat, Germany never again regained the initiative and was eventually defeated by the Allies two years later.

After we spent five days in Volgograd, it was time to retrace our steps back down the rivers Volga and Don and the Volga-Don Canal, ending at Anapa, a Russian town on the northern coast of the Black Sea. My 26-day adventure was at an end after 1,353 nautical miles and a total of 36 locks.

My gratitude goes out to our captain, pilot and crew for coping so calmly and professionally with any number of potential hazards and pitfalls; it was an experience that I will never forget.

**HARD WON**

Above: soldiers in the Battle of Stalingrad, which is commemorated at Volgograd's Panorama Museum (left)

My appetite for adventure remains unsated: in 2018, between my two Russian trips, I visited Svalbard, the archipelago between Norway and the North Pole. During that cruise, we achieved the highest latitude ever known for a superyacht. We reached 81 degrees 46.45 minutes north, just 493 nautical miles from the North Pole.

I am already looking on a world map to choose an interesting and remote location for my next adventure. However, wherever I end up, it will undoubtedly struggle to compete with Stalingrad for the sheer brutality of its history.

As one German officer wrote in 1942 of the embattled city: "Animals flee this hell; the hardest stones cannot bear it for long; only men endure." Not for nothing do they say that modern-day Volgograd is the city built on human bones. ■

Michael Ashcroft is an international businessman, philanthropist, author and pollster. For more information on his work, visit lordashcroft.com. Follow him on Twitter: @LordAshcroft



Left: Chapman and Kristin Ducote.
Right: Viktoriya Svyazeva and Chris Thomas of VistaJet



Left: Laura and Gianfranco Morgano, Tonino Cacace and Sara Iannuzzi. Below: Ed Swyer and Elizabeth Wild



“It was a real pleasure to host the Owners’ Club on board *Constance*”

ALAN DABBIERE



Above: Franziska Rickenbach and Marco Vögele.
Right: Daisy d’Isernia, Fiddi Angermeyer and Alan Dabbieri



Basel’s best

Owners’ Club members and their guests gathered on board 196ft *Constance* during Art Basel Miami Beach



Right: Alan Dabbieri (third from right) and guests

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Passages from Paradise

With her gung-ho son in tow, *Pam Ellertson* quits her comfort zone and enjoys a ride on the wild side in a far-flung forest

So, here I am on an e-bike, bounding down the side of a mountain, one leg extended to the side in anticipation of what I am sure will be an imminent wipeout, and my eyes glued to the rocky path in front of me. Hopefully my 23-year-old son will be waiting for me at the bottom of Duck Harbor Mountain on Maine's Isle au Haut.

Before this point, we had been cruising in Penobscot Bay for about a week, exploring other islands in the area such as Vinalhaven, Monhegan and Northhaven. The rest of our family and friends were called back to reality and responsibility so we had the boat to ourselves. When underway, we were both happy to read a lot and converse just a bit and by the time we reached Isle au Haut, a remote island of 12 square miles with a year-round population dipping just below 80, we were both ready for some physical activity. While packing our bags, I asked my son, a former college basketball player who enjoys activities such as cliff diving, to download a trail map. "Why would we need a map?" he asked. "We're going on an adventure."

I enjoy kayaking, not cliff diving. This difference between us should have crossed my mind. I also should have visited a website called Joe's Guide to Acadia National Park. "A visit to Isle au Haut is for the lonely wandering soul who is looking to explore beautifully rugged and remote scenery," it says. And then, in bold font: "This is not a place for the casual tourist."

The ride began easily enough at the Isle au Haut town wharf on black top that is part of five miles of paved roads. A dirt path snaking along like a dry riverbed lined with baseball-sized rocks stretches across the island. When we encountered the ranger station at the beginning of the park, I felt reassured



that some authority was close by and ready to help if need be. Not so much, as it turns out.

Acadia National Park manages its lands on Isle au Haut with a philosophy of "non-promotion." It doesn't encourage more than 128 people to visit the park per day. Consequently, signage is scarce, to put it mildly. People were non-existent for the first hour. I counted a total of two hikers during our four-hour trip – and they were both headed

towards us. No one was walking in the same direction as us...

We were soon in a forest that seemed never to end. Without cell service or access to Google, my imagination was free to roam: were there bears on Isle au Haut? There were bears in Maine, and we were in Maine. If there were bears here, how did they get here? Swim? How far can a bear swim?

In an attempt to quiet the horror movie going on in my mind (and return to the comfort of a paved road), I pointed out to my son that we came here for the rocky shorelines, not never-ending forest. What would happen if we blew a tire or broke a bone? We had no bars and were miles from the ranger station.

None of it bothered him in the slightest. So, I had to decide: do the sensible thing and turn around, or trust that whatever came our way, be they sharp teeth, sharp rocks or sharp turns, we would figure it out. The only thing I was sure of was that my son would never ask me again to go on an adventure if I wimped out.

It was actually liberating to accept the unknown. And, thankfully, the forest gave way in a few places, revealing beautiful inlets and crazy decaying bogs. We even stopped to skip rocks on Sharks Point Beach.

The lesson? It turns out that it's sometimes better to be a wandering soul than a casual tourist. But you still won't catch me cliff diving. ■

PAM'S PICKS

Joe's Guide to Acadia National Park is a website with a wealth of information.
citrusmilo.com

The Island Store sells locally made cider so rustic that it contains floating bits of apple.
theislandstore.net

The Maine Lobster Lady Food Truck serves award-winning lobster rolls.
mainelobsterlady.com



SOME MIRACLES
JUST HAPPEN

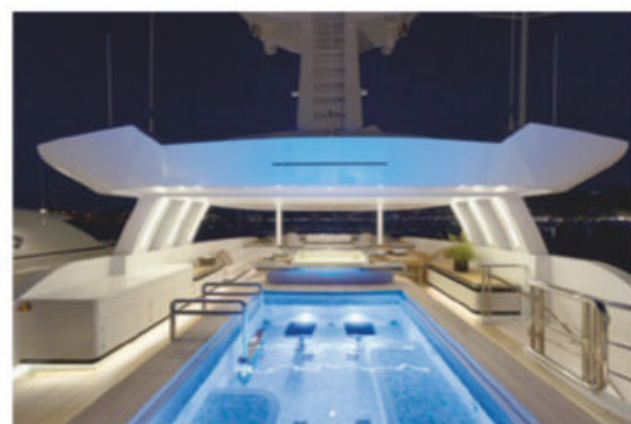
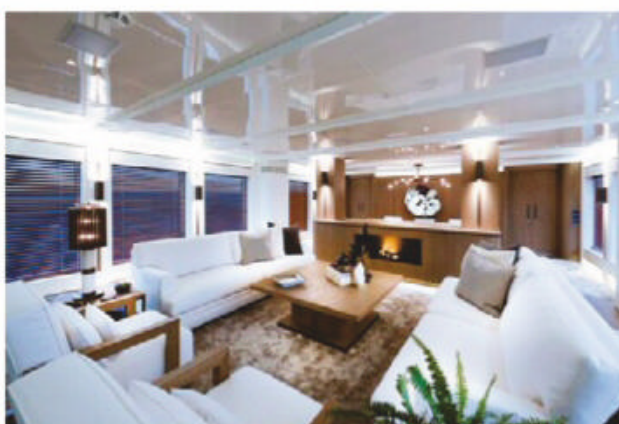
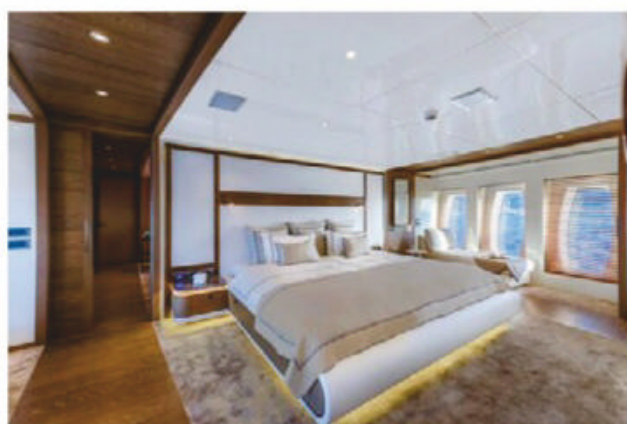
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Gary Widdowson

Yacht: *Norfolk Star*

Length: 121ft

Year: 1996/2020

Location: La Ciotat, France



Had you owned many boats before *Norfolk Star*?

I have had motor yachts since 1978, when I purchased a 36ft Princess 37 with my father. We went through the Princess range over 25 years, right up to 82ft, as our boating moved from Brighton Marina in the UK to Spain and then the South of France. In 2006 I commissioned a 121ft Benetti, which we cruised all over the Med and Caribbean. I always wanted a tough, steel-hulled explorer-type yacht and in 2015 found a 121ft Benetti Sail Division motor yacht, which we sent to La Ciotat for a multimillion-euro refit. All the boats have been named after my wife, Beverley, which won me a lot of brownie points every time I bought another one!

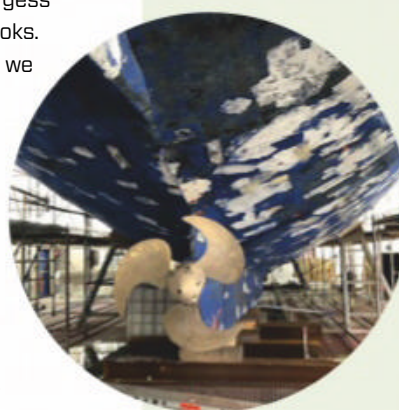
So why the switch to sail? During the Benetti's build in 2007, I often found myself walking around Viareggio in Italy, admiring the fabulous Perini Navis at the shipyard. Although I had never owned a sailing yacht before, I thought, "I'll have one of them one day." In 2018, my wife and I decided to live our dream and sail around the world. We had the perfect motor yacht for it, but we kept coming back to the idea that we really should be *sailing* around the world. Then fate took over. We were stormbound in Cannes one day while the Monaco Yacht Show was on, and

I asked our charter broker, Burgess, to arrange some tickets. I happened to mention our dream of circumnavigating by sail and, of course, Burgess had a 121ft Perini called *Khaleesi* on their books. It is the original *Salperton*, built in 1996, and we immediately felt she would be the perfect boat for the trip

Then came the refit... She has been at MB92 in La Ciotat under the guidance of Tim Bright, of Bright Yacht Management, for the past 14 months. We're putting in new engines, generators, rigging, sails etc. We've also changed her hull to forest green, with an Oyster superstructure

How are your cruising plans shaping up?

Our plan is to cross the Pacific and join up with the flotilla of yachts that are traveling down to watch the America's Cup in New Zealand in 2021. I know some other Owners' Club members are going too, so we're looking forward to meeting up along the way. I must thank Eddie Jordan actually. I've never met him, but reading about his purchase of a Perini and his plans to sail it to New Zealand [see Eddie's column in the January issue of *BOAT International UK Edition*] prompted us to have a go. Watch this space!





anean Sea



PHOTOGRAPHY: COURTESY OF OWNERS; ADOBE STOCK

Anil Thadani

Yacht: *Latitude* Length: 147ft
Year: 2009 Location: Bali



Tell us about your recent adventures We started before Christmas in the small town of Kupang in West Timor, in the far east of the Indonesian archipelago. Anticipation was running high as Captain Ed Shiels and our Asia Pacific Superyachts guide, Arif Munandar, explained the impending 30-day voyage through the Forgotten Islands and the Banda Sea, all the way up to Raja Ampat. “We’ll be taking you to places that, due to their remoteness, hardly anyone has seen,” Munandar said

Where did you go first? Our first passage took us to Sika island, where we were taken by islanders in a dugout canoe to see the resident dugong.

The massive sea cow, it turns out, was quite a social creature and quickly came to say hello, even offering up his flippers for a “handshake.” It was an amazing experience. Before leaving, we did a short trip on land to visit a village, Takpala, occupied by a tribe that, until not so long ago, had been headhunters. They were quite welcoming and even put on a dance for us in their traditional clothing. From Sika, we traveled overnight to the Romang islands. The scuba diving in this area was some of the best I’ve ever seen: virgin reefs occupied by a myriad of sea creatures of every description

Did you soon settle into a routine? It didn’t take us long to settle in. We ate delicious multi cuisine meals prepared by our very talented chef Markus, elegantly served by chief stewardess Duffy and her team. We had reliable VSAT coverage

throughout, so were able to stream Netflix at a “relatively modest” cost

Where next? After two days in the Romang group, we sailed overnight to Serua island in the Banda Sea, home to some of the most spectacular seascapes I have ever seen. The area is known for its hammerheads and it was here that we did the most extreme diving of the whole trip. To see the sharks, you need to descend to 30 meters (100ft) and then swim out into the deep blue sea. It was such an incredible experience, we did it three times! We also spotted a whale shark at 35 meters

Sounds like the diving was one of the highlights? Undoubtedly. On our way to Banda, we stopped in the middle of the sea to dive a little-known pinnacle dive, which we ended up naming Latitude Pinnacle. We saw schools of barracuda, bigeye trevallies and a huge nurse shark. After arriving in the Banda islands, we were back in the water for another magnificent dive, but above water, things were just as interesting. These islands were bitterly fought over because in the past they were the only places known to have nutmeg, which is used as a meat preservative for ocean voyages. On Banda Neira, we visited the local museum, the old king’s mansion and climbed to the top of Fort Belgica

When did you get to Raja Ampat? After a few days in Banda, we steamed 22 hours in flat conditions to the Misool archipelago, one of the

most southern island groups in Raja Ampat.

We spent four days here, diving, snorkeling and walking. The sheer beauty of this area makes it a must-see for yacht owners. We spent Christmas here, celebrating with everyone on board

Where did you provision? In Sorong. We took on fuel and welcomed a new batch of friends, who had traveled from Singapore. We continued to dive and we saw oceanic mantas and other large pelagics around Batanta. On December 30, we arrived in the Wayag archipelago, where we secured an absolutely perfect anchorage, stern-to a few feet from a beautiful white sand beach. We reluctantly left this magical archipelago on January 2 and slowly made our way back to Sorong, where we left *Latitude* a few days later for a flight to Singapore. She’s now in Bali, where we’ll keep her for a good part of this year

Any advice for other yachts coming through? There is very little, if any, superyacht infrastructure in Indonesia for now, but plans are afoot to develop marinas and related tourism infrastructure. One of the principal problems has been the lack of any shore power in Bali, Sorong or Labuan Bajo in the Komodo area. But I’m happy to report that Asia Pacific Superyachts has purchased a 200kVA generator, capable of supplying power to yachts up to around 75 to 80 meters (245ft to 260ft). *Latitude* will be the first yacht to take advantage of this brand new facility while she’s in Bali

Members’ Logbook

Every month you tell us
where you are on the
seven seas, what you can
see from your deck and
your on-board tips



AT THE HELM

A captain himself, Zadnikar spends a lot of time in the engine room; he says if he couldn't be involved technically he would never own a boat

**MY LIFE IN BOATS****MATTY ZADNIKAR**

The best memories are forged on water, says the SeaNet CEO who mixes business and pleasure

BENETTI FAN

A 116ft Mediterraneo and a 93ft Delfino (below) are his on-water homes



I come from a humble background, but I was fortunate to spend school holidays in Villefranche-sur-Mer in France, where

all my free time was spent in marinas, dreaming about boats. My parents gave me my first boat, a 12ft Metzeler RIB, when I was nine years old – but I couldn't have an engine for it until I did well at school. By the age of 12 I had my engine, a 9.8hp Tohatsu.

Until I was 32 it was all about speedboats and waterskiing, then the boats became bigger because you want a little more power and space. An 18ft Sea Ray was followed by a 24ft Sea Ray and then a 36ft Bayliner, because by now I was married with children.

Meanwhile, my business was growing fast, and with only a few weeks of summer holiday, I sold my boats and stepped into the charter market. I chartered for 14 years, every year from the same company, because I wanted to gain their trust. I wanted to charter just the boat, with my family as crew and me as the captain, which is atypical, but they let me do it.

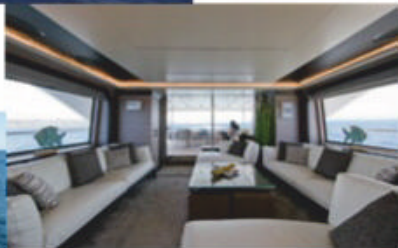
In 2014 I went back into owning boats with a Benetti Delfino 93, *Mister Z*, which I still own, and last October I launched my Benetti Mediterraneo 116. At different stages of your life you look at boats for different purposes. Now

I look to the boats for comfort. With the Mediterraneo I want to spend the winter in the Caribbean or Asian islands.

My favorite cruising ground after almost 30 years is Croatia. The most beautiful memories are always on board a boat. My eldest daughter was proposed to by her now-husband on the bow under a full moon on a perfect evening. They joined us on the flybridge and shared the news. It is a moment I will always carry with me.

I spend about 12 weeks on board, but now that I started my yacht sharing business SeaNet, private and business time flow into each other. I sold my business in 2013 (I come from the oil and gas industry) and after six months I was bored. My wife, who shares my passion, suggested doing something with boats. I can't imagine a nicer job at the end of my career.

The sound of the wind, the waves, even hearing the movement of the boat lines while in a marina, are all very special to me. My dream is to have an exploration vessel, sail around the world and have people hopping on and off. A boat isn't something you buy just for yourself; sharing the experience with other people is what makes me happy. ■

**ADRIATIC APPEAL**

Croatia (right) has been a favorite cruising ground for decades

CAN YOU IMAGINE INFINITY?

WE DO.



INFINITY PROJECT

The idea for **Infinity** is to create a boat concept that starts from a simple sharp line that connects two windows: one looking out into the horizon and the other one pointing towards the stern, through the owner's entertaining area. Infinity features **Rossinavi's** typical sporty lines for a high performance boat. An innovative, fast displacement hull with shallow draft and wide outdoor areas on the upper deck are the signature of this design, with exteriors designed by Italian architect **Fulvio De Simoni**.

INFINITY 42

INFINITY 50

INFINITY 59

INFINITY 69





ATTILA

Photography Guillaume Plisson

PUMP

UP

THE

VOLUME

Sanlorenzo had a lot of family-friendly features to pack into this 64Steel, but clever design gave them the space to do so with style and grace, says Sam Fortescue

Cover boat



The bridge feels like something out of Star Trek, with immaculate glass instruments and a vast digital chart table. Deceptively simple lines by Sanlorenzo and Officina Italiana Design conceal the yacht's large beam and internal volume





It used to be so simple. If you wanted a yacht with more space, you had to build longer. These days, though, superyacht designers are finding increasingly ingenious ways to squeeze every last cubic inch from their creations. And Sanlorenzo's new flagship is at the leading edge of this trend. From the helipad and the wellness center to the wine cellar and the oversized beach club, the 64Steel *Attila* punches well above her weight.

A quick dip into the archives gives a frame of reference. *Silver Angel*, a 211ft Benetti from 2009, measures up at 1,407GT, while 1991 *Shahnaz*, by Nuovi Cantieri Liguri, is 208ft and creeps just over 1,130GT. Most modern yachts of this length range between 1,200 and 1,400GT. By contrast, *Attila*'s 210ft, her broad beam of 42ft and five decks offer a lavish 1,600 gross tonnes. That's the kind of space you find on a significantly bigger boat – take 239ft *Hasna*, with its 1,577GT.

"The customer wanted as much interior space as possible," says Sergio Beretta, from exterior designer Officina Italiana Design, of *Attila*'s Argentinian owner. "We didn't initially agree with that – it's always a compromise." On the owner's wish list was copious meat and wine storage, extensive cinema

facilities, an entire deck for him and his wife, plus stowage for a 32ft tender and a vast beach club area.

The design teams had to think creatively about the use of space on board. Most striking is the way that the 840-square-foot beach club, complete with two fold-down balconies, hammam and sauna, connects to the large outdoor area on the main deck, which focuses on the 16ft-long swimming pool. "The aspect that has characterized this yacht has been the wish to provide continuity between the beach club and an area we could call the al fresco veranda; that is, the rear part of the main deck where the pool is also located, passing through an impressive stairway," says Antonio Santella, vice president of sales and marketing at Sanlorenzo Superyacht Division. The pool has a glass bottom and sheds dappled light in the beach club below.

Equally striking is the way the interior part of the beach club connects to the main salon via an open marble-lined staircase that splits halfway and becomes a double-height space, with 15ft ceiling heights towering above it. Reminiscent of a sweeping 19th-century staircase, it is more than just a way to get upstairs. "It gives an impression of extra space, of course: all that emotion when you enter," Beretta says.

**THE FOOD FOCUS EXTENDS
RIGHT DOWN INTO THE TANK
DECK, WHERE THERE IS A
MARQUINA MARBLE-LINED
MEAT STORAGE ROOM AND
A 500-BOTTLE CLIMATE-
CONTROLLED WINE CELLAR**

The client is an experienced owner and in fact already has a Sanlorenzo 46Steel, delivered in 2012. “He’s just reversing the digits,” Santella jokes. This means that he knows yard owner Massimo Perotti well and had a very clear idea of what he wanted from the start. The official launch of the boat, with some 400 guests, felt more like a wedding than anything else, complete with speeches, bear hugs and tears all round. “I’ve known Massimo Perotti for years now and having built my last boat with him and his team, [I knew] the trust was already well placed,” the owner says. “I knew that Sanlorenzo would be able to build the yacht of my dreams.”

Uppermost in his design brief was that the boat should be optimized for family use – it should be more than just a symbol of success or a place to do business. That’s why the size of the beach club was non-negotiable; why there had to be room for two tenders, including a 32ft limo and a 26ft sports tender; and why there are no fewer than five giant television screens on board, including two in the owner’s suite.





There is a real wow factor to this yacht as you reach the main salon, either by way of the striking infinity pool or the double-height atrium from the beach club. With its 12-person table and bar, this restaurant-worthy space immediately establishes the owner's love of sharing meals with friends and family

“He likes to watch movies with his family and friends and talk about what they watched together,” explains Francesco Paszkowski, who designed the interior in co-operation with Margherita Casprini. “His requirements were clear from the very beginning: a cozy and welcoming atmosphere showing understated elegance. Aiming at enjoying time on board together with his family and friends, large shared areas where he could feel at home while on board were also fundamental.”

The attention paid to dining and food preparation areas is also a key part of this philosophy. Each deck features a dedicated dining space – only the beach club is table-free, but even here there is a large marble-topped bar and easy chairs for relaxing with a drink or a snack.

“A real challenge for the production team was the creation of an enormous barbecue in the dining area of the main deck, a request which was particularly connected to the nationality of the ship owner,” Santella says. “The arrangement of an open fire in an enclosed space in fact required the use of A60 fireproof stainless steel and the installation of an advanced smoke removal system.” It will be used for grilling meat and teppanyaki cooking.

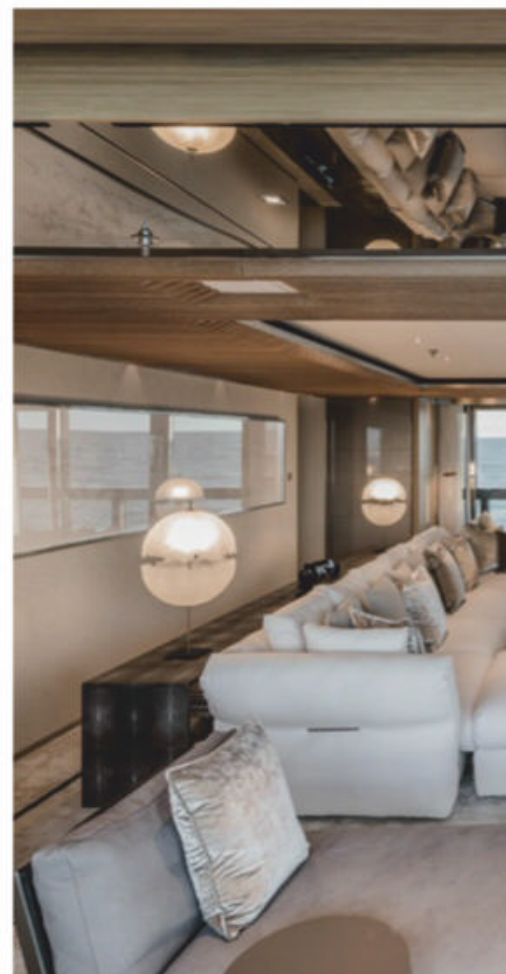
The food focus extends right down into the tank deck, -where

there is a Marquina marble-lined meat storage room and a 500-bottle climate-controlled wine cellar. “He thinks that time spent together during lunch or dinner can be unforgettable,” Paszkowski explains.

Similarly, the galleys and pantries had to be well equipped and comfortable. “Skilled cooks are important, and crew must enjoy time while cooking. The galley must be a pleasant space to work in,” Paszkowski says. “Crew members should feel good and free to move at ease between decks while working.” Besides the 18 crew berths, they have access to their own dedicated multimedia room on the tank deck.

The challenge set to the design teams was to accommodate all these features, and yet come up with a yacht that felt “contemporary and sober.” Sanlorenzo has been smart by using simple, elegant lines, and perhaps it is this restraint that best describes the brand’s design language. That and touches such as the sleek windows and the large infinity pool on the main deck – a feature that has already been used on the smaller 52Steel with good results.

“Clear, coherent, appealing. This is the force of our timeless projects that are always up to date,” Santella says. “We are



“HIS REQUIREMENTS WERE CLEAR FROM THE BEGINNING: A COZY AND WELCOMING ATMOSPHERE SHOWING UNDERSTATED ELEGANCE. LARGE SHARED AREAS WHERE HE COULD FEEL AT HOME WHILE ON BOARD WERE ALSO FUNDAMENTAL”

06

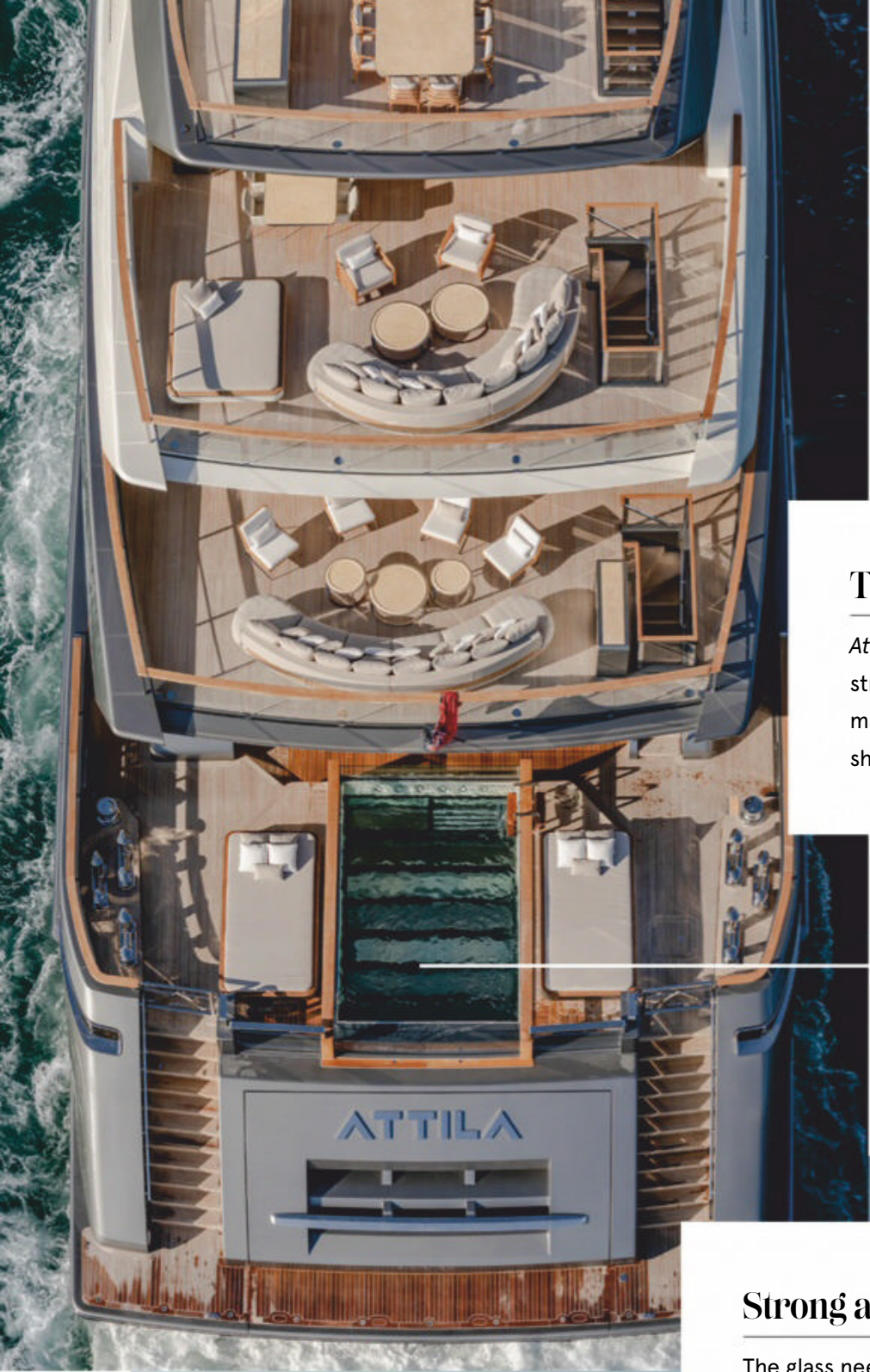


A dedicated cinema room (top) on the main deck is equipped with impressive AV. The interior decoration by Francesco Paszkowski and Margherita Casprini uses warm woods and leathers to create a “modern South American” style



A deck is dedicated to the owner, and includes a cabin with panoramic views forward and access to a private pool on the foredeck, plus a private lounge and aft deck cockpit. Bottom: the bridge deck lounge, with large television screen and adjacent dining area providing two of the most important considerations for the owner: entertainment and food





DESIGN FOCUS

ATTILA'S MAIN DECK POOL

The main attraction

Attila features three pools, but the most striking by far is that on the aft end of the main deck, with glass walls and floor shedding light on to the beach club below

Deep space

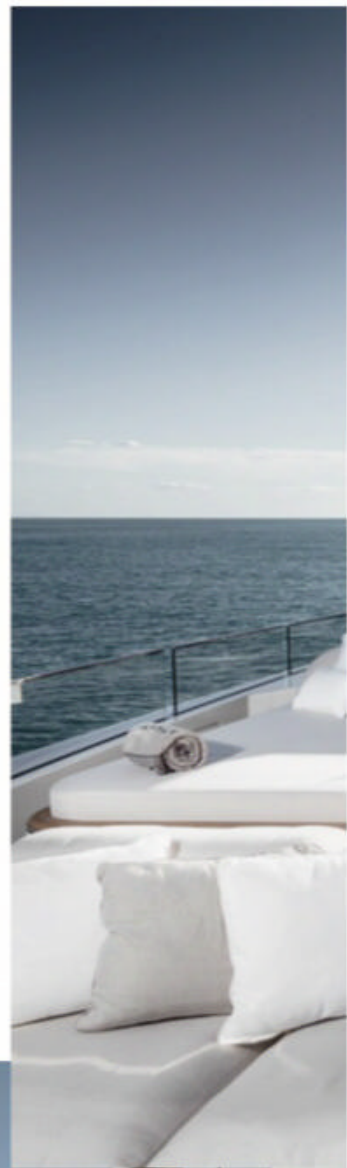
Measuring 16ft by 10ft, the pool holds 4,300 gallons of water, equivalent to 18 tons

Strong and stable

The glass needed to be incredibly strong to contain the slopping water – in the case of *Attila*, the glass is more than three-quarters of an inch

Supporting act

The stainless-steel webbing that supports the glass also has to be very carefully sized to enhance strength





“CLEAR, COHERENT, APPEALING. THIS IS THE FORCE OF OUR TIMELESS PROJECTS. WE ARE FOCUSED ON BLENDING TRADITION AND INNOVATION WITH INTELLIGENCE”

focused on blending tradition and innovation with intelligence.”

The exterior offers numerous different social areas, from the sky lounge spa pool to the beach club balconies. And yet, Sanlorenzo admits that the key to this boat is more about what happens inside than outside. “The balance sees the interior winning, as we accomplished the wishes of the owner to have such huge interior volumes,” Santella says.

It gave Paszkowski a broad canvas on which to deliver a tough brief. He came up with the term “modern South American” to describe the style of the interior. It relies overwhelmingly on natural materials, including fine Nabuk leathers, a range of six marbles and warm teak for stairs and floors. There’s a dash of crocodile leather in the headboard of the owner’s bed, lacquered panels overhead in the corridors and wallpaper used elsewhere. The furniture was mostly sourced from Italian brands, including Baxter, Minotti and Maxalto, including low cream sofas. A few pieces, including the dining tables, were specifically designed by Paszkowski.

The art on board has a quirky feel to it. In the more private sky lounge, a quizzical-looking golden gorilla surveys diners from his alcove. A more thoughtful piece has been positioned at the foot of that striking staircase in the main atrium. Facing each other across the stairs are two bronze casts – on the left, a heroic figure of a man struggling through the wall, with just his torso and a knee showing through; on the right, the same man pauses on his way back through the wall – just the rippling muscles of his back showing. And above the main dining table, a series of golden lily leaves unfurl, with fine copper piping for a flower stem and a glowing LED at the tip. Made by Catellani & Smith, they are beautiful without being showy. All were sourced by Paszkowski and chosen by the owner.

In the end, Sanlorenzo and the designers have succeeded in pulling off a remarkable trick. They have crammed a great deal of space and a world of different experiences into a lean and fair-looking boat. It ensures that, like her notorious namesake, *Attila* has powers and abilities beyond her apparent dimensions. ■

ATTILA

SANLORENZO

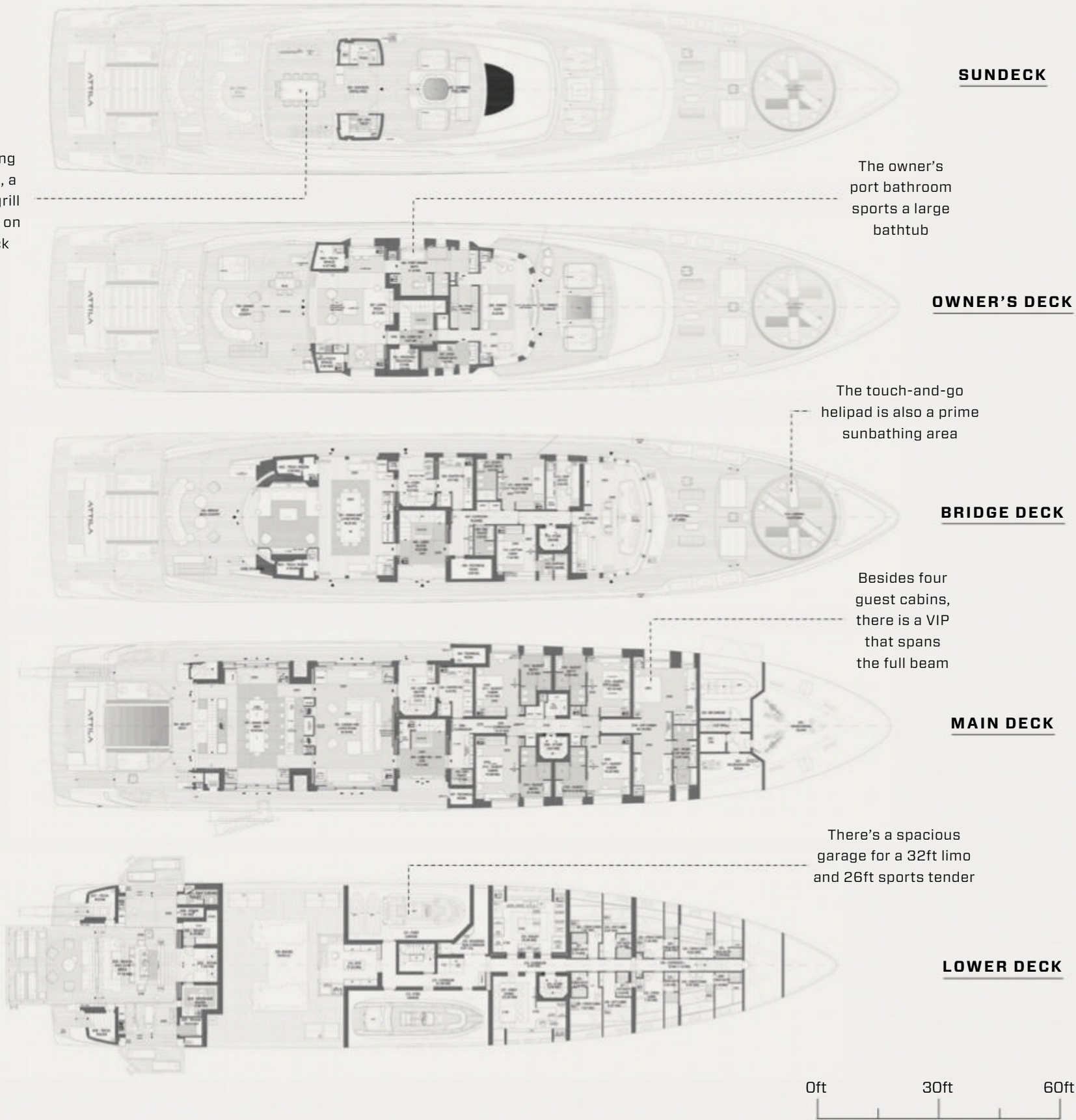
There's dining space for 12, a teppanyaki grill and a pantry on the sundeck

The owner's port bathroom sports a large bathtub

The touch-and-go helipad is also a prime sunbathing area

Besides four guest cabins, there is a VIP that spans the full beam

There's a spacious garage for a 32ft limo and 26ft sports tender



LOA 210'
LWL 185' 1"
Beam 42' 7"
Draft 11' 2"
Gross tonnage
1,600GT

Engines
2 x CAT 3516C
Speed max/cruise
17/15 knots
Range at 11 knots
6,000nm

Generators
2 x CAT 250 kW;
1 x CAT 200 kW
Fuel capacity
42,250 gallons
Freshwater capacity
10,500 gallons
Tender
Up to 32ft

Owners/guests 12
Crew 16 + 2 staff
Construction
Steel hull; aluminum
superstructure
Classification
ABS

Naval architecture
Sanlorenzo
Exterior styling
Officina Italiana
Design
Interior design
Francesco Paszkowski

Builder/year
Sanlorenzo/2019
Ameglia, Italy
t: +39 0187 6181
e: welcome@
sanlorenzoyacht.com
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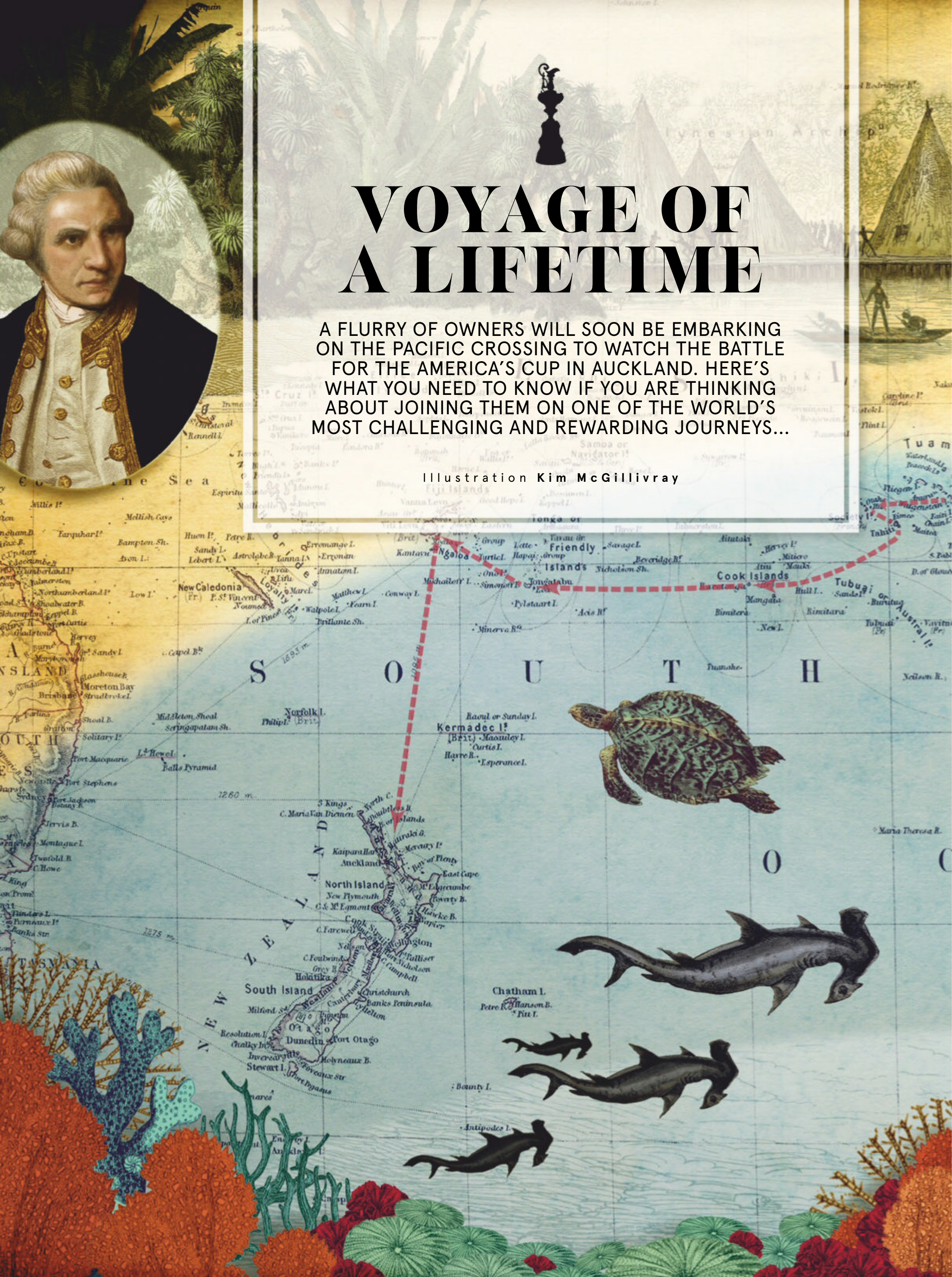
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VOYAGE OF A LIFETIME

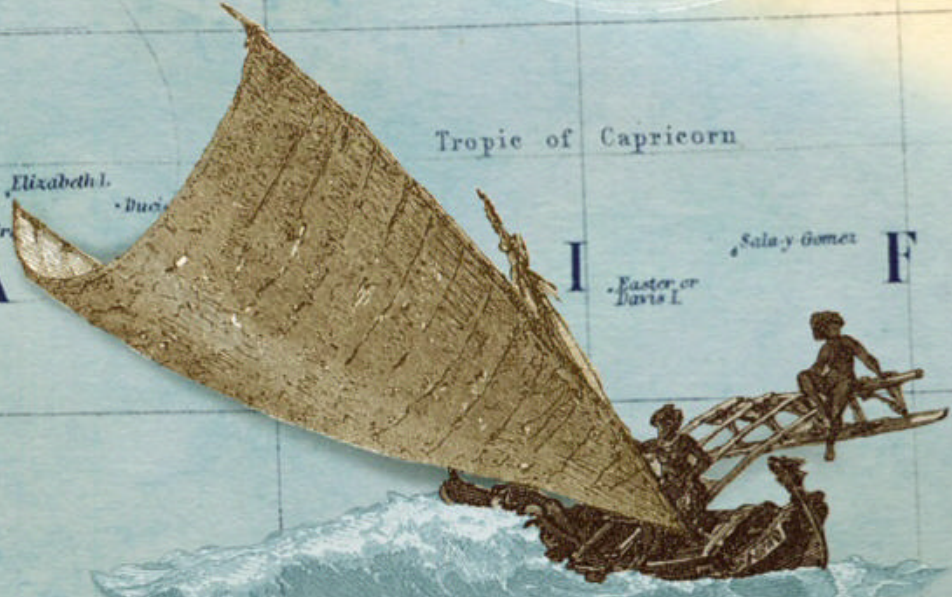
A FLURRY OF OWNERS WILL SOON BE EMBARKING ON THE PACIFIC CROSSING TO WATCH THE BATTLE FOR THE AMERICA'S CUP IN AUCKLAND. HERE'S WHAT YOU NEED TO KNOW IF YOU ARE THINKING ABOUT JOINING THEM ON ONE OF THE WORLD'S MOST CHALLENGING AND REWARDING JOURNEYS...

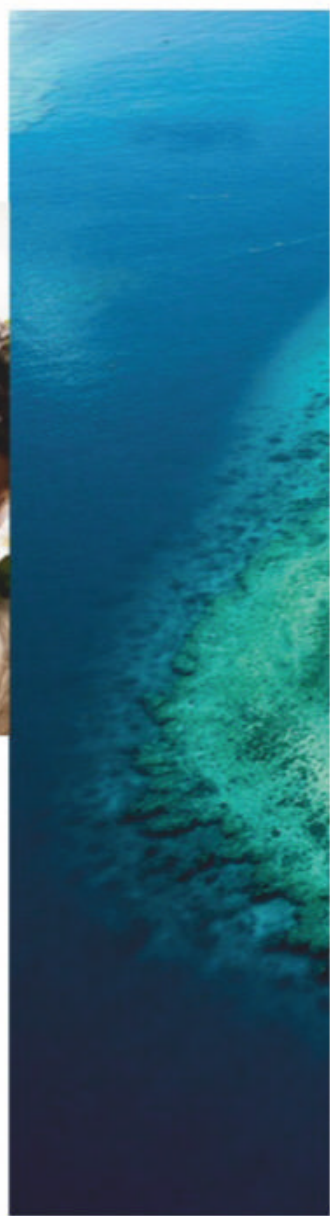
Illustration Kim McGillivray



OCEANIA

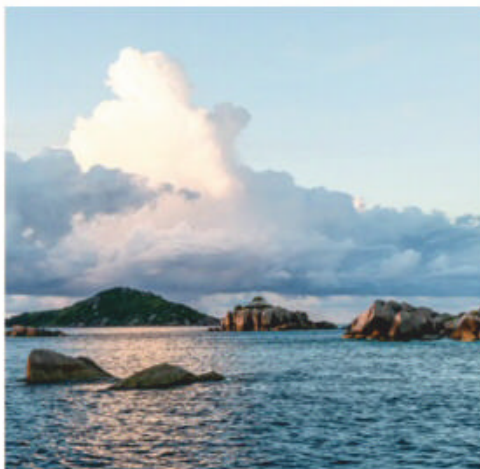
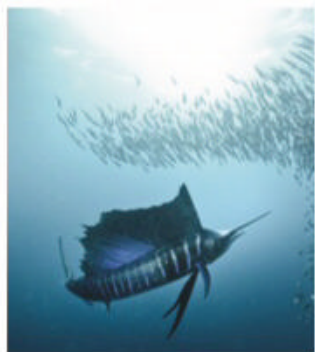
AND
PACIFIC OCEAN





Thrills and spills on the Coconut Milk Run

Words: Tristan Rutherford





The Pacific was colonized by canoe 4,000 years ago. Western-flagged yachts have dropped anchor off its 25,000 islands only in the past few decades – if at all. In an area three times wider than the Atlantic, more than 20 sovereign states offer attractions as diverse as volcanic snorkeling, humpback birthing and rudimentary bungee jumping from bamboo towers. Given the distances involved, the Pacific is far from a flop-and-fly. A scatter of atolls, volcanoes and tropical islets requires savvy provisioning and an eye on weather, wildlife and local customs. Still game? Then set sail with the most ardent fleet since Captain Cook, as the America's Cup in Auckland marks sailing's ultimate destination.

03

Right: the world map produced in 1527 by Portuguese cartographer Diogo Ribeiro was the first to chart the Pacific's 25,000 islands





The history

Before the Egyptians built the pyramids, the Austronesians had mastered the art of long-distance navigation using stick charts, celestial observation and by studying bird migration. This enabled islanders to spread across the entire Pacific, a full third of planet earth. By 1,500BC their outrigger canoes had beached on the soft sands of Fiji, Samoa and Tonga. Two millennia later, oral tradition recalls that two canoes fled to Rapa Nui to escape from a warring chieftain. The growing society erected totemic humanoid statues on what we now call Easter Island. Nearly 1,000 of them still gaze across the horizon, as if looking for the next deep ocean destination.

Europeans arrived 500 years ago. A circumnavigation led by Ferdinand Magellan pioneered a passage above Tierra del Fuego and into the Mare Pacífico – “the peaceful sea.” By 1527, Portuguese cartographer Diogo Ribeiro, who had sailed with naval greats Vasco da Gama and Afonso de Albuquerque, crafted the first true mapamundi – a world map with the Pacific included. Ribeiro’s diagram unlocked the ocean’s 25,000 islands to a new generation of explorers.

Dutchman Jacob Roggeveen was sent to “discover” the mythical Terra Australis but stumbled upon the topaz lagoons of Bora Bora instead. William Dampier, a former pirate, founded New Britain off Papua New Guinea, which is blessed with 1,000 species of fish and 400 types of coral. Dampier also found time to rescue Alexander Selkirk from the Pacific’s Juan Fernández Islands – thereby inspiring the legend of Robinson Crusoe.

The Royal Navy’s Captain James Cook took in waterfalls in Tahiti and volcanoes in Vanuatu, before becoming, in 1769, the first European to round New Zealand. But a Maori culture that had existed for four centuries was pounded by European weaponry and infectious diseases. Across the Pacific, a lack of empathy led to mistrust between indigenous islanders and foreign explorers – a lesson that yacht owners should heed today.

Sporting glory

Through 2020, another exploratory fleet will sail to see the world’s fastest and most advanced sailboats. Following the final World Series event in December 2020, the 36th America’s Cup will take place in March 2021, amid Auckland’s island-strewn Hauraki Gulf. Tests of the AC75 yachts, which replace keels with canting hydrofoils to generate speeds of 50 knots, will offer daily action. So, too, will fringe competitions and historic races.

David Lunn, a sales broker at Ocean Independence, speaks for many Aucklanders when it comes to the America’s Cup. In a city where a third of all families owns a sailboat, Lunn recalls being



Top left: the Cook Islands.
Above: Raiatea islanders
sailed by canoe to New
Zealand. Right: carved
wooden totems in Vanuatu



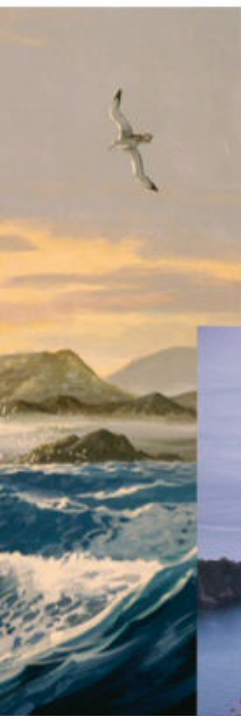
allowed to stay up late to watch the 1995 event live from San Diego, when Team New Zealand’s Russell Coutts trounced US challenger Dennis Conner. As he says: “I was raised on Waiheke Island, which was close to the course of the 2000 America’s Cup in the Hauraki Gulf. The March 2021 races, in the same breezy zone, will be easy to see from the Auckland shoreline.”

After leaving school, Lunn scored a rookie job supporting Prada’s Luna Rossa challenge and never looked back. “After that I crewed all the way to the Mediterranean, eventually captaining the J Class yacht *Rainbow*.” Around six of the historic fleet, including *Velsheda*, *Lionheart*, *Topaz* and *Ranger* – some of them veterans of 1930s America’s Cup competitions – will recreate dramatic races after crossing the Pacific themselves.

Interest from Ocean Independence clients in Pacific adventures is rising. Lunn advises that the 167ft explorer yacht *Northern Sun*, currently based in Phuket, is likely to weave through the Dampier Strait around Papua New Guinea towards Vanuatu. Here she will hopefully join the 111ft sloop *Silvertip* in time for specific America’s Cup charters.

The routes

Although a few luxury yachts will meander from Thailand and Indonesia, the majority will sail the so-called Coconut Milk Run, following the Pacific’s prevailing winds and currents from the Caribbean via the Panama Canal. The 150ft explorer *Qing*, which is for sale with Camper & Nicholsons (camperandnicholsons.com) for \$16.5 million, charted a similar course in 2016. “We sailed from Costa Rica’s Cocos Island (a Mecca for hammerheads and whale sharks) to the Galápagos, then the Marquesas in French Polynesia,” her owner says. “We cruised all the island groups aside from the Australs (an offbeat archipelago famed for humpbacks,



Right: traditional bures in Fiji. Below: Hauraki Gulf, New Zealand; a 1778 map of New Zealand post-Cook



“You’re sailing to some of the most pristine regions on earth, which is what makes it attractive, yet it’s also utterly untamed, with minimal yachting infrastructure”



101

Sailing in support

YachtAid Global was founded by C2C president Captain Mark Drewelow. It facilitates volunteer missions by luxury yachts to deliver humanitarian aid (such as water filters to the Galápagos) and urgent disaster relief (as seen recently when Drewelow’s partners ferried supplies to the Bahamas). The explorer yacht *Qing* undertook an aid mission to the Darién Gap, the inhospitable isthmus that separates Panama from Colombia. Yachts are encouraged to help out “from Panama to Indonesia and many points in between,” Drewelow says. “It starts with a Q&A session with the captain well in advance, to provide routing and timeline info so we can see where maximum impact can be made.” YachtAid Global also encourages all superyachts to partake in free disaster-relief training so they are ready to save lives at sea. yachtaidglobal.org



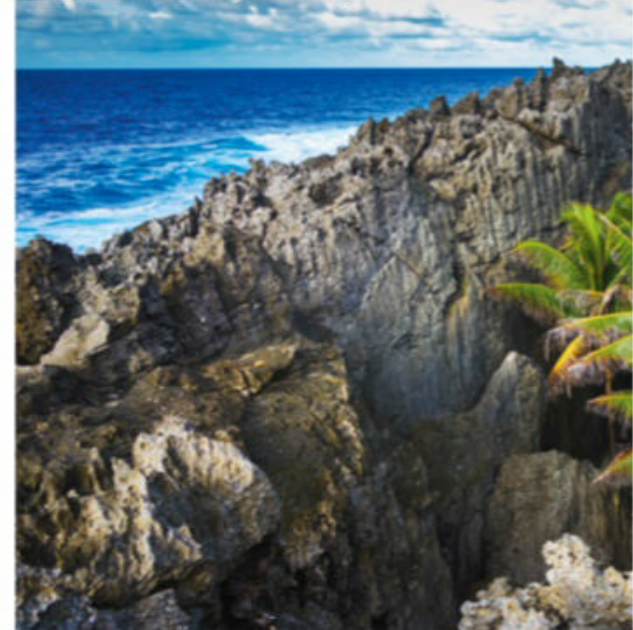
Left: a colorful community hut in Palau. Above: 167ft explorer Northern Sun and (right) Qing, a 150ft explorer



“There’s an inherent joy that comes from sailing into a far-flung anchorage bookended by coconut palms shading a ridiculously dazzling beach”



Left: cooking on the Sepik River in Papua New Guinea. Right: Gauguin's Woman Holding a Fruit, 1893 was painted in Tahiti



FIVE TRANSPACIFIC ADVENTURE BOOKS TO PACK



Slow Boats Home by Gavin Young

The veteran Guardian journalist island-hops home from Hong Kong in 1982 via a Pacific fleet of yachts, tramp boats, container carriers and a Soviet cruise ship. Young's enchanting west-to-east journey, via Bougainville, the Solomon Islands, Fiji and Samoa, reverses the classic sailing route of today.



The Happy Isles of Oceania by Paul Theroux

The great travel writer packs a folding kayak to paddle the Pacific Islands. The searingly different cultures and landscapes, from Papua's wild Trobriand Islands to the glory of Tonga's Vava'u group, contrast with the corporate glitz of American Samoa.



Sailing Alone Around the World by Joshua Slocum

The saltiest of sea dogs completed the first single-handed circumnavigation in 1898. His classic tale captures the 19th-century Pacific as he partakes in an 'ava drinking ritual in Samoa and other local customs.



Kon-Tiki: Across the Pacific by Raft by Thor Heyerdahl

To prove that South American communities could have settled Polynesia by following prevailing winds and currents, Norwegian explorer Heyerdahl built an indigenous-style balsa-log raft in Peru in 1947. His 101-day open-deck sail, chased by storms and sharks, ended with a crash landing on the paradisiacal island of Raroia in the Tuamotus.



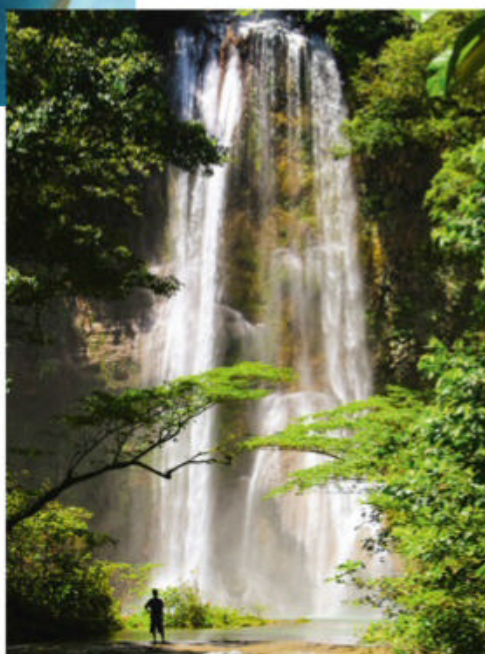
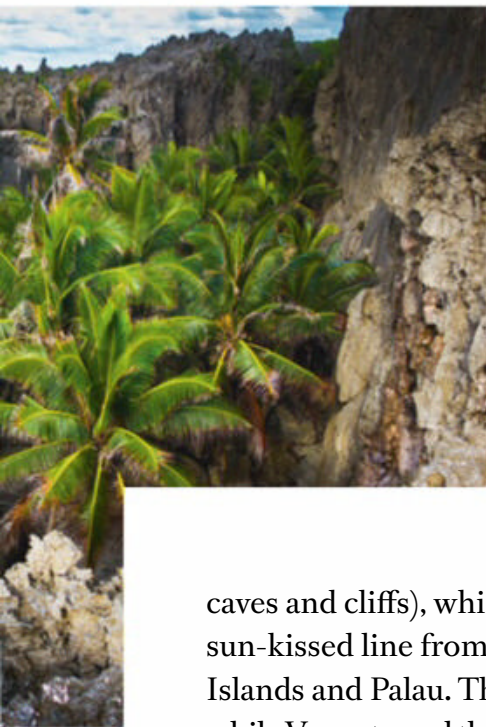
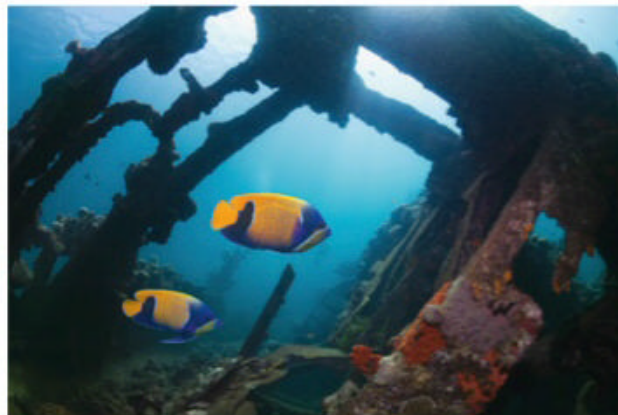
An Island to Oneself by Tom Neale

Treasure Island author Robert Louis Stevenson visited the coral atoll of Suvarrow in the Cook Islands in 1890. Nearly a century later, the Kiwi bushcrafter, writer and hermit Neale spent six years living alone amid an ocean of sperm whales and humpbacks.





Left: Christmas Island in Kiribati.
Below: a Solomon Islands waterfall



caves and cliffs), which I still want to do.” *Qing* then followed a sun-kissed line from the Cook Islands to Samoa, the Marshall Islands and Palau. The latter was “a highlight for scuba diving,” while Vanuatu and the Solomon Islands offered in-depth culture. Palmerston atoll in the Cook Islands and Niue due west are popular ports of call, especially for marine megafauna.

Captain Mark Drewelow, president of the Californian yachting agency C2C, also expects around “15 to 20 superyachts to cruise from the United States’ West Coast to New Zealand through 2020.” Whether sailing from the US or via the Panama Canal, climatic conditions dictate all timing decisions.

Weather and timing

Fortunately, sailors can plan for clement weather all the way to Auckland. As David Jamieson from Yacht Help’s Fiji agency explains: “Cruising Panama and the Galápagos in February is savvy, as both these areas are too close to the equator to get cyclones.” Jamieson recommends cruising the South Pacific from April to October, so the clients for whom he prepares detailed itineraries “can enjoy a mostly downwind cruise and smooth sailing.” Tonga works well in July for the humpback season, “while Fiji has 300 islands, many uninhabited, plus territorial waters four times greater than French Polynesia.” But Fiji to NZ requires careful timing, owing to the Southern Ocean low-pressure systems. “Better make this passage as the Kiwi summer commences in November or December when the low-pressure systems are further south,” Jamieson says.

Qing used a weather routing service for longer passages, plus localized websites to plan the next few days’ activities. “Now

there are great data-aggregation apps such as Windy,” her owner says. It crunches data from a variety of sources including the US National Oceanic and Atmospheric Administration (NOAA) and the US Navy, allowing improved route planning. Pacific weather still springs surprises. “One time, *Qing* was anchored in a 30-mile-wide atoll that was flat as a millpond. Within a minute, we felt gusts of 50 knots. The tender broke loose, but our captain, channeling his inner cowboy, lassoed the front cleat. Our first mate spent the night securing the tender, with three warm beers and a bag of nachos for dinner.”

Solo or guided?

“If you’re sailing via a relatively well-trodden route through French Polynesia, Samoa and Tonga, a guide might not be necessary,” says Rob McCallum, a founding partner of the exploration agency EYOS (eyos-expeditions.com). “But if you intend to hit the Solomons and Kiribati, placing a Pacific superyacht specialist on board will open doors and take the pain away from the captain, resulting in a better experience for both owner and guests.” EYOS operates several transits a year on boats ranging from 115ft to 650ft in length.

Getting the timing right for cultural events is also key, McCallum says. “An example is land diving in Vanuatu.” This rudimentary form of bungee jumping sees young daredevils dive off handmade 100ft towers with a vine around each ankle. “It’s one of the most bizarre anthropological spectacles on earth, but seeing it is extremely time-sensitive. In remote Melanesia, only a guide can escort you to a remote one-village island, then assist in presenting yourself to the headman and offering the correct donation to anchor on their ‘land’.” McCallum grew up in Papua New Guinea and speaks the local Tok Pisin tongue, as well as the Melanesian languages of the Solomons: Pijin and Bislama.

The Australian yachting writer Fiona Harper prefers to sail at leisure. “There are few more rewarding sights after an ocean passage than watching a smudge on an endless watery horizon eventually morph into land.” Most commentators claim it would take at least three months to do the Pacific justice – although many guests fly in or out of Tahiti, Tonga and Fiji. That would be a shame, Harper says. “You could fly from Tahiti to Tuvalu, Samoa to Saipan, but that would be missing the entire charm of the South Pacific. There’s an inherent joy that comes from sailing into a far-flung anchorage bookended by coconut palms shading a ridiculously dazzling beach.”



Provisioning

According to Jamieson, technical issues can be solved with parts flown the next day from New Zealand, less than a three-hour flight from his Fiji base.

A varied kit is essential, says Irene Lobo from Cookson Adventures. She leads yachting trips to Palau, Papua and across the Pacific, often with submersibles, sightseeing aircraft and expert guides in tow. A rash vest that protects against UV rays, as well as reef shoes to guard against coral shards and poisonous stonefish, are a must. “Plus, walking boots for trekking to land-based Second World War fighter plane remains in the Solomon Islands. And history books that lend significance to naval battles around Guadalcanal.” As Lobo notes, Ironbottom Sound in the Solomon Islands hosts approximately 53 shipwrecks and the remains of 900 airplanes. Wildlife guidebooks and painting easels are also suggested for volcano jaunts in the Marquesas Islands, where French artists Paul Gauguin and Henri Matisse took topographical inspiration.

McCallum, who will also sail home to New Zealand to see the America’s Cup, sums up the dichotomy of the Pacific. “You’re sailing to some of the most pristine regions on earth, which is what makes it attractive, yet it’s also utterly untamed, with minimal yachting infrastructure.” The biggest provisioning headaches? “Fuel and food,” McCallum says. “We look at a boat’s operating capacity, which is normally only around 4,000 nautical miles. Then we plug in plans B, C and D to embed refueling and re-provisioning stops, crew changeover and guest arrivals, normally every two weeks.”

Most yachts are designed with one or possibly two weeks of provision and waste capacity. “That’s the limiting factor,” McCallum says. “So we might install an extra freezer for fresh goods, which will be used for garbage later on. No one wants to talk about this stuff, but it’s best to plan now rather than when you’re mid-Pacific.” One final packing tip? A handheld GPS. “Most activities are away from the yacht, like hiking or diving, so purchase one with a transponder so that we can find you too.”

Misconceptions

Size is by far the biggest misconception. Crossing the Pacific is generally a 7,000-nautical-mile voyage, compared with 2,000 nautical miles across the Atlantic. Sailors report the shock of the Panama Canal gates closing, leaving them with a 30-day open-ocean sail to French Polynesia if they don’t stop at Cocos Island or the Galápagos en route. Although, after that, most island stops are between a one- and four-day sail apart.

The technological gulf between the Pacific and Atlantic is also huge. Engine and communications equipment can be airlifted to Fiji and Tahiti – and several other airstrips for a far-higher fee



– but don’t expect to find engineers or the correct connecting bolts in situ. Smaller sailing boats have reported successful crossings, if only because “the less stuff to fix the better, as there’s no one out there to help you,” one captain says. Solar panels are a bonus, and a hydrogenerator, which charges a battery via a water turbine, has proven invaluable for many sailing craft.

Languages and prices are a final shock. Some pan-Pacific passages take in 15 sovereign states with competing customs controls and entry permits. The Society Islands in French Polynesia remain as Gallic as a wheel of Camembert, although a six-pack of Kronenbourg at Papeete’s Carrefour costs a lot more than at the same supermarché in Antibes. Many items won’t be available, so firms like Cookson and EYOS often pre-arrange provisioning flights to shadow a yacht’s passage.

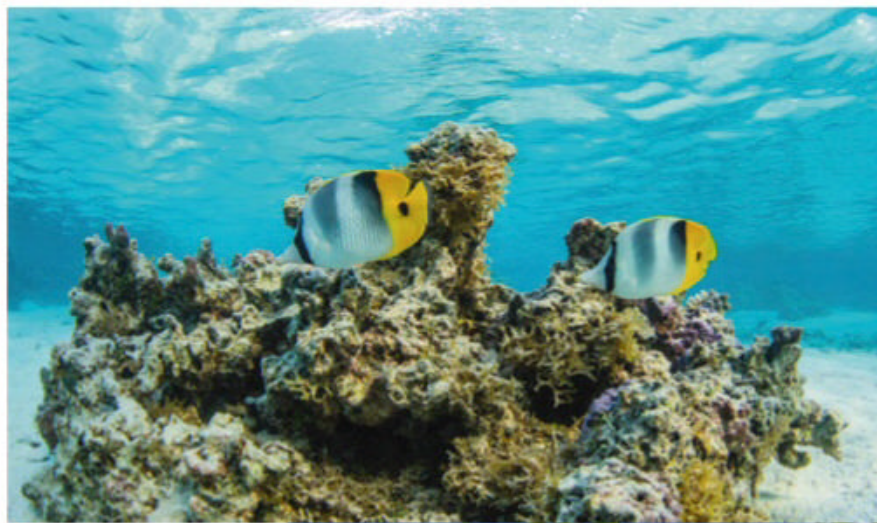
Wildlife and adventure

Lobo recommends the Tuamotus, the largest chain of coral atolls in the world. “Your footsteps will be the first on the beach and the last on the sand before sunset,” she says, “while under the waves you can snorkel with the tropical current to see gray and blacktip reef sharks and Napoleon wrasse.”

Lunn flags up the Isle of Pines, off New Caledonia. “It’s a vast island dotted with pines, not just palms, surrounded by lagoons filled with azure-blue water and white-sand beaches.” His second tip is Tonga’s Vava’u group. These 55 islands are untouched except by sailors, who find the protected waters also shelter birthing humpback whales and schools of sailfish.

Harper fell in love with Fiji’s Lau group. “It’s an island paradise that only cruising yachties know about. Visited by fewer than 100 yachts each year, crescent-shaped Fulaga Island is home to around 200 subsistence villagers who throw open their arms to welcome visiting boats.”

Direct distance from Panama to Auckland: 6,500 nautical miles.



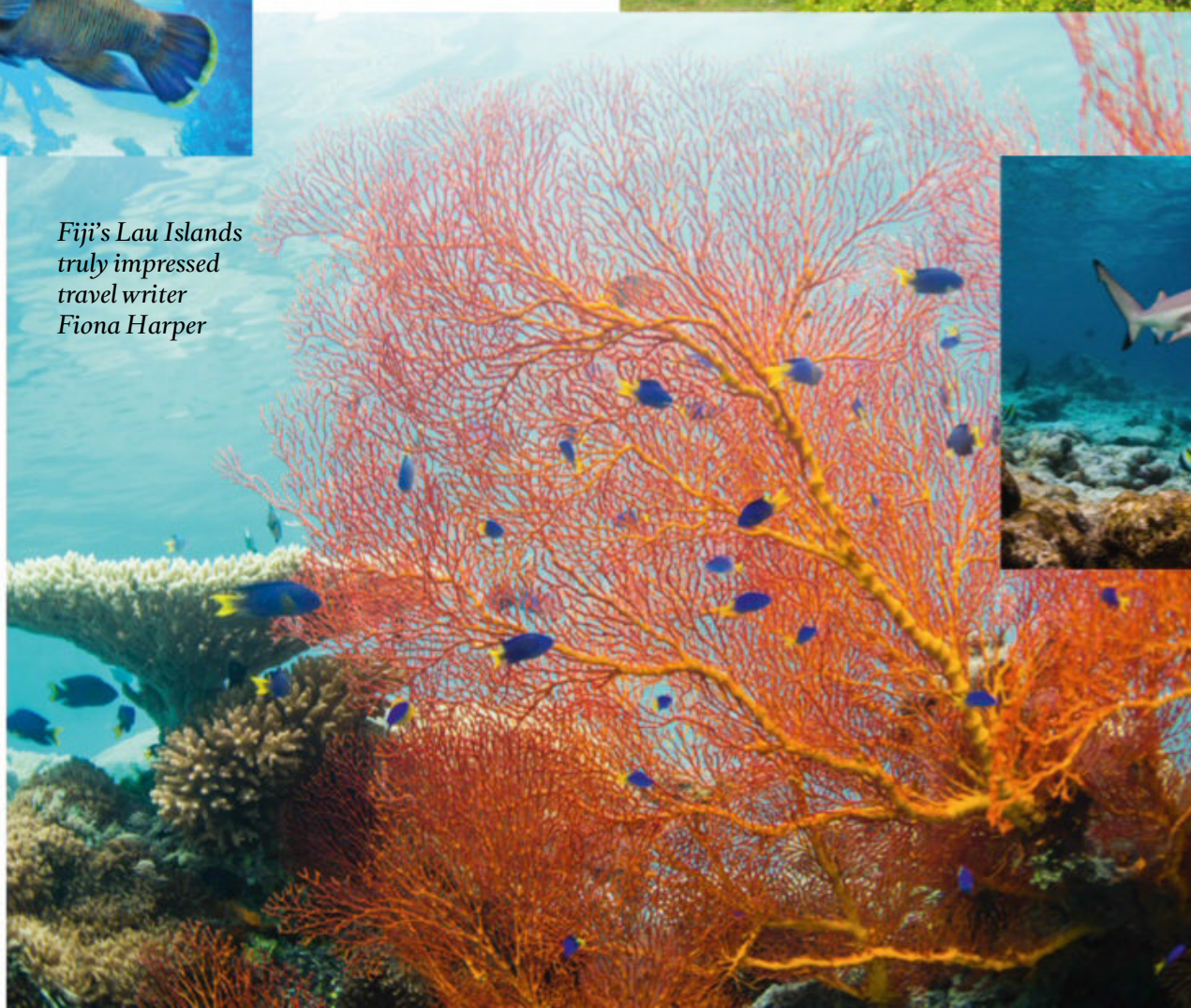
Spectacular natural attractions range from Toau Atoll in the Tuamotus (above) to columnar trees on the Isle of Pines (right)



A scatter of atolls, volcanoes and tropical islets necessitates a consideration of weather, wildlife and local customs



Fiji's Lau Islands truly impressed travel writer Fiona Harper





AND THEY'RE OFF!

ADVENTUROUS SUPERYACHT OWNERS ARE PLANNING TO CROSS THE PACIFIC TO EXPERIENCE NEXT YEAR'S AMERICA'S CUP IN NEW ZEALAND. CHARLOTTE HOGARTH-JONES ASKS THEM WHAT'S ON THEIR ITINERARIES



Fakarava in the Tuamotus Islands is a UNESCO Biosphere Reserve

“The Tuamotus Islands... I think that’ll be one of the highlights of the trip – I’ve heard that they’re pristine, as not many boats get there”

I have wanted to sail the Pacific for a long time, so for me the America’s Cup is just an extra reason to go. It’s exciting to be doing some real exploration – after all, it’s what *Atalante* was built for – and we’ve never taken her on a trip this long before, or this far off the beaten track.

We’ll leave from Saint Martin and sail down to Panama, and we’ll see the San Blas Islands on the way. Next, we’ll go through the Panama Canal to the Galápagos, but we won’t go round the islands themselves in *Atalante* – a) because the permits would be too expensive, and b) it would be more difficult to access what we want to see. Instead, we have chartered a local motor yacht for a week with friends. The locals know the best places and have the necessary permits and a guide on board. It should be fun, and we’re looking forward to the diving.

From there, we’ll head to Nuku Hiva in the Marquesas and sail south to the Tuamotus Islands. I think that will be one of the highlights of the trip – I’ve heard that they’re pristine, as not many boats get there. We will then sail east along the island chain against the prevailing winds before turning west again and heading for



Owner of *Atalante*

DEPARTING: March 2020

ON THE ITINERARY: The Marquesas, the Society Islands, the Cook Islands, Bora Bora

HIGHLIGHT: Exploring the Tuamotus Islands

the Society Islands, Tahiti and Bora Bora.

In Tahiti we are looking forward to the rendezvous in June, organized by *BOAT International* for the 14 or 15 superyachts who will be crossing to New

Zealand. It will be a fun event and there should be some great photo opportunities.

Lastly, we’ll meander our way across to the Cook Islands, getting to Tonga and Fiji, and we’ll be in New Zealand by Christmas. The itinerary is quite flexible, and I think it’ll be a question of asking “How much are we enjoying what we’re doing?” and “Do we want to stay longer?”

What’s really important to me is to contribute something to the many cultures we’ll be visiting, rather than just taking from them. I am in touch with

YachtAid Global for their advice on what to bring with us that would be helpful.

Once we’re in Auckland, I’m looking forward to seeing some sailing monohulls racing at the top end of the spectrum, and we’ll race *Atalante* in the Mastercard Superyacht Regatta. I’m not an ambitious regatta junkie, so we sail with people we know, rather than having a rock-star crew.

We’ll take the boat out of the water in Auckland for some work, and ahead of this trip we did our five-year rig survey a year early so the boat will be in top condition. After Auckland, we’ll discover the rest of New Zealand, and then spend another 12 months going back the other way – via Australia, Papua New Guinea, the Philippines, Japan and Alaska. Some friends and hopefully my grown-up children will join us for a stint, but I’ll be on board all the time. I want to be able to tick that box that says “I’ve done the Pacific Crossing.”



Sabina Nasser Bina

DEPARTING: Late 2020/early 2021
ON THE ITINERARY: Papua New Guinea
(post America's Cup)
HIGHLIGHT: An unbeatable
family adventure

As a family, we've wanted to do the South Pacific for a long time. We were planning on going this year, but then we realized we'll have a six-month to year-old baby in tow, so we thought we'd delay it slightly – and that just so happens to time perfectly with the America's Cup.

For us, this is very much a big family adventure. It'll be my parents, my brother and his girlfriend, my husband and I and our new baby, plus aunts, uncles, all the usual suspects... It's a bit unfortunate that our new arrival probably won't remember the trip, but what a way to welcome him into the world! Hopefully we'll be able to record everything through photos and videos and it'll be something that we'll keep for ever.

One area we're really keen to spend time in is Papua New Guinea. Our broker at Edmiston is totally in love with the region, thanks to the friendly local people.

“It's unfortunate that our new arrival won't remember the trip, but what a way to welcome him into the world!”



The fjords of Cape Nelson and bilum bag-making local craftspeople (below) are to be found in Papua New Guinea



We're going to keep the boat in this part of the world for around a year to 18 months, so hopefully we'll have time to discover plenty of different places. You have to remember that these islands aren't like the Caribbean – you can't hop to one for lunch and another for dinner. Some of the distances are really quite intimidating.

We won't be participating in the Mastercard Superyacht Regatta itself – we're the newbies and we don't want to get too ambitious! – but we'll be watching from the sidelines. I think the energy at the event will be fantastic, because everybody's there for the same thing – everyone has the same passion in common. The Kiwis are fantastic too; they're warm, and the ones I know don't take themselves too seriously. That, plus the weather and the natural beauty of the islands, makes it the perfect setting for an event like this.

Am I nervous? Yes, it's really far! And a lot of the places are quite remote. We're all sort of big-city people who are not very used to being cut off from “civilization.” That's a bit nerve-racking, and we'll have a young baby too, but all the excitement totally makes up for that.



Kim Schindelhauer *WinWin*

DEPARTING: March 2020
ON THE ITINERARY: The Panama Canal, the Galápagos Islands, French Polynesia
HIGHLIGHT: Racing in the Superyacht Regatta

The America's Cup has been a brilliant trigger for owners who have been meaning to do the Pacific Crossing for some time. There are so many boats going – I know of eight already just leaving from Palma de Mallorca (where *WinWin* is based). The atmosphere is going to be amazing, especially because all the Kiwis are keen sailors. They will be fiercely defending the trophy, that's for sure!

At the moment we're just doing some pre-maintenance work, ordering spare parts, loading containers etc. A lot of effort is going into the preparation, because there's literally nothing you can pick up once you're out there.

We're still working on our route, but like a lot of people we're leaving from Antigua after the St Barths Bucket, and then going through the Panama Canal, towards the Galápagos, before doing the long stretch to French Polynesia and eventually to New Zealand. I'm still picking the brains of people who I know have been, and asking them what they've found particularly interesting. It's difficult coming up with an itinerary, because you've only got one shot at this journey,



French Polynesian islands such as Bora Bora are likely to be on WinWin's route

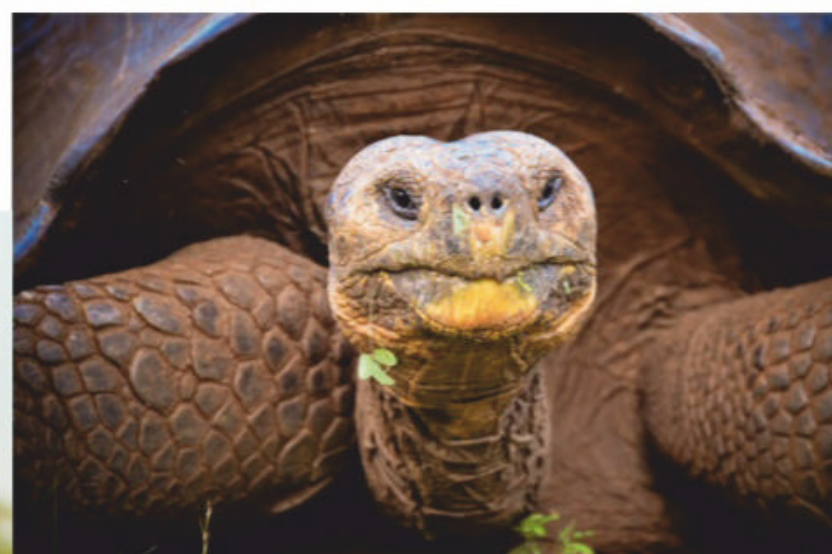
and you don't want to miss anything. We're lucky that our captain, Brian Taylor, is from New Zealand, so we'll have a local showing us around.

I'm excited to race in the Mastercard Superyacht Regatta once we get to Auckland. You never know what's going to happen, but we always try to sail well – *WinWin* is an excellent boat, and we have a good team. In addition to flying our key race crew into New Zealand, we'll also be looking to hire different local people.

But, for me, the main thing is really cruising the Pacific and seeing the beautiful islands there. I've heard it's quite different from the Atlantic or the Mediterranean, and the trip is a beautiful opportunity for friends to come and join us too. It's going to be a once-in-a-lifetime experience.

“It's difficult coming up with an itinerary, because you've only got one shot at this journey and you don't want to miss anything”

The unique wildlife of the Galápagos will be another highlight of the trip





Bobby Genovese *BG Charade*

DEPARTING: November 2020

ON THE ITINERARY: Maldives, Indonesia, Northern Australia and the Torres Strait (post New Zealand)

HIGHLIGHT: Exploring the Great Barrier Reef

Who doesn't want to see the America's Cup? I'm at a stage of life now where I thought, why not? I'm lucky enough to have a superyacht, so what better way to see the show?

Going back to the old Dennis Conner days (the American yachtsman who won the Cup three times in the 1980s), there was such a buzz around the event, and so much amazing new technology being introduced. I think to regain that kind of excitement and to be able to experience it in person will be unbelievable.

It'll be good timing to show off the boat too, as she'll have just had another \$3.4 million refit. We've moved the hot tub to the sundeck and made it bigger, got a huge sunbed and a new bar too, so it's a real party boat. This will be her first outing and we're hoping she'll be the belle of the ball – after all, there's only one *BG Charade*.

“It'll be amazing to go to some places that are off the beaten track; places where most other people won't ever have been”



The famous Heart Reef, part of the Great Barrier Reef off the North Queensland coast of Australia



After the Cup, I'd like to go out and see the Great Barrier Reef and experience the rest of Australia – as long as I don't get eaten by a shark! In all seriousness, I think half the fun of yachting is meeting new people around the world, and really experiencing other cultures. It'll be amazing to go to some places that are off the beaten track; places where most other people won't have ever been.

In Auckland I'm hoping to spend time with another yacht owner, Steve Owen, or “The King of New Zealand” as we call him. I met him in Aspen skiing and we had so much in common that we've become close friends. He's encouraging me more than anybody to come to the America's Cup in New Zealand, and it's going to be a blast. The locals are excited to show off their country, and why wouldn't they be? It's one of the most idyllic spots in the world.

It's not too late to join... *SuRi*

DEPARTED: February 2020

ON THE ITINERARY: Solomon Islands, Cocos Island, PNG

HIGHLIGHT: Contributing to the Seabed 2030 3D mapping mission

The 208ft *SuRi* will be launching its U-Boat Worx Cruise Sub 7 off some of the most remote Pacific islands, in a research mission overseen by Cookson Adventures. Six guests will be able to join pilot Ofer Ketter as the sub maps the ocean floor. Contact nick@cooksonadventures.com if you are interested in taking part.



COUNTDOWN TO THE CUP

Whether you've already set off for Auckland, or are considering heading there next year to catch the final thrilling America's Cup races, here are all the key events you need to know about and when they're due to happen.

BOAT International is proud to be the exclusive media partner of the Mastercard Superyacht Regatta – where yachts compete for the official BOAT trophy on the second race day – as well as media partner of the New Zealand Millennium Cup and the Superyacht Gathering. We'll be covering the action on boatinternational.com, and releasing further race information as and when it becomes available.

At present, all 75 superyacht berths in Auckland have been filled. However, there are many anchorages nearby and an accreditation service will be available, providing direct access for tenders to the America's Cup Race Village. A map indicating where these are can be viewed on boatint.com/auckland-anchorages. The contact address for all superyacht inquiries is superyachtregattas@rnzys.org.nz.

Calendar

2020

MARCH

25-27

The Superyacht Gathering, Auckland

APRIL

23-26

America's Cup World Series, Sardinia

JUNE

Date to be confirmed

The BOAT International Tahiti Superyacht Rendezvous.

For more details, email events@boatinternationalmedia.com

DECEMBER

4

NZ Marine Superyacht Welcome Function, Royal New Zealand Yacht Squadron

10-20

America's Cup World Series Christmas Regatta, Auckland's Hauraki Gulf

2021

JANUARY

Prada Cup America's Cup Challenger Series starts, Auckland's Hauraki Gulf

1

Royal New Zealand Yachting Squadron 150th Anniversary and New Year's Day Round Kowau Island Race

3

RNZYS Cruise to Great Barrier Island

FEBRUARY

Prada Cup America's Cup Challenger Series continues

12-14

Superyacht Fishing Competition, Bay of Islands Swordfish Club, Russell, presented by NZ Marine. To enter, contact stacey@nzmarine.com

15-18

New Zealand Millennium Cup Superyacht Regatta, Bay of

Islands, presented by NZ Marine in association with Russell Boating Club.

To enter, contact stacey@nzmarine.com

23-26

Mastercard Superyacht Regatta, Auckland. To enter, contact superyachtregattas@rnzys.org.nz

MARCH

Feb 28-March 5

Mastercard J Class Regatta 2021, Auckland's Hauraki Gulf, presented by RNZYS To enter, contact jclassregattas@rnzys.org.nz

6 (morning)

J Class Exhibition Sail, Auckland, presented by RNZYS

6-21

36th America's Cup Match, Auckland's Hauraki Gulf

24-26

The Superyacht Gathering, Auckland



WHERE TO SPOT THE YACHTS...

If you want to watch the Mastercard Superyacht Regatta on land, the following are prime locations. To catch the starts, **North Head**, **Devonport** and **Bastion Point**, **Orakei** are good options, depending on the day's racing. For the finish, make for **Westhaven Drive**, **Westhaven** or the **Royal New Zealand Yacht Squadron** to see some of the world's best racing.



ALL ABOUT AUCKLAND

DID YOU KNOW...

- Emirates Team New Zealand was the first non-American team to win then defend the America's Cup (1995 and 2000). When it hosts the 36th event in 2021, it will be vying to repeat that achievement.
- Auckland is home to Aotea/Great Barrier Island, the first island in the world to receive International Dark Sky Sanctuary status.
- Hauraki Gulf Marine Park encompasses nearly three million acres of sea and more than 50 islands. Half the world's species of dolphins and whales visit the area, and a quarter live there.
- Auckland's landscape is dotted with 48 volcanic cones. The largest and most iconic is Rangitoto Island, which was formed by an eruption about 600 years ago.
- The capital boasts more boats per capita than anywhere else in the world: in 2014, it had more than 135,000 registered boats – roughly one for every 11 of its 1.45 million people.





PHOTOGRAPHY Jim Raycroft





Castaway

If you could take just one item to a deserted Bahamian island, you'd be foolish not to choose the smooth, shallow LeVen 90, says *Kate Lardy*

You can't frequent the Bahamas' Out Islands without taking a few risks. Getting to the wild isles requires running over shallow banks littered with coral heads, and the most intriguing anchorages and inlets tend to have a mere 3ft or so of water in them. The superyacht industry may talk about an 8ft draft as being "Bahamas friendly" but the fact is, it is the smallest boats, drawing significantly less than this, that have the most fun here.

This is something Nassau resident Lucas Silva knows well. He also understands that with risk comes great reward. The shallow, clear waters make an unbeatable playground for his extended family to enjoy together. His yachts of choice to play with here have ranged from a 121ft raised pilothouse Admiral to a 50ft Nisi power cat. Both award winners, the one thing they had in common was a flair for the unusual – and that element is what he has taken with him on his quest to create the ultimate Bahamas superyacht.

For this, his third yacht built with consultant YachtCreators, he wanted to bring together the best traits of his previous boats: from the catamaran, the ability to connect with the water; from the Admiral, the comfort and security of a superyacht. The result? A 90ft vessel built to class with huge deck spaces that can park itself right on the beach.

All design decisions were made while picturing a beautiful day in the Exumas – those 365 unspoiled islands of brilliant-white sand and swimming-pool-blue water. The yacht needed to have a shallow draft, of course, and to harmoniously blend indoor and outdoor spaces together to keep guests at one with the unique and gorgeous surroundings.

Vripack, initially consulted for the naval architecture, ended up taking over the entire design, inside and out, while fellow Dutch company Van der Valk was chosen to build the all-aluminum yacht. YachtCreators, working with Silva, were the drivers that pulled the concept together, creating a whole new brand – LeVen – in the process.

The three-tiered aft deck is the first hint that this is not your typical motor yacht. A generous bathing platform is the launch pad for the water toys kept in the adjacent lazarette, which YachtCreators calls the trunk. The mezzanine level is the primary lounging area, with aft-facing seating for keeping an easy eye on young swimmers, while the dining table sits higher still, giving crew a chance to set up for meals while not disturbing guests.

A long flybridge overhang shelters the dining area. Hovering at an immense height over the deck, it gives the space a superyacht feel that belies the 90ft LOA. It also makes for an almost 40ft-long top deck above:





“IT’S ABOUT GIVING YOU THE FEELING THAT YOU ARE NOT AFRAID TO TOUCH ANYTHING, EVEN IF YOU COME RIGHT FROM THE BEACH”



The LeVen 90's top deck houses the bridge (above) and the open-air lounge (opposite page, bottom). The aft main deck (right) offers plenty of sun and seating and has access to the bathing platform below



a sophisticated outdoor lounge that straddles sun and shade, and is also the home of the yacht's only bridge.

Inside, oversized windows offering a true 360-degree view provide that all-important connection with the water. The main deck is designed around a “great room” concept, combining the salon and galley into one big space. Forward, instead of a helm station, is the open galley. Guests seated at the island here have premium forward-facing views while under way.

Virtual reality technology played a key role in the arrangement. Barin Cardenas, CEO of YachtCreators, says they presented the yacht in full virtual reality two years ago as a marketing tool, but “it ended up that we noticed things we didn't like by walking the space. The galley was originally aft, the lounge was wrapping under the windshield and looked back. We switched the entire main deck based on VR.”

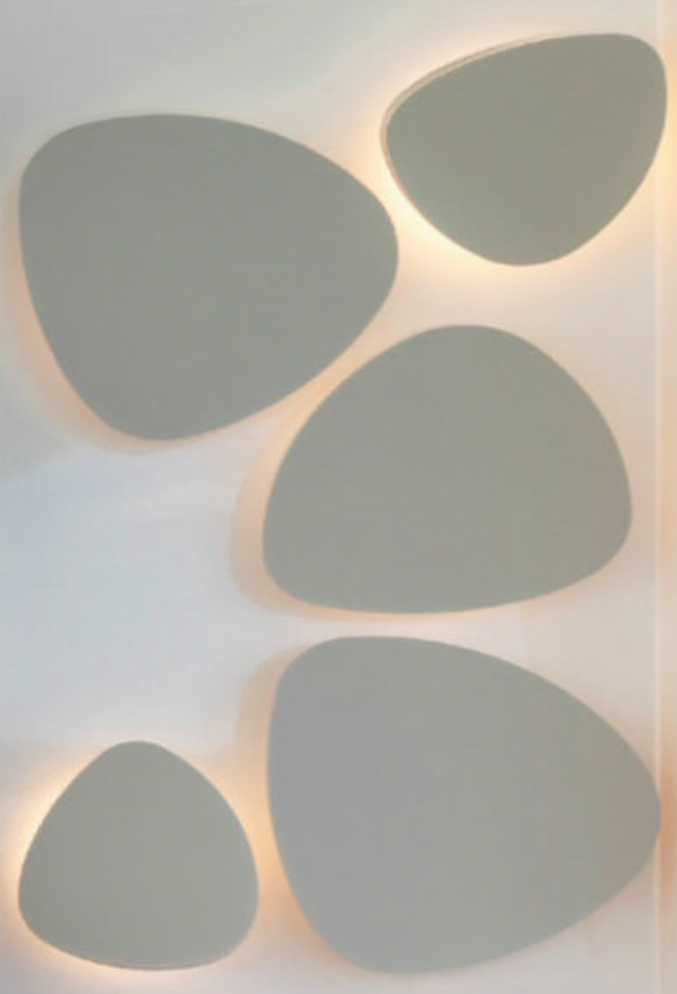
In tune with the yacht's intended cruising grounds,

the interior decor has a casually elegant beach feel. The natural palette relies on gray-washed oak that has a light sandy tone, contrasted with brushed metal in a dark bronze. There is nothing shiny or glaring. It is a calm and neutral milieu in which ornate detailing is eschewed for simple yet luxurious comforts, like the soft leather of the sofas that invite you to sit. “It's about giving you the feeling that you are not afraid to touch anything, even if you come right from the beach,” says Marnix Hoekstra, co-creative director of Vripack.

Down below, a wall covering in the master suite picks up on the theme by mimicking ripples in the sand. This aft cabin is rivaled by a substantial VIP forward. “It's an example of how our design is underpinned by the naval architecture,” Hoekstra says. The hull is extra beamy forward, allowing space for this generous VIP.

An alfresco dining area for crew and guests is situated a level up from the mezzanine lounge, illuminated by pebble-like wall decorations







Below: the main salon with the raised open galley beyond, which offers guests seated at the bar a prime view. Opposite page, top: the main salon looking aft toward the alfresco dining space and (bottom) the galley

SLIPPERY WHEN WET

Marnix Hoekstra, of Vripack, explains how the hull that defies naval architecture principles came to be

The Slide Hull comes from the commercial world. Around nine years ago, a captain of a commercial ship said to us, "I've got this perfect boat running. I'm going out in the heaviest weather; everybody wants to be on my boat when I have to go to these windmills, etc, but I have no idea why it is so good." We said, "That's easy; we'll figure it out for you."

So we took a ride with him in heavy weather and the guys came back like, "Yeah, this is weird because this hull should not perform. Every theory we have tells us that this hull is bad, but we've been on her and she performs!"

We figured out what made the hull work so incredibly well. After we found that out, we were able to see it doesn't comply with any fundamental naval architecture formulas, so we couldn't calculate the boat as such. We were therefore able to apply a patent on it, because it's really a radical innovation.

Originally it was built by this captain. He built it, didn't like it, and he changed it; he changed his boat like 10 times, just an innovator working by heart. We actually improved on it once we figured out how it worked, so we hold a joint patent with him now. The beauty of it is it has no dynamic trim; it rides [level]. And particularly in a little heavier waves or a little chop, it's the smoothest ride you've ever seen.



It's a layout that suits Silva's family. Like many yachts, the LeVen must cater for a multi-generational group, and Silva himself takes the VIP in order to offer his parents the master. A twin cabin to port takes care of the kids, and there is an extra queen cabin for guests to starboard. In all cabins, the hull windows stretch sufficiently low for those lying in bed to get an invigorating sea view.

"The idea was to tackle all five senses – sight, sound, taste, smell, touch," Cardenas says. "Everything that you see should connect with the water, everything your hand touches should feel good." Sound – or lack thereof – is taken care of by a superyacht-grade noise attenuation system by Van Cappellen. Furthermore, all house systems can run off batteries for a completely silent yacht at anchor.

"The electric system is a bit different than the usual yacht," Cardenas explains. "Much like a Tesla, everything runs through the batteries. All systems – AC/DC/120/240 – everything is powered from a massive lithium battery bank offering stable, constant and clean power. That bank is constantly topped off by several independent systems for a truly redundant power source."

This was a key part of the plan to make a "beachfront home experience," as Cardenas describes it. "Drop anchor, lower the main deck windshield, fully open the

salon doors and let the ocean breeze run through the main deck from bow to stern," he says. "Self-closing doors will keep the cabins cool, as the lithium bank can run full hotel operations and the lower deck air conditioning for eight hours in daytime. In the evening the generators come on to top off the batteries while guests take hot baths, cook dinner and such. This then lets the boat run in silent mode in full night operations for up to 12 hours."

Comfort under way is helped by Vulkan thrust-bearings that separate the running gear from the gearbox and engine, so there is none of that jerky push-and-pull feeling when the engines engage. "This also means the engines can move independently, so we can use softer mounts and a stiff engine bed for a massive reduction in vibrations," Cardenas adds.

But the main contribution to a smooth ride is the patented Slide Hull by Vripack. The boat runs flat; there is no bow rise thanks to this revolutionary design that directs the passing water to "slide" down the hull (see facing page). It is Vripack's largest application of the hull shape to date.

The designers then took it one step further, reducing the draft to an incredibly shallow 4ft 6in by incorporating Voith Linear Jet propulsion. In this system, the propellers are fully protected within nozzles integrated into the hull. They are quiet, vibration-free, efficient and, above all, allow



“THE IDEA WAS TO TACKLE THE FIVE SENSES. EVERYTHING YOU SEE SHOULD CONNECT WITH THE WATER, EVERYTHING YOUR HAND TOUCHES SHOULD FEEL GOOD”



The beach house theme of the LeVen 90 is echoed in the sand-inspired wall covering in the master cabin (far left) while the low windows in the guest twin cabin allow for a great view (bottom left)



the yacht to access shallow areas with confidence – with even the option to “beach” the yacht, like a dinghy or catamaran. “The nozzles are made from cast aluminum so they can hold the vessel’s weight,” says Yoei Bijker, of Van der Valk Shipyard.

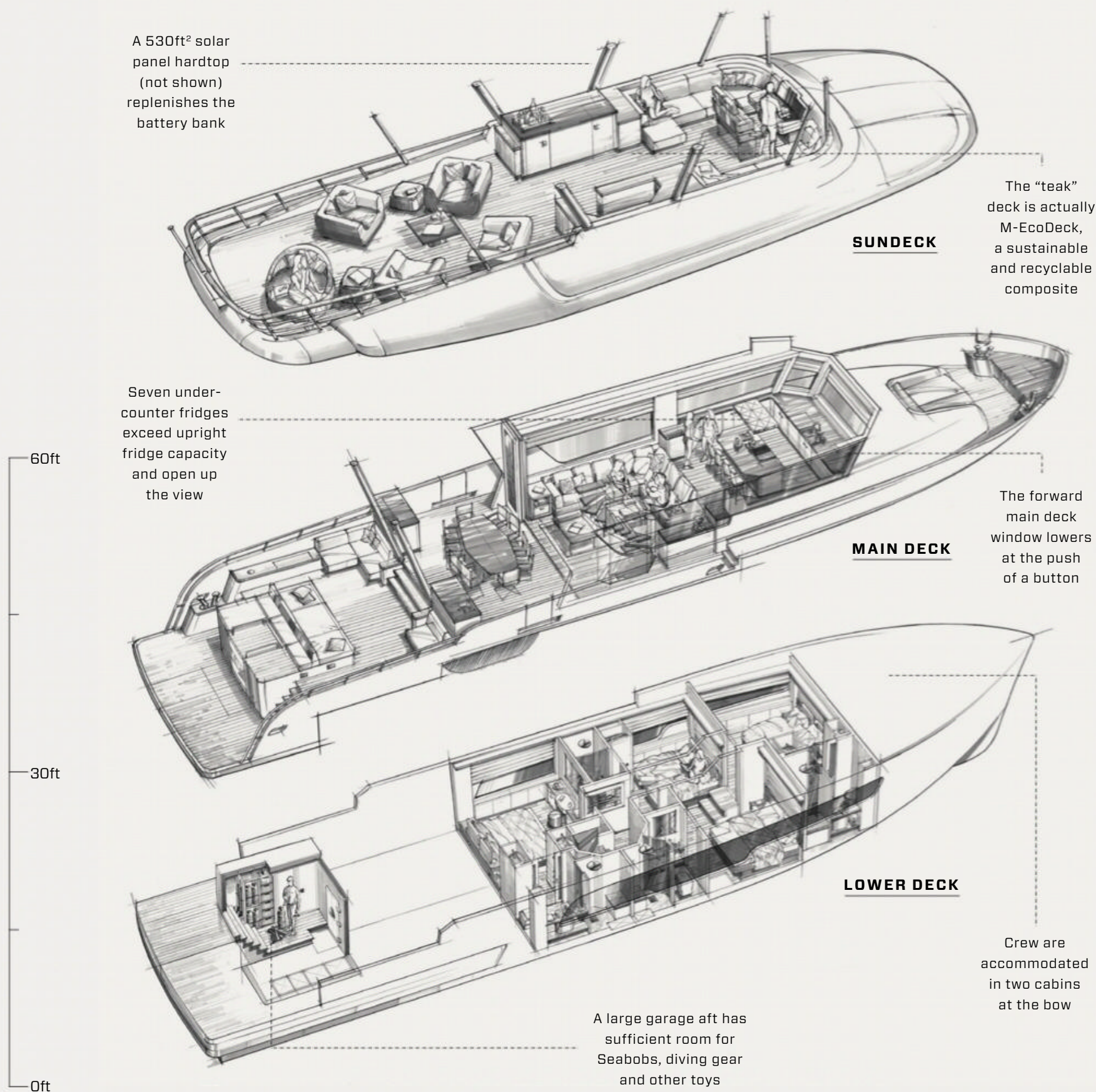
The LeVen is the second vessel to incorporate this drive system following a commercial catamaran three years ago. Initially there was some question about whether it would work on a monohull, but Hoekstra saw the potential and draft advantages of combining it with the Slide Hull. “The only thing we have left to do is beach her,” he says. “I can’t wait to do that.”

While this particular design is the answer to Silva’s yachting needs, it is also a repeatable concept that YachtCreators and Van der Valk are offering as a new range. The aluminum construction makes it highly adaptable to various layouts. “The hull is made from such a strong skeleton and rigid frame that we don’t need any structural bulkheads, so can freely make an arrangement in terms of the interior,” Bijker says.

It’s a concept that will appeal to anyone looking for a luxurious castaway experience. YachtCreators may be calling the LeVen 90 “the ultimate Exumas superyacht,” but it’s really for family-focused owners everywhere who want to be close to the sea. ■

LEVEN 90

LEVEN YACHTS



121

LOA 90'
LWL 85' 3"
Beam 21' 11"
Draft (full load) 4' 6"
Gross tonnage 135GT
Engines
 2 x 1900hp MTU
 12V 2000 M96L

Speed max/cruise
 28/22 knots
Range at 18 to 25 knots
 500nm
Generators
 2 x Northern Lights
 25kW

Fuel capacity
 3,170 gallons
Freshwater capacity
 530 gallons
Tender
 1 x 14' 3" Williams
 Sportjet 435
Owners/guests 8
Crew 4

Construction
 Aluminum hull and superstructure
Classification
 RINA
Naval architecture
 Vripack
Exterior styling
 Vripack

Interior design
 Vripack
Builder/year
 LeVen Yachts/2020
 Fort Lauderdale, US
 t: +01 954 650 7353
 e: hello@levenyachts.com
 w: levenyachts.com

Yard
 Van der Valk
 Waalwijk,
 the Netherlands
 t: +31 (0) 416 651 562
 e: info@vandervalkshipyard.com
 w: vandervalkshipyard.com





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*Fall in love with a
legendary island style*

Photography - Todd Marshard

Stylist - Fiona Rubie

Previous pages, from left: Tallus wears cardigan, \$4,900, and belt, \$925, both chanel.com; Thailand bikini, \$262, odabash.com; Cruz Flat boots, \$1,295, jimmychoo.com. Christos wears Tuscany fedora, \$255, lockhatters.co.uk; Bea necklace, \$260, alighieri.co.uk; corduroy cotton-jersey tracksuit pants, \$982, brunellocucinelli.com. Odysseas wears Aran sweater, \$350, belstaff.co.uk; linen shorts, \$285, frescobolcarioca.com. This page: waffle-knit jacket, \$1,295, richard-james.com; Pepé swim shorts, \$220, frescobolcarioca.com



TODD MARSHARD

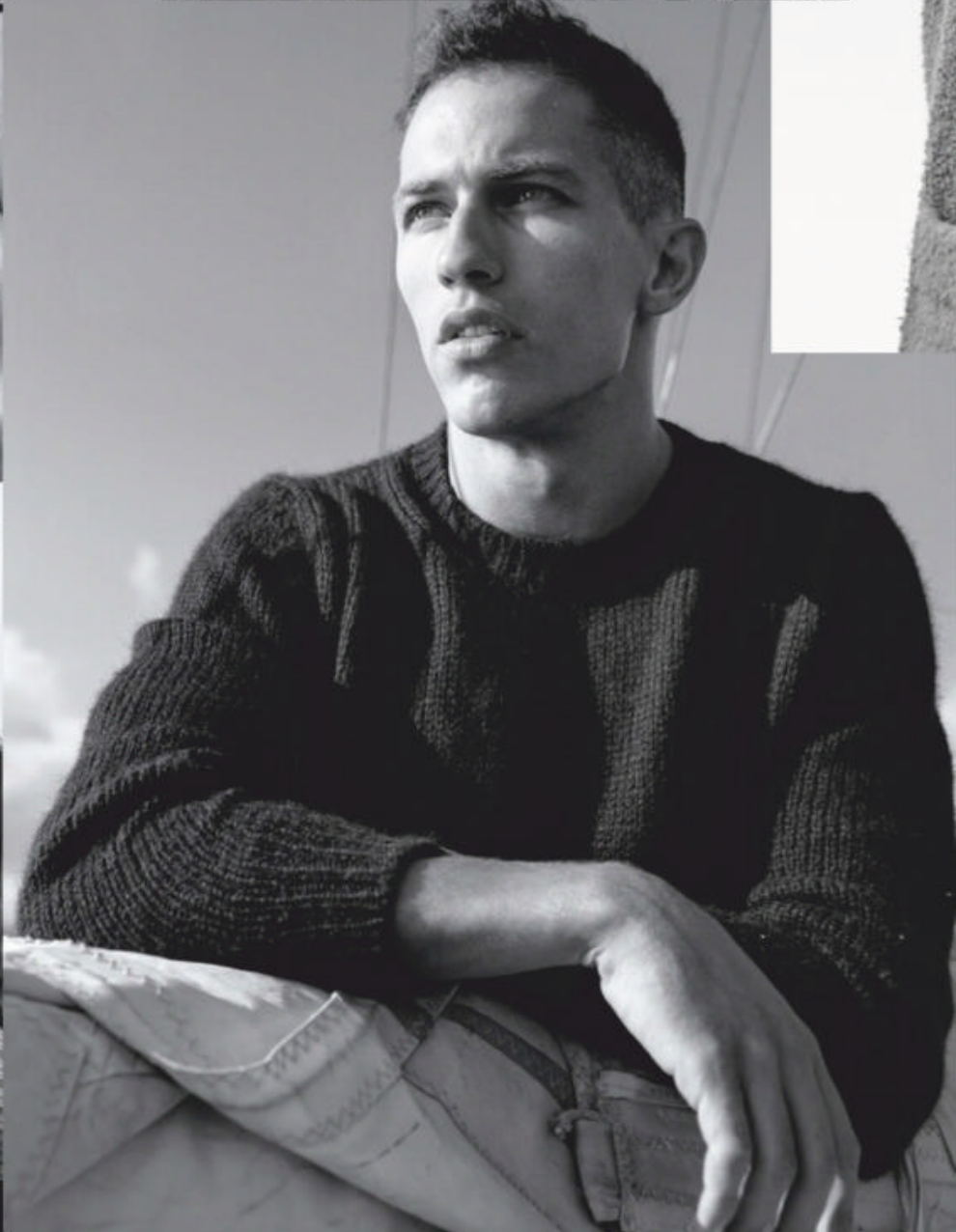


Top, \$2,100, and blouse, \$4,300, both [chanel.com](https://www.chanel.com)



From left: Christos wears jacquard swim shorts, \$295, frescobolcarioca.com. Tallus wears striped shirt-dress, \$1,010, etro.com; Malibu bikini, \$212, odabash.com. Odysseas wears Horton knitted polo shirt, \$395, and Setter swim shorts, \$275, both orlebarbrown.com

TODD MARSHARD



Top left: camp-collar shirt, \$285, frescobolcarioca.com;
 wool blend sandwashed Ottoman pants, \$1,075, armani.com.
 Top right: terrycloth cardigan, \$620, stoneisland.co.uk; vest, \$50, sunspel.com.
 Above: crew-neck sweater, \$695, tods.com.
 Right: Odysseas wears Modernist Breton swim shorts,
 \$250, frescobolcarioca.com. Christos wears Copacabana
 swim shorts, \$250, frescobolcarioca.com

*This page: nappa and silk dress,
\$6,495, brunellocucinelli.com;
scarf, model's own*



Below, from left: Odysseas wears pajama-collar shirt, \$285, frescobolcarioca.com; Longton slim jeans, \$195, belstaff.co.uk. Tallus wears velvet long dress, \$2,100, and embroidered belt, \$810, both etro.com. Christos wears vest by Sunspel, as before; stretch-wool drawstring pants, \$1,075, armani.com; Panama hat, \$345, lockhatters.co.uk. Right: blue shirt, \$250, apc-us.com; reverse bandeau one-piece, \$190, heidiklein.com. Bottom right: collarless linen shirt, \$365, turnbullandassier.co.uk; Bulldog cotton twill swim shorts, \$245, orlebarbrown.com





Top left: navy crew-neck sweater, \$695, tods.com; Longton slim jeans, \$195, belstaff.co.uk. Top right: Copacabana swim shorts, \$250, frescobolcarioca.com. Left: Tallus wears Tibbs cardigan, \$500, madeleine-thompson.com; Malibu bikini by Odabash, as before; pants, \$315, asceno.com. Odysseas wears perforated merino-knit polo shirt, \$295, frescobolcarioca.com; Bulldog shorts, \$245, orlebarbrown.com. Above: polo shirt, \$995, loropiana.com; drawstring pants by Giorgio Armani, as before



Odysseas wears T-shirt, \$90, sunspe.com; sandwashed Ottoman pants by Giorgio Armani, as before; Panama hat by Lock & Co, as before. Tallus wears flared dress in silk shantung satin, \$2,995, armani.com; Pasifai sandals, \$320, ancientgreek sandals.com. Christos wears polo shirt by Loro Piana, as before; drawstring pants by Armani, as before; Foxley loafers, \$750, jimmychoo.com

Models: Odysseas Psaros and Christos Katsavochristos at VN Model Management; Tallus at D Models Agency. Hair and make-up: Sophie Hartnett. Creative direction: Christopher Whale. Fashion assistant: Anna Knott

PHOTOGRAPHY Mengi Yay



Istanbul yard Mengi Yay has a ready-made solution for owners unwilling



Turkish delight

to wait for their new yachts: the Virtus 44. *Sam Fortescue* takes a look

“THE DESIGN WAS MORE SHARPENED, GEOMETRICAL; THEN WE MADE IT A LITTLE MORE CURVED AND FEMININE. IT’S A MIX”



The hull, designed by Dutch naval architect Jaron Ginton, has a round bilge and a marked spray railing above the waterline. “Then a short bulbous bow,” Ginton says, “short



because we didn't want to make the boat longer, and a shallow stern with trim wedge"

W

When Hüseyin Mengi joined the family boatbuilding business in 1983, it was still producing wooden fishing and rowing boats in the Golden Horn district of Istanbul, Turkey. He was 11 years old and began as an apprentice carpenter. Now, more than 35 years later, the boatyard has become a shipyard turning out 130ft yachts in steel, aluminum and composite. Every now and then, Mengi still likes to pull on overalls and join the carpenters in the dust of the shop floor, but today he is smartly dressed to receive me and a potential Russian client on board his latest creation: the Virtus 44.

I meet the boat early one morning in Pendik, part of the urban sprawl on Istanbul's Asian coast, and the rusty heart of Turkey's boatbuilding industry. The Virtus floats at the end of a long pontoon in a berth said to match the South of France in terms of price, if not the splendor of the coastline. We climb on board a neighboring ketch, also built by Mengi Yay, to get a better look. The perspective allows us to take in the elegant line of her beveled superstructure and the apparently seamless glazing that runs nearly the full length of the main deck. The uneven line of the bulwarks might offend design purists, but to my eyes it has been well concealed by the two-tone paintwork – white above and a slightly military gray below.

Just like her sistership, the impressive 147ft *Aquarius*, she looks as if she would give anything built by the Italian yards a run for its money. Perhaps it's little wonder, with the exterior lines and the interior design both from the drawing board of Paolo Dose, of VYD Studio in Trieste. "The first concept was a little bit different," he says. "The design at the start was more sharpened, geometrical; then we made it a little more curved and feminine. It's a mix.

"We had the fortune of not needing to rush, and when you have more time the result is better. The first design was around 40 meters

[130ft], then it grew. The shipyard was clever in this case, because they understood it was better to go closer to 500GT, which came to a length of around 44 meters [147ft].”

And here, in a nutshell, is one of this boat’s defining characteristics. It offers phenomenal volume just shy of the 500GT cut-off, including four good-sized staterooms on the lower deck and a generous master suite filling the forward end of the main deck. It is, as broker David Legrand of Fraser notes, the sort of space more normally associated with 160 to 180ft yachts. “Mengi Yay have come late to the game, so I’ve told them to go slowly and get it right,” he says.

That volume comes courtesy of towering topsides, a main deck that fills nearly the full length of the boat and a broad, almost 30ft beam. Then there’s a large upper deck featuring a comfy sky lounge and bar with a drop-down cinema screen, plus a big outside area with room for 10 to dine or lounge. It is all crowned with an open 800-square-foot sundeck, fitted with a spa pool and hardtop.

Dose says he designs the exterior first, but spends far more time on the interior, because that is where guests will spend most of their time aboard. “It is our ethic to design something that’s realistic and functional. Everything has to work. It’s elegant, but cozy. When all the curtains are drawn, it feels like a house by the sea.”

Perhaps “mansion by the sea” would be a better description, as the Virtus has made ample use of balconies to create more usable space. The bulwarks on either side of the main salon fold down, for instance, with glass that you can walk on. There is also a 550-square-foot beach club. A deep fold-down balcony on the starboard side communicates with the bathing platform and brings light and air inside. Meanwhile, the back door of the beach club folds down into prime sea-level real estate, including an integrated Transformer platform. There’s also a dayhead and bar here.

The Russian client, who has owned smaller yachts in the past and runs his own fleet of commercial bulk carriers, tells me that this is one of the key attractions of the boat. “If you want to spend a lot of time living on the yacht, then this is the right boat,” he says. “I will spend three to four months per year.”

The main deck fills virtually the entire 143ft length of the boat, helping to create the almost 500GT of volume. It makes for a large main salon, the floor-to-ceiling windows of which add to the sense of space





The bulwarks on either side of the main deck dining salon fold down and the glass doors slide open to bring the outside in to the main living area

Building a giant

Like most Turkish shipyards today, Mengi Yay had humble beginnings as a builder of small wooden craft for fishing and rowing. Its steady expansion into composite and metal boatbuilding has pushed the family-owned company into building 65ft to 100ft yachts. But for chief executive Hüseyin Mengi, this is not enough.

“On the local market, there are many good people who can build yachts below 35 meters [115ft], and they’re all my friends,” he tells me over a mixed grill. “Instead of being one of 400 Turkish shipyards, I want to be one of 15 that can build a 40- to 50-meter [130-164ft] yacht.”

The yard is already working on a 157ft explorer yacht with Paolo Dose, which will incorporate a new level of comfort and privacy for the owner, and huge outside spaces. There’s a 150-footer in the pipeline, too. But this is just the start of Mengi’s ambitions.

“Ultimately, we want to build one 80-meter [260ft] boat per year,” he says. If he pulls it off, this could put Mengi Yay in the top three or four Turkish yards and position them in the top 30 globally.

On this first Virtus 44, the cabins are configured as two doubles and two twins with Pullmans, sleeping up to 12. Below: ingeniously, the sky lounge (seen here in cinema mode) is fully wired and designed for quick and easy conversion into the master suite, should the owner tire of sleeping on the main deck



Al fresco dining for 10 on the upper deck aft is under the cover of the sundeck above, but the sofas and easy chairs are out in the open where guests can enjoy the elements and views



“IT IS OUR ETHIC TO DESIGN SOMETHING THAT’S FUNCTIONAL. EVERYTHING HAS TO WORK. IT’S ELEGANT, BUT COZY”

139

Allowing nosy journalists and time-pressed clients to meet and discuss the boat seems in line with the honest, open attitude of this family-run yard.

Mengi uses the term “explorer” in our conversation about the boat, but this is a bit of artistic license. The Virtus is a solid sea yacht, however, and has the technical spec to prove it. At an economical 10 knots, her 11,600-gallon fuel tankage gives a range of 2,900 nautical miles – theoretically enough to sail from the Canary Islands to the Caribbean. The yacht is also fitted with four ABT-TRAC zero-speed stabilizers for comfort at sea. She has a huge walk-in cold room and freezer, with trash-compaction space to match, giving her extended cruising possibilities. And her side-opening garage to port has an Opacmare crane that can lift a tender up to 1.65 tons in weight and about 15ft long. There is further space for toys and water sports equipment.

Much of her economical performance is the work of Jaron Ginton, the Dutch naval architect who designed the hull below the waterline. The brief to him was

short and sweet: “A good seaboat with a steel hull, not wood,” he explains. “It was to be a quiet boat, with full range and commercial registration.” There was no tank testing, but Ginton dipped into his archive for a similar project from which to work. The chosen hull shape had a round bilge, with a pronounced spray railing at the bow above the waterline, because the near-vertical bow produces lots of spray. “Then a short bulbous bow – short because we didn’t want to make the boat longer, and a shallow stern with trim wedge. We also have long skegs that are deeper aft than at the front to allow bigger propellers with more hull clearance.”

This last detail is important, because larger propellers don’t have to rotate so fast to generate thrust, and they don’t churn so much wash against the hull. Both of these features make for a quieter boat – something Mengi Yay is very proud of. The Virtus not only satisfies LY3 requirements, with features such as sealed compartments for buoyancy in the event of hull damage, but it also meets RINA’s tight Comfort Class rules for quiet boats.

So the generators are installed on hefty rubber dampers, while acoustic insulation is built into each room below deck. “This is basically a quiet boat,” the potential client confirms as he emerges from the owner’s suite, with the twin Cat C32 engines maxed out at 2,280rpm.

The boat was built on spec with advice from Legrand at Fraser, who sees it as an investment in building his portfolio of 130ft yachts. “These are no Feadships, but selling well-built Turkish vessels is good business,” he confirms. “They already have interest for a 65-meter [213ft] boat, but I am telling them ‘Please stay small for the moment. Go slowly and get it right.’”

Mengi believes that potential clients in this sector don’t want to wait years for their yacht to be designed, built and delivered. “We realized that the demand from the market is for ready-made product. Clients want to take it off the shelf, not wait two to three years.” Naturally, the Virtus can be heavily customized for an owner, he adds, but that is not what most clients want.

This means that none of the rooms on

board is completely finished. The joinery, paint, leather, wallpaper and copious stainless-steel decorative work is all there and perfect, but every space is awaiting the signature flourish of an owner. That large salon, for instance, has been delicately finished with walnut floors and a mixture of black and gray stained oak cabinetry. But there are three alcoves which stand empty, awaiting a feature piece of art. They have been finished with handmade wallpaper covered in strands of natural cork picked out in metallic silver paint – a striking design by Maya Romanoff of the US.

Down floating glass-lined stairs, the four guest cabins on the lower deck feature deep wool carpets, lots of indirect lighting and Alcantara ceiling panels – “for a more homely feeling,” says project manager Irfan Başar.

“There are warm tones everywhere and small contrasts, but not too much,” designer Dose explains. “The wood and leather come from Italy; there’s natural oak and smoked chestnut leathers by Foglizzo. The yard imposed no limitations with the materials.”

He admits it was difficult designing an appealing interior without an owner involved. “We tried to make something for the market – not to give it too much personality, too much color or too much grain. With artwork and accessories, you can add the final touches with the owner.”

The pièce de résistance is undoubtedly the 430-square-foot owner’s suite, running the full beam of the forward part of the main deck. With large windows, the natural light is excellent, as it is in the adjoining office, where a desk looks out through floor-to-ceiling glass. The space has been thoughtfully designed for confidentiality, with sliding soundproof doors to separate it from the cabin and the dressing room. The potential client sums it up nicely: “Neither crew nor passengers can disturb you,” he says.

I ask him what he thinks about the boat as a whole, and he ponders my question for some time before answering. “I was once told that people first buy British plastic; then Italian; then perhaps Dutch or German,” he says carefully. “I believe they’ve missed something out in between: Turkish. To me, Mengi Yay is closer to Italian.” ■



Clockwise, from above: the full-beam master suite, forward on the main deck, has walk-in closets behind the headboard and an office beyond; the starboard-side VIP; the bathrooms have contrasting marble – white Carrera from Italy and Toros black from Turkey; looking forward from the VIP to a twin guest cabin





TEN STARS FROM TURKEY
(delivered by Turkish yards since 2010)

ELEMENTS

262ft, Yachtley (2018)

GO

252ft, Turquoise (2018)

QUANTUM OF SOLACE
(Ex-Vicky), 238ft (2012)

AXIOMA

238ft, Dunya Yachts (2013)

TALISMAN C

231ft, Turquoise (2011)

IRIMARI

207ft, Sunrise Yachts (2015)

SAMURAI

197ft, Alia Yachts (2016)

BARAKA

191ft, Turquoise (2010)

TURQUOISE

182ft, Turquoise (2011)

DUSUR

170ft, Bilgin (2015)



VIRTUS 44

MENGI YAY

SUNDECK

UPPER DECK

MAIN DECK

LOWER DECK

The spa pool at the forward end of the sundeck measures 7' 10" by 6'

Sliding soundproof doors ensure privacy in the owner's office

A 1.65-ton capacity Opacmare crane is in the tender garage

A fold-down balcony opens up the beach club on two sides

A drop-down cinema screen is installed in the sky lounge

Sliding aft doors and drop-down balconies open up the main salon

142
60ft
30ft
0ft

LOA 142' 11"
LWL 135' 2"
Beam 28' 10"
Draft (full load)
8' 11"
Gross tonnage
483GT

Engines
2 x 1,450hp
Caterpillar C32
Speed max/cruise
15/12 knots
Range at 10 knots
2,450nm
Generators
2 x Cat C4.4 86ekW;
1 x Cat C2.2 22.5ekW

Fuel capacity
11,600 gallons
Freshwater capacity
2,200 gallons
Tenders
1 x 16' Castoldi;
1 x 11' RIBO P Sling
340; 1 Zodiac Cadet
340 RIB Neo

Owners/guests 10 12
Crew 9
Construction
Steel hull; aluminum
superstructure
Classification
RINA Charter,
C * HULL, MACH
Ych, Unrestricted

Navigation. EFP, DMS
Compliance to LY3
Naval architecture
Ginton Naval
Architecture
Exterior styling
Paolo Dose
VYD Yacht Design

Interior design
Paolo Dose
VYD Yacht Design
Builder/year
Mengi Yay/2019
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AMANPURI, PHUKET, THAILAND

Drop anchor off Phuket's west coast and tender in to the secluded beaches of Amanpuri, which means "place of peace" in Sanskrit. It was the first Aman resort to open, 32 years ago, but there are now even more reasons to visit. Its 40 Thai-style pavilions and 47 villas are as welcoming as ever and the spa has recently been expanded and upgraded. Now home to 12 treatment

rooms, it offers a series of recently launched wellness immersion programs to tackle specific concerns such as weight or stress. After sunset you can toast your health at The Lounge bar with an Aman 1 Tonic, a gin concoction by mixologist May Sriskaew, followed by exceptional Thai food by chef Kannika Jitsangworn at the Terrace. [aman.com](https://www.aman.com)





Into the spirit world



British Columbia's furthest reaches are home to the rare "spirit bears" of legend. *Kate Lardy* boards the 114ft *Pacific Yellowfin* to catch a glimpse

Never trust a black bear. This is the advice running through my mind as I watch a particularly large one dive under a log a few feet away from my perch on the riverbank. A grizzly bear, the apex predator round these parts, needs only to assert its dominance; a black bear, on the other hand, is the underdog, falling below grizzlies, cougars and wolves in the hierarchy. It will fight to the death if feeling threatened, simply because it has to.

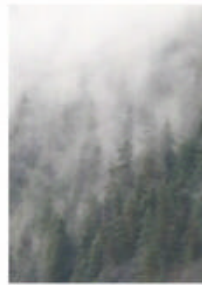
With a hefty leap, 330 pounds of wet bear hoists itself out of the river and on to the log. This was its second dive for salmon, the first scoring it a wriggling fish. Coming up unsuccessful this time, it gives our gaggle a stare and walks straight towards us. We hold

When salmon head upriver to spawn, many animals benefit, including the pine marten (below)



our collective breath as Colin Griffinson, owner and captain of our host yacht *Pacific Yellowfin*, pulls out his bear spray and readies it as the animal brushes past us. Griffinson later tells me it's the first time he has had to do this in years. He has stern words with our Gitga'at First Nation guide (one of 14 tribes of the Tsimshian nation in British Columbia) for allowing us to get too close, even though no one in our group minds.

Witnessing bears fishing for salmon is pretty high on most people's wish list, but we also have a higher purpose: to spot the elusive Kermode or spirit bear. Found only in the Great Bear Rainforest in British Columbia, it's an all-white variation of the black bear, whose brown eyes show that it is no albino. A long-protected secret held by the aboriginal people of Canada (now called First Nations), the Kermode bear

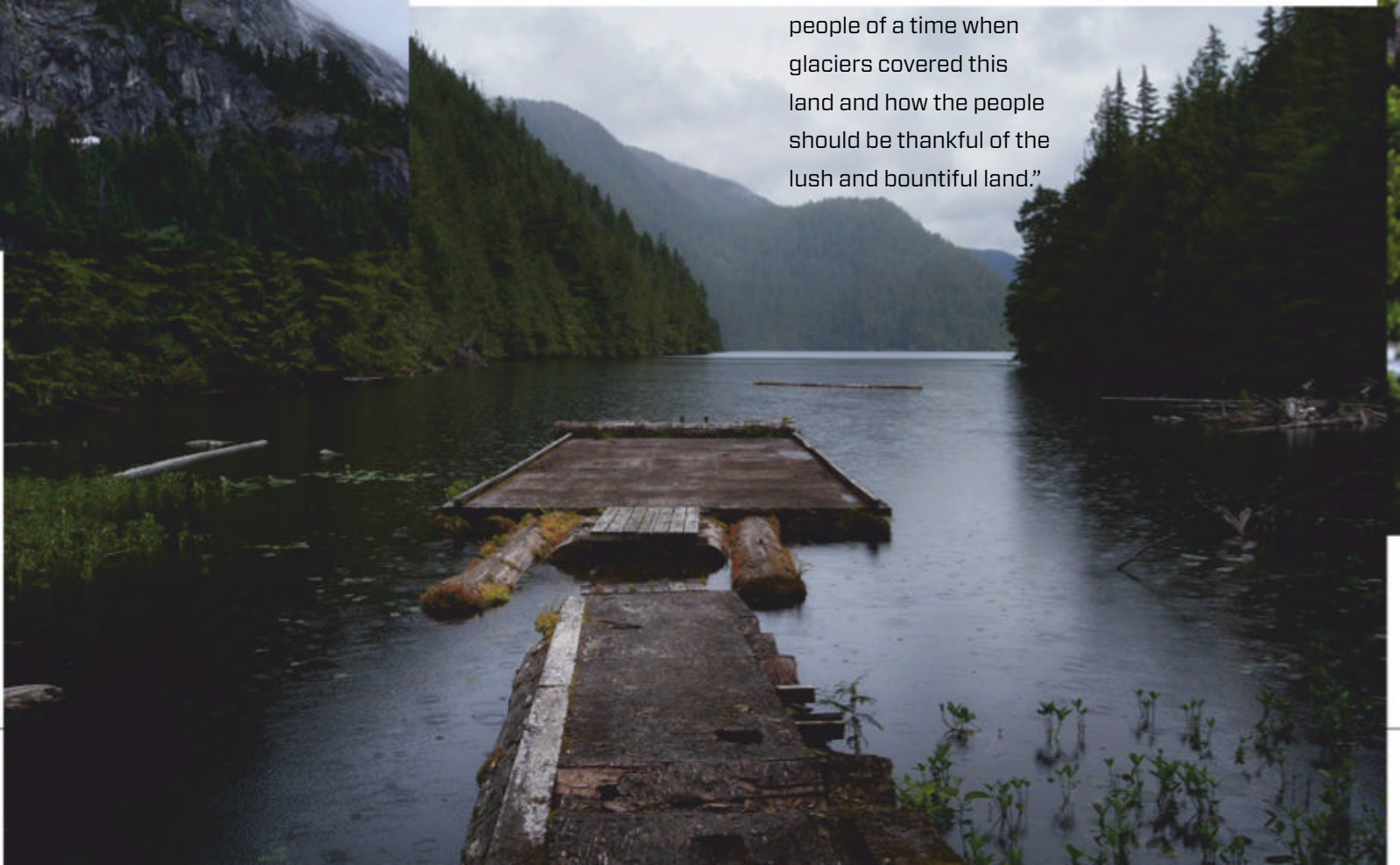
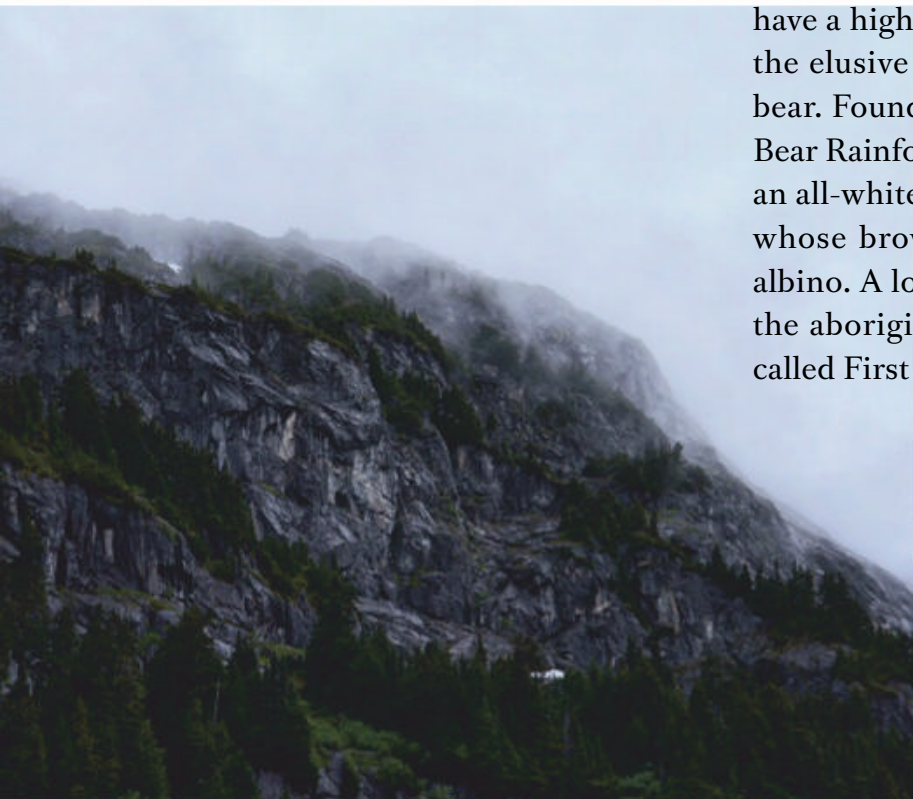


only became known to the outside world in the early 20th century. The pale coat comes from a recessive gene carried by both white and black bears, which must be passed down by both parents to make a white cub. There are only about 400 in existence (though far fewer have actually been accounted for), spread thinly around this 27,000-square-mile rainforest that edges the westernmost province of Canada. Three of these ghostly creatures are known to fish the Kwa'a River where we are waiting. The Gitga'at have named them, and we patiently hope for Strawberry (who has a black cub), Ma'ah or Warrior to make an appearance.

It's a stark jump from hectic working life into the stillness of wildlife observation. Our phones lost contact with the outside world soon after leaving the marina in Kitimat, as we entered the deep fjord-like channels that run between the densely forested

THE BEAR FROM WHERE?

The First Nations have a theory about the spirit bear, according to Indigenous Tourism BC: "Goo-wee [Raven] made one in every 10 black bears white to remind people of a time when glaciers covered this land and how the people should be thankful of the lush and bountiful land."





PHOTOGRAPHY: LAUREN BIRCHALL; JASON VAN BRUGEN; PACIFIC YELLOWFIN

The Gitga'at First Nation calls this elderly spirit bear Ma'ah, meaning grandmother

islands, which are by and large devoid of human habitation. When Griffinson announced we would spend the entire first day camped by the river I was wary. But now, with just the babbling water as the soundtrack, I feel only contentment.

After a period of calm our guide's radio crackles to life with a message from a spotter upriver that Ma'ah, or "grandmother", is on her way towards us. As her name suggests, she is the eldest of the bears here, perhaps 20 years old. She is no longer able to fish successfully but scours the banks in front of us for leftovers. She will grace us with her presence twice today. In between her visits, black bears take turns fishing the river, and on our hike back to the tender we also catch sight of Warrior napping in a tree.

For the average bear-seeker in this temperate rainforest, the chances of seeing a spirit bear are about 50 percent but Griffinson claims that *Pacific Yellowfin* ups that figure to 90 percent. "Everyone refers to the *Yellowfin* magic. A lot of people come on our boat simply because we have those odds," he says. "We don't like people jinxing themselves, though. You don't want to come out here and say 'I have to see *this*' because I guarantee you won't see it. You'll see everything else though."

It's more than just good karma that blesses guests with exceptional viewings. Over his years of cruising the Great Bear Rainforest in the salmon-running months of September and October, Griffinson has cultivated relationships with the First Nations who have inhabited this land for millennia. As a result, he is one of just a handful of charter operators with permission to access the rivers where bears fill their bellies with Pacific salmon. This gets us to the right places at the right times but there are still no guarantees. "Every day is different on the river," he explains. "The players are all here, but we have no clue what they are going to do when we show up." This is nature at its rawest, and everything is a factor – such as whether it's raining, how swiftly the rivers are running and whether wolves have turned up recently, scaring the bears away.

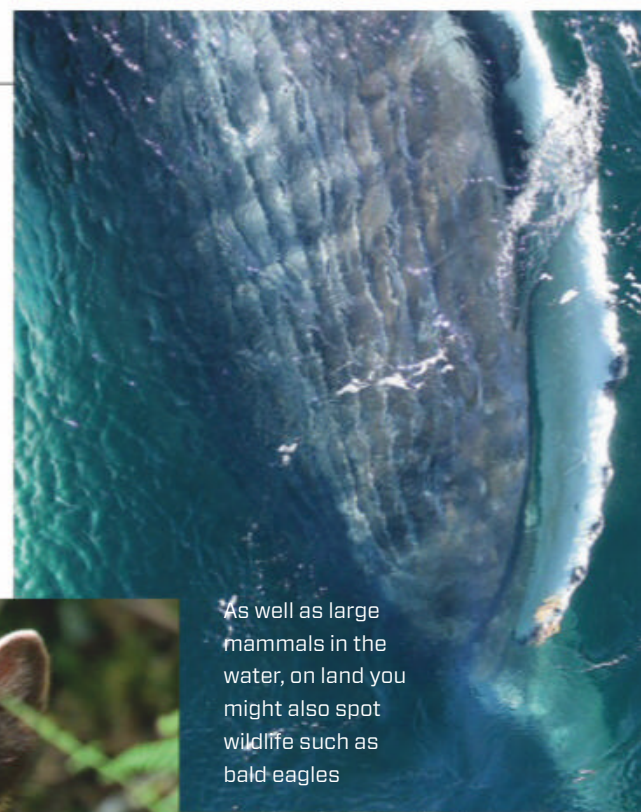
To counteract these challenges Griffinson employs a strategy of “playing the river”. I see this in action as we drop anchor at Khutze, a playground for grizzly bears and the territory of the Kitasoo/Xai’xais First Nation (which, not coincidentally, recently capped the length of vessels permitted here at a few inches longer than *Pacific Yellowfin*’s 114ft). Griffinson, at the wheel of the yacht’s sturdy Weldcraft Ocean King tender, times the slack tide perfectly, heading into the river just as the waters slow down enough for fish to be caught. We are soon treated to a mother grizzly and her three nearly fully grown cubs munching on the bank. We hover offshore, cameras clicking, until they get their fill and shuffle lazily out of view. On our way back downriver, the most eagle-eyed guest shouts “bear!” again, and yet another grizzly stares us down from the shore. “I can’t remember the last time I saw five [grizzly] bears,” Griffinson says. This feels especially fortunate since the only other yacht at our anchorage had left that morning after two days with no sightings.

As with the bears, whales are also likely to get up close and personal with *Pacific Yellowfin*, surfacing right next to the yacht seemingly just to say “hi”. In Verney

Passage, it’s “whale soup” as humpbacks lazily ingest krill all around us, diving like a synchronized swimming team and surfacing exactly seven minutes later with simultaneous puffs from their blowholes. At this time of year, they are getting their fill of food before a long migration south to Hawaii for the breeding season.

We watch the humpbacks breach with spectacular splashes but the one phenomenon that eludes us is bubble-net feeding (where several whales surround a school of herring and trap them in a spiral of air created by forcing bubbles from their blowholes). Several times during the trip, we pile into the tender and drop the hydrophone into the water to listen for whale chatter, as this feeding is a co-ordinated effort that requires a lot of discussion. Three of the returning guests on board had witnessed it the year before, but the hydrophone stays stubbornly silent this time.

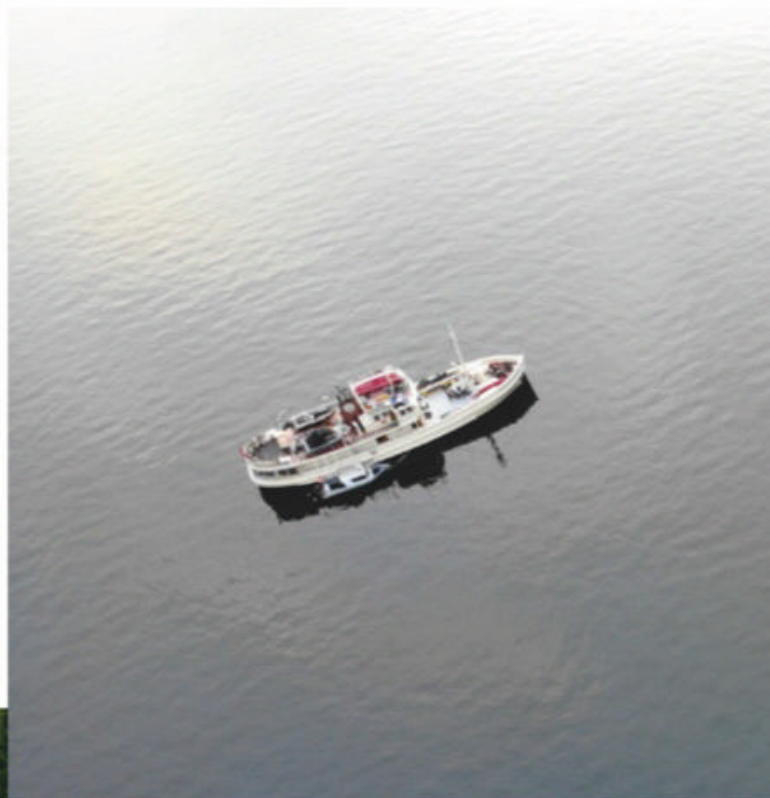
Humpbacks may be plentiful, but fin whales are a rarity. However, we manage to spot five of the 78ft behemoths as we pass Sea Lion Rock, which is crammed with Steller sea lions, the largest of the species. We are watching the whales to starboard when a huge pair suddenly



As well as large mammals in the water, on land you might also spot wildlife such as bald eagles



The rainforest is home to black bears (above) as well as the more dominant grizzly



Two huge fin whales suddenly surface 60ft away, heading straight for us



The water in the fjords is crystal clear but its great depth makes it appear gray



she is still propelled by her original Atlas Imperial engines (truly a sight to behold once you're under way).

It's very easy to lose yourself out here. Like the ever-present mist that swirls around the verdant hills, time is a fuzzy notion. With no mobile coverage and only one working clock on board (a deliberate move), you have to think long and hard to work out whether it's Thursday or Saturday. The yacht can get internet access by request, of course, but that would miss the point. The respite you get from being off-grid perfectly complements this special part of the planet, which also appears to be lost in time. ■

Pacific Yellowfin charts in Desolation Sound from June to August, from \$98,200/week, and in the Great Bear Rainforest in September and October, from \$98,200/six days and five nights, inclusive of flights from Vancouver. pacificyellowfin.com

surface 60ft away to port, heading straight for us. Griffinson exclaims in surprise and turns the wheel hard to starboard as the world's second-largest animal disappears under our wooden hull. "I've never been that close to a fin whale before," he says, and I start to realize how many "firsts" or "first-time-in-years" he is experiencing during my one and only trip. I don't think I'm

exceptionally lucky – there's just so much that can happen at any moment in this remote wilderness.

Fittingly for such an environment, *Pacific Yellowfin* is not your typical yacht. The wooden boat has all the character you would expect from a 1943 vessel, originally built as a Junior Mine Planter for the US Army. Now she sports four stately cabins hosting up to 12 guests, yet

AMAN TAKES OFF

Famed for its design-focussed five-star resorts, Aman has added a private jet to its portfolio. The Bombardier Global 5000, which seats up to 12 passengers, will be available for guests to charter to its most remote hotels and create bespoke itineraries. aman.com



SLEEPING BEAUTY

With its 1,180 sq ft terrace giving views over Monte Carlo, the Suite Carré d'Or at Hôtel Metropole has been redesigned by Jacques Garcia. It now features delicate floral wallcoverings and a palette of pink, light blues and greens, lilac and crimson. metropole.com



VOYAGE



SHORTS AND SWEET

New eco-conscious men's resort brand Thalassophy has launched its debut collection with three pieces: shorts and two shirt styles in six vibrant prints. Inspired by 1950s

cabana sets, the shorts are made of 100 percent recycled polyester, and its shirts are made from organic cotton. We love the William long-sleeve shirt and tailored shorts (left). \$210 each, thalassophy.com



SHOE POLISH

Amalfi Coast hotel Le Sirenuse and Ancient Greek Sandals have joined forces to create a new capsule footwear collection. The eight styles are inspired by bohemian Australian artist and dancer Vali Myers, who spent many summers in the village of Positano. ancient-greek-sandals.com

Voyage news

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BACK IN THE BVI

Set in 500 acres of tropical gardens, Rosewood Little Dix Bay has reopened after a four-year, multimillion-dollar renovation. The historic BVI resort, founded by Laurance Rockefeller in 1964, now has 80 updated guest rooms, a cliffside spa and a farm-to-table dining experience. rosewoodhotels.com



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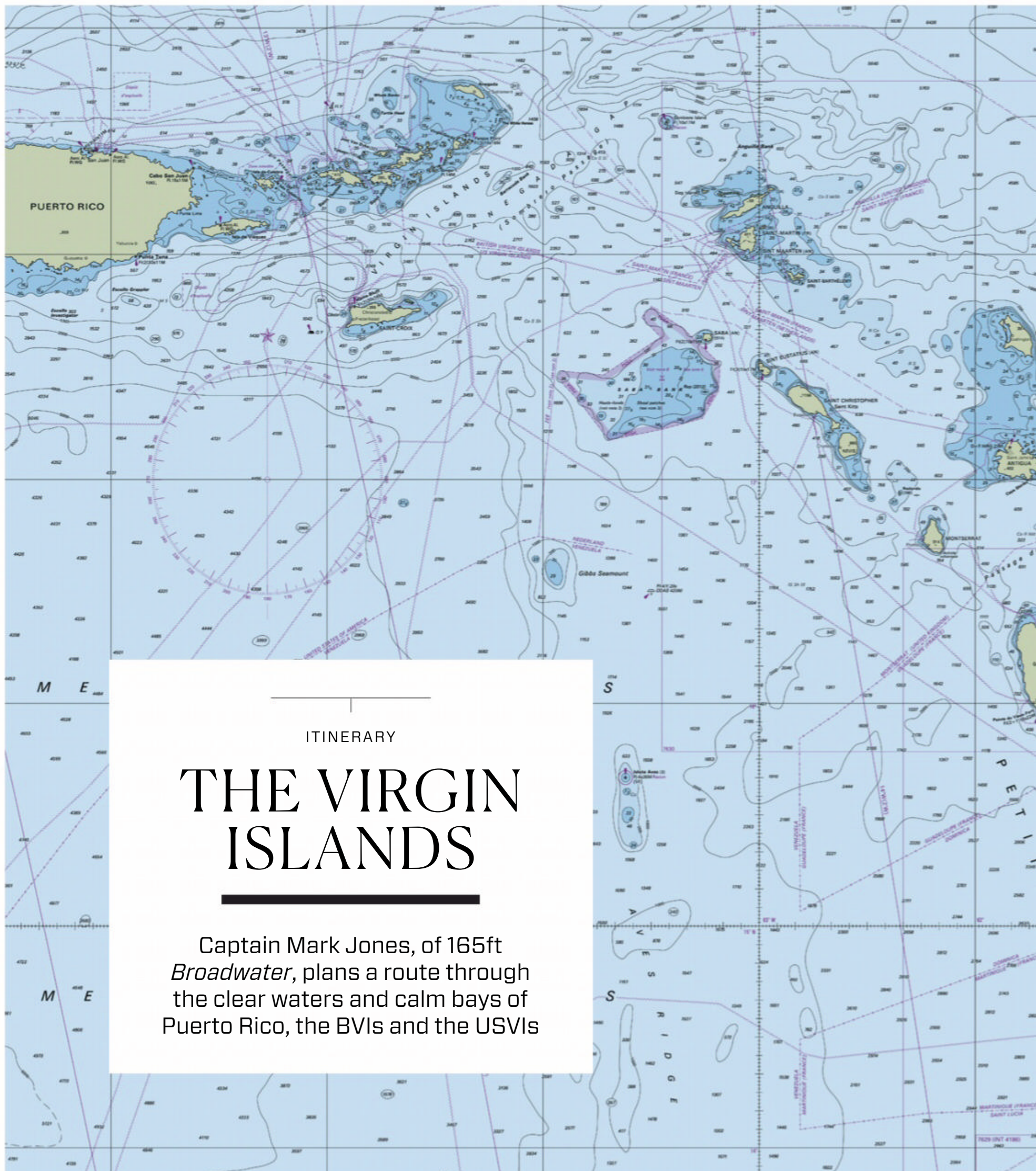
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DAY ONE

> Join *Broadwater* at Puerto del Rey Marina on the east coast of Puerto Rico. Make the short cruise to anchor off Isla Palominos for your first swim and snorkel and to make

use of the yacht's extensive toy box, which includes jet skis, a climbing wall, Seabobs and an eFoil board. Afterwards, enjoy cocktails on the beach while you watch the sun set.



DAY TWO

> Wake for a sunrise cruise to Flamenco Beach on the small island of Culebra. Take the tender for the chance to snorkel with sea turtles. As the light fades, *Broadwater* will relocate to Puerto Real bay in Vieques for a private kayak tour of its famed bioluminescent plankton.



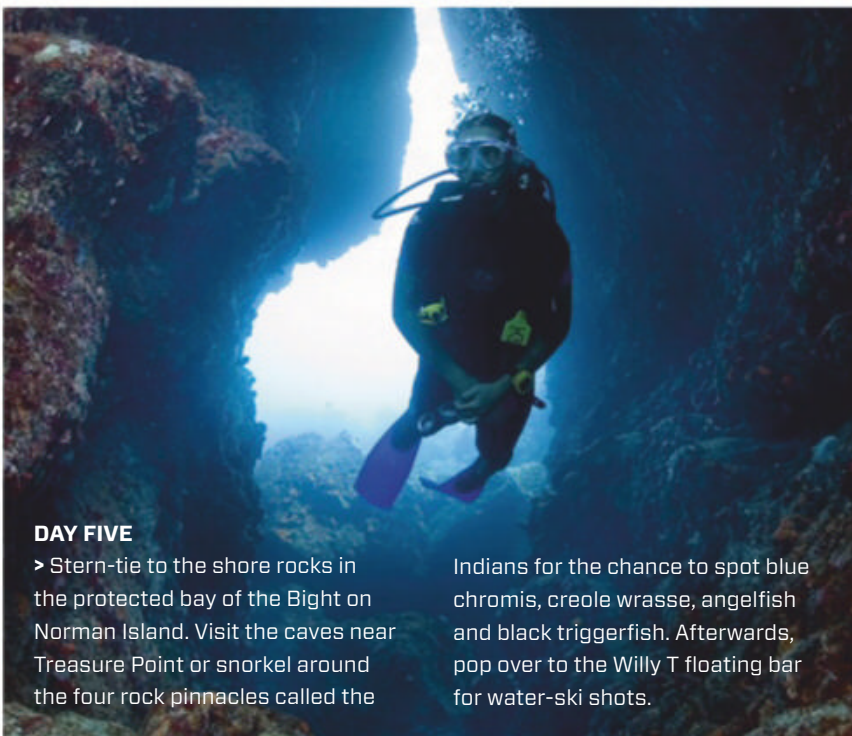
DAY THREE

> Make an early morning move to Magens Bay in St. Thomas, where *Broadwater* will put on a water Olympics day for guests and crew to compete in as teams. Games include an inflatable obstacle course and a Seabob and paddleboard race.



DAY FOUR

> Cruise over to St John for a guided snorkeling tour of Trunk Bay, then before supper, take the tender to the iconic Soggy Dollar Bar, on Jost Van Dyke, to sample the original and best Painkiller – a mixture of rum, coconut cream, orange and pineapple juices and nutmeg.



DAY FIVE

> Stern-tie to the shore rocks in the protected bay of the Bight on Norman Island. Visit the caves near Treasure Point or snorkel around the four rock pinnacles called the

Indians for the chance to spot blue chromis, creole wrasse, angelfish and black triggerfish. Afterwards, pop over to the Willy T floating bar for water-ski shots.



DAY SIX

> Spend the morning in White Bay on Guana Island and enjoy a beach barbecue with fresh lobster served in a canopy tent put up by the crew. In the afternoon, *Broadwater* will make the short trip over to Scrub Island marina where you can enjoy your farewell dinner on board.

VOYAGE Edit

SCENIC HARBORS



BONIFACIO, **CORSICA**

This Mediterranean fortress town was established in 833, its strategic position on a limestone plateau making it ideal for spotting invaders. The natural inlet that sits beneath the town is now the best vantage point to take in the citadel walls and ancient houses that sit atop the sheer cliffs.

BAY OF KOTOR, **MONTENEGRO**

With vast mountains rising straight out of the cobalt blue waters, this butterfly-shaped bay is a geographical wonder. Sail straight into its heart and moor in front of the walled city of Kotor, a historical maze of Venetian palaces, churches and al fresco restaurants.



NELSON'S DOCKYARD, **ANTIGUA**

This UNESCO World Heritage site is the western hemisphere's only working Georgian dockyard. Lord Nelson once described it as a "vile hole," but superyacht owners are now eager to moor next to its colonial buildings and tropical vegetation.

COOK'S BAY, **MO'OREA**

Under the verdant peak of Mount Mouaputa lies the erroneously named Cook's Bay (Captain Cook moored in neighboring Opunohu Bay when he visited in 1777). The deep channel that cuts into the heart-shaped island in French Polynesia provides the perfect anchorage for exploring its pineapple fields and spotting whales.



Villa with a View

This ambitious Caribbean development is at one with Virgin Gorda's natural splendor, says *Risa Merl*

The beauty of Oil Nut Bay is the ruggedness of it – there isn't anything else like it." So says the resort's founder David V Johnson from the terrace of his 8,000-square-foot villa Halo while gesturing towards the horseshoe-shaped beach below and the wild Atlantic beyond.

The aptly named Halo crowns one of the highest points in Oil Nut Bay, a 295-acre development perched at the north-east corner of Virgin Gorda. Created to blend into the surrounding landscape and take in the 270-degree views, the five-bedroom property and its adjoining one-bedroom guest house are built into the hillside with flat, garden-covered roofs.

One of the late Ken Kao's final designs, Halo has a distinctive, modern feel. There are no hard corners, but rather rounded walls and dynamic open-plan spaces framed by enormous glass walls.

"It is really a comfortable house," says Johnson's wife Pam, pointing out furniture by French company Roche Bobois. The home's focal point is the Great Room. With

18ft-high ceilings, it encompasses a living room, dining area and open-plan kitchen – which is fitted with Gaggenau appliances and adorned with Italian-made walnut cabinetry and onyx worktops. Outside, there is also a separate kitchen for a professional chef.

Just off the Great Room is a media room and the master suite, which has walk-in closets, his-and-hers bathrooms and a fitness room. On the lower level are four guest bedrooms all boasting en-suite bathrooms and private patios with panoramic ocean views, making it perfect for whale-spotting. There is also a double garage for golf buggies, the only vehicles allowed in the development.

"We have 12 more sites that will take a house like this, so we wanted to show what was possible when we created Halo," explains Johnson, who is now keen to turn his attention to building another standout home in Oil Nut Bay, which has plots for sale ranging from 0.5 acres to seven acres.

Halo, which has plots for sale ranging from 0.5 acres to seven acres.

Halo is offered for sale directly through Oil Nut Bay's sales team. POA, oilnutbay.com



THE LOWDOWN

Oil Nut Bay's marina can accommodate yachts of up to 130ft. Larger boats can moor in the protected bay in front of the marina. It has a market, boutique, coffee shop, library and the new **Nova restaurant**.

Amenities at Oil Nut Bay include the beach club and adjoining restaurant, kids' club and tennis courts. The resort is accessible only by boat or helicopter. The **Terrance B. Lettsome International Airport** on Beef Island is about a 30-minute boat ride away.



Halo benefits from open-plan living, huge windows and 18ft-high ceilings – and the most spectacular views



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271'/83m Mitsubishi 2004/2018 **O'MEGA***



205'/63m Codecasa 2003 **APOGEE***



188'/57m Feadship 1986/2016 **MINDERELLA**



185'/56m Oceanfast 2004/2019 **SIRONA III***

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171'/52m Amels 2004/2016 **NITA K II***



171'/52m A&R 1997/2014 **AMORE MIO 2***



153'/47m Feadship 2001/2019 **EXCELLENCE**



153'/47m Feadship 1997/2016 **DAYBREAK**

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197'/60m Lurssen 2010 **HUNTRESS***



190'/58m A&R 2007 **LADY SHERIDAN***



182'/55m Feadship 2005/2018 **CYNTHIA***



173'/53m Oceanco 2000 **SUNRISE***

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170'/52m Oceanco 1997/2015 **LAZY Z***



161'/49m Feadship 1990/2015 **MQ2***



150'/46m Trinity 2003/2016 **CLAIRE**



146'/45m Intermarine 2002 **BALAJU**

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for Sale

CENTRAL AGENT

122'/37m Trinity 2009/2019 **MARY P***



for Sale & Charter

CENTRAL AGENT

120'/37m Feadship 1991/2019 **LADY VICTORIA**



for Sale

CENTRAL AGENT

(2) 115'/35m Benetti - 01' **ENCHANTRESS*** and 06' **+BRAVA***



for Sale

CENTRAL AGENT

111'/34m Sunseeker 2011 **USELESS\$**

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for Sale & Charter

CENTRAL AGENT

147'/45m Sensation 2006 **CABERNET**



for Sale

CENTRAL AGENT

118'/36m Millennium 2003 **ARTHUR'S WAY***



for Sale

CENTRAL AGENT

85'/26m Vicem 2006 **ESSENCE OF CAYMAN***



for Sale

CENTRAL AGENT

80'/24m Ferretti 2013 **EVOLUTION**



for Sale & Charter

CENTRAL AGENT

80'/24m Pershing 2010/2017 **JULIE**



for Sale

CENTRAL AGENT

75'/23m Ferretti 2011 **DR. NO**



for Sale

CENTRAL AGENT

72'/22m Azimut 2017 **PICO**



for Sale

CENTRAL AGENT

70'/21m Hatteras 2002 **AMORE MIO 1***



for Sale

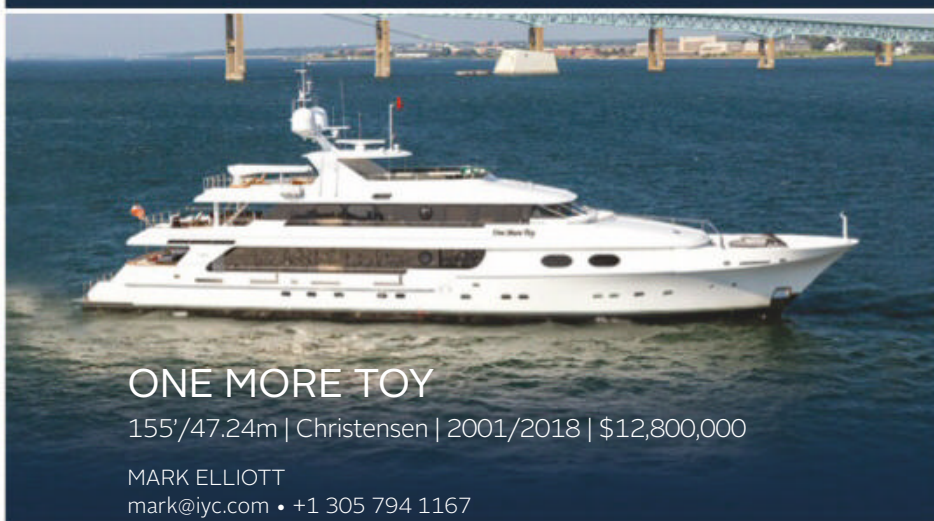
CENTRAL AGENT

57'/17m Bertram 2003 **T/T MY IRIS**

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SOLO
236'/72.00m | Tankoa Yachts | 2018 | €71,500,000

KEVIN BONNIE
kbonnie@iyc.com • +33 6163 91959



BLISS
144'11"/44.17m | Heesen | 2007/2019 | €12,500,000 (VAT PAID)

MICHEL CHRYSSICOPOULOS
mc@iyc.com • +30 6937 098787



FAR FROM IT
142'/43.00m | Richmond | 2008/2019 | \$13,900,000

MARK ELLIOTT
mark@iyc.com • +1 305 794 1167



TREMENDA
126'4"/38.50m | Admiral Yachts | 2016 | €10,750,000

FRANK GRZESZCZAK JR.
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SEE AT THE PALM BEACH BOAT SHOW



RUSCELLO
126'/38.40m | Sanlorenzo | 2016 | \$12,900,000

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SIETE
115'/35.05m | Benetti | 2002/2018 | \$4,950,000

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CASUAL WATER
110'/33.53m | Feadship | 1987/2016 | \$3,250,000

JAMES WALLACE
jwallace@iyc.com • +1 561 308 3467

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**SEALYON**

203'/62.00m | VSY | 2009 | €29,500,000

KEVIN BONNIE

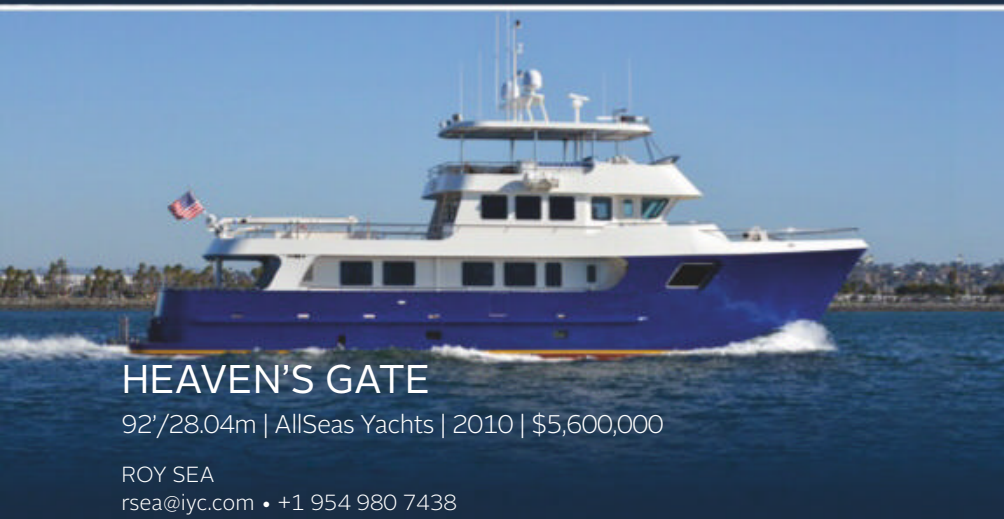
kbonnie@iyc.com • +33 6163 91959

**MIRABILIS**

108'/33.00m | Ferretti Custom Line | 2018 | €9,900,000

FRANK GRZESZCZAK JR.
fng@iyc.com • +1 954 830 4867**MONI**

107'/32.61m | Vicem | 2013 | \$4,675,000

MARK ELLIOTT
mark@iyc.com • +1 305 794 1167**HEAVEN'S GATE**

92'/28.04m | AllSeas Yachts | 2010 | \$5,600,000

ROY SEA
rsea@iyc.com • +1 954 980 7438

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TRUE

87'/26.52m | Ferretti | 2013 | \$2,999,000

MARK ELLIOTT
mark@iyc.com • +1 305 794 1167

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CHILLIN

88'7"/27m | Conrad Shipyard | 2005 | \$3,750,000

ROB NEWTON
rnewton@iyc.com • +1 954 478 2136

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GAIL FORCE TOO

85'/25.91m | Pacific Mariner | 2008 | \$3,495,000

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rnewton@iyc.com • +1 954 478 2136

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**EXCELLENCE** 153ft (46.6m)**VANTAGE** 150ft (45.7m)**LADY SHERIDAN** 190ft (57.9m)

For sale
EXCELLENCE
 2001 (refit 2019)
 Feadship, The Netherlands
USD 16,900,000 (US duty paid)

For sale
VANTAGE
 2010
 Palmer Johnson, USA
USD 13,750,000

For sale and charter
LADY SHERIDAN
 2007 (refit 2016)
 Abeking & Rasmussen, Germany
USD 39,950,000



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WESTPORT 164 | 50M



WESTPORT 130 | 40M



WESTPORT 125 | 38M



WESTPORT 117 | 35M



WESTPORT 112 | 34M



130' / 40M Westport Tri-deck Motoryacht 2019 "W"
Alex Rogers, C.A.



130' Westport Tri-deck Motoryacht 2007 "PLAN A"
John Varga, C.A.



130' Hatteras Motoryacht 1995 "TRANQUILITY"
Andrew Troyer, C.A.



125' Westport RPHMY 2018 "PEPPER XIII"
Alex Rogers, C.A.



116' Lazzara Skylounge Motoryacht 2005 "THE BEELIEVER"
John Varga, C.A.

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Alex Rogers, C.A.



112' Westport RPHMY 2010
Alex Rogers, C.A.



112' Westport RPHMY 2010
Jose Rodriguez / Alex Rogers, C.A.'s



112' Westport RPHMY 2003
Walter Sea / Alex Rogers, C.A.'s



98' Azimut MY 2003
Jose Rodriguez, C.A.



85' Pacific Mariner 2006
Jose Rodriguez, C.A.



78' West Bay Enclosed PH 2002
John Varga, C.A.



77' Hatteras SF Convertible 2007
Jose Rodriguez, C.A.



72' Pershing 2009
Jose Rodriguez, C.A.



70' Azimut 2011
Jose Rodriguez, C.A.



68' West Bay Sonship 2003
Bryan Long, C.A.



65' Pacific Mariner 2004
John Varga, C.A.

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WE GET RESULTS!

We have been fortunate to have recently sold the following list of yachts, the majority of which were our own central listings. To replace our inventory, we are seeking larger, late model yachts to represent as central agents. We cover all marketing costs to include advertising, photography and boat show participation. Contact our office or visit our website at: rjcyachts.com



RELENTLESS, 145' Trinity TDMY



KEMOSABE, 130' Westport TDMY



SEAMENT, 124' Broward MY



MARSHA KAY, 118' Trinity MY



TRUE NORTH, 118' Broward



CANIRA, 112' Westport MY



GEORGIA, 112' Ocean Alexander



SILVER MOON, 112' Westport MY



NEW 112' Westport



BESSTIMES, 112' Westport MY



SOUTHERN STAR, 112' Westport MY



ALTITUDE ADJUSTMENT, 106' Broward MY



ANTHEM, 100' Hatteras MY



VESPER, 100' Hatteras MY



LUCY BELLE, 100' Ocean Alexander MY



87' 2003 Johnson MY



NOW OR NEVER, 85' Pacific Mariner



LUCK-A-LEE, 85' Pacific Mariner



MILLER TIME, 80' Hatteras MY



PROBABILITY, 80' Hatteras MY



NEVER ENOUGH, 157' 2006/18 Trinity TDMY - 5 S/R layout, custom Mahogany interior, 5-year ABS completed, powered by 3512 Cats. New hull paint 10/18 & new interior furnishings '19 plus! S. FL CA



REBEL, 157' 2005/18 Trinity Tri-Deck MY - 5 Staterooms, ABS class. Caterpillar 3512 main engines, 14 knot+ cruise, 4000NM range, all large yacht options. Most competitively priced on market. S. FL CA



CHASING DAYLIGHT, 130' 2005/19 Westport MY - w/ (5) S/R's, updated galley, QL3 service on MTU/DDC 12V-4000's, 10/19. Zero speed stabilizers, bow thruster, twin gens, watermaker, +. Ft. Lauderdale, CA



CACHEE, 124' 1999/2016 Christensen MY - ABS Classed, 5 S/R layout w/ on-deck master. 28' Beam with full walk-around decks. MTU 16V-2000s w/W6. New Headhunter waste treatment 5/19. Paint job '16. S. FL CA



MAMAMIA, 112' 2001/15 Westport MY - Custom oak interior, 4 stateroom layout + 3 crew aft. MTU 16V-2000's, Northern Light generators, stabilizer, bow thruster, watermaker, jacuzzi & wet bar. S. FL CA



CHECKED OUT, 112' 2007 Westport MY - Custom cherry interior, 4 stateroom layout. MTU/DDC 16V-2000's, 65KW Gens, Naiad stabilizers, bow thruster, watermaker and new teak decks. S. FL CA



BELLA, 85' 2012 Pacific Mariner MY - The newest 85' PM on market. MTU 10V-2000's, very low hrs, Naiad at-anchor stabilizers. (4) S/R, high-style custom interior, all new soft goods '19. New Garmin electronics, all options! S. FL CA



FAMILY JEWEL 80' 2013 Hatteras - Sleeps (8) in (4) S/R's + crew. Fresh decor. Caterpillar C32 w/ low hrs, stabilizers, (2) gens. \$100K Price Reduction. Cleanest on market! Asking \$3,995,000. S. FL CA



CORAGGIO, 80' 2004 Lazzara Skylounge MY - 5 stateroom layout with African mahogany interior. Powered by Cat C-30's, twin Gens, Trac stabilizers and 2 jet ski garages. Asking \$1,595,000. S. FL CA



HUEY'S ISLAND 77' 2001/19 Horizon - 3 Staterooms plus aft crew, completed major refit to include new Garmin electronics, oversized stabilizers and rudders, new hi-low lift for tender. S. FL CA

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UTOPIA III, 150' 1999/10 Trinity Tri-Deck MY - Accommodates (11), African Makore & cherry joinery, Cat 3512B, Kilopac 99KW Gens, bow thruster, stabilizers, all large yacht options. Best priced Trinity available! Miami, FL. CA



AQUASITION, 142' 2010 Trinity TDMY - Built to ABS class, (5) S/R's layout. Refit in 2018 with new custom interior, A/V, & many upgrades. New paint in '17. Caterpillar C32's, + all the large yacht options! In South, FL. CA



MURPHY'S LAW, 124' 1998/14 Delta Tri-Deck MY - Detroit D16V92's w/ 400 Hrs SMOH! New electronics, new interior, paint job in 2014. All large yacht options! In Fort Lauderdale, FL. CA



CHERISH II, 120' 1995/16 Christensen TDMY - ABS Classed, (4) S/R layout. Powered by 3412 Cats w/3200 original hrs. New paint 2017, new A/C & bow thruster '18. New A/C chillers & handlers & deck rails. 6/19. S. FL. CA



PA-LI-NE, 92' 2000 Hatteras MY - Full walk around decks, repowered 16V2000's w/ only 4300 original hrs, (4) S/R layout, aft crew quarters, stabilizers, watermakers, bow thruster, plus! Reduced to \$1.95M. Ft. Lauderdale. CA



GRAND LEGACY, 90' 2008 Affinity SF - Luxury Yachtfish, (4) S/Rs, fully fish rigged w/all the large yacht options. 23' beam, enormous cockpit, full elects, MTU 16V-2000s, twin gens, bow thruster, stabilizers. \$200K Price reduction. S. FL. CA



ISLAND COWBOY, 80' 2011 Hatteras MY - Enclosed bridge, Cat C32's w/2400 hrs. Upgraded African Mahogany custom interior. (4) S/R's + crew. Zero speed stabilizers, bow thruster plus all 80' Hatteras options! In Ft. Lauderdale, FL. CA



VICTORY, 80' 2008 Hatteras Open Bridge MY - 4 Stateroom layout with cherry interior, Cat C32 engines, twin gens, bow and stern thruster. hard top, Jacuzzi tub and tender with davit. In South FL. CA



THE GREEN FLASH, 64' 2013 Azimut Flybridge - (3) Staterooms. Equipped with Seakeepers, hard top w/ sunroof. Cat C18's w/low hrs. Clean & maintained like new. Price Reduced! S. FL. CA



FORE ACES, 55' 2007/17 Hinckley Talaria - 2 stateroom's, new interior soft goods. Powered by Man 1360's 403 Hamilton jets. Custom hardtop, all the options! Recent Price Reduction! S. FL. CA

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157' Never Enough.....	\$130k/wk
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142' Aquasition.....	\$135k/wk
130' Antares.....	\$110k/wk
130' Valhalla.....	\$105k/wk
124' Dream.....	\$79k/wk
124' Murphy's Law.....	\$65k/wk
120' Cherish.....	\$65k/wk
112' Good Times.....	\$55k/wk
112' Indigo.....	\$50k/wk
108' Lucky Stars.....	\$5k/day

OTHER CA LISTINGS FOR SALE;

74' 1998/19 Hatteras CMY
72' 1999 Viking Sport Cruiser
55' 1999 Viking CNV
52' 2005/18 Viking CNV
32' 2017 MotoMarlin CC
30' 2014 Grady White 307 CC



ELEMENTS

CHARTER: FROM EUR 800 000 / WK

YACHTLEY • 2019 • 80.00M (262'6") • 12 STATEROOMS



ANNA I

SALE: EUR 59 000 000 VAT PAID

FEADSHIP • 2007 • 67.00M (220') • 6 STATEROOMS



SURI

SALE: USD 43 900 000
CHARTER: USD 350 000 / WK

HALTER MARINE • 1978 / 2016 • 63.39M (208') • 7 STATEROOMS



INSIGNIA

SALE: EUR 7 500 000 VAT PAID

ELSFLETER WERFT • 1979 / 2004 • 55.60M (182') • 7 STATEROOMS



QUITE ESSENTIAL

CHARTER: FROM EUR 265 000 / WK

HEESEN • 2011 / 2017 • 55.00M (180'5") • 6 STATEROOMS



DRUMBEAT

CHARTER: USD 175 000 / WK

ALLOY YACHTS • 2002 / 2019 • 53M (173'11") • 5 STATEROOMS



VENTURA

SALE: ASKING EUR 20 900 000

HEESEN • 2013 • 50M (164') • 7 STATEROOMS



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SALE: EUR 21 000 000

HAKVOORT • 2006 / 2012 • 50M (164'1") • 6 STATEROOMS

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SALE: EUR 4 900 000

RADEZ BLATO • 2019 • 48.00M (157'2") • 6 STATEROOMS

**MY ESCAPE**

SALE: EUR 15 000 000

GULF CRAFT • 2016 • 47.60M (156'3") • 5 STATEROOMS

**GWEILO**

SALE: EUR 5 900 000

MENGI YAY • 2009 • 47.40M (155'7") • 3 STATEROOMS

**MARINA WONDER**

CHARTER: EUR 110 000 / WK

GULF CRAFT • 2012 • 38.40M (126') • 5 STATEROOMS

**FAE LON**

SALE: USD 5 995 000

BURGER • 2000 / 2014 • 36.60M (120') • 5 STATEROOMS

**MY WAY**

CHARTER: FROM EUR 110 000

SANLORENZO • 2018 • 34.10M (111'11") • 5 STATEROOMS

**QUEEN GRACE**

SALE: USD 3 980 000

HORIZON • 2008 / 2014 • 32M (105') • 4 STATEROOMS

**TABOO OF THE SEAS**SALE: EUR 7 600 000
CHARTER: FROM EUR 65 000 / WK

MAIORA • 2019 • 30.46M (99'11") • 4 STATEROOMS


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VANTAGE

2010 • 45.7m / 150'0" • PALMER JOHNSON
ASKING: USD 13,750,000
CHARTER RATE: USD 155,000 P/W + EXP

T6

2007 • 48.5m / 159'3" • FLYGHTSHIP
ASKING: USD 15,950,000



FOR CHARTER



AVALON

2009 (2017) • 46.0m / 150'11" • DELTA
ASKING: USD 19,900,000 US DUTY PAID
CHARTER RATE: USD 155,000 - USD 165,000 P/W + EXP

BOOK ENDS

2017 • 46.7m / 153'3" • HEESEN
ASKING: EUR 26,500,000



LADY LARA

2009 • 44.0m / 144'4" • HEESEN
ASKING: EUR 15,750,000 VAT PAID



THE SUPERYACHT EXPERIENCE, PALM BEACH



MAN OF STEEL

2005 • 36.9m / 121'0" • HEESEN
ASKING: USD 6,750,000

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**TRANSIT**

2010 • 51.3m / 168'4" • DAMEN SHIPYARD
ASKING: EUR 7,950,000

**PERLE NOIRE**

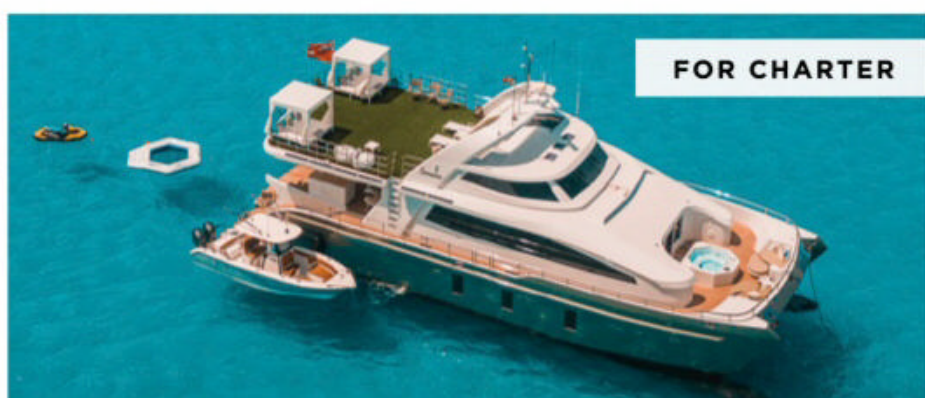
2010 (2016) • 37.3m / 122'5" • HEESEN
ASKING: EUR 7,250,000

**BLISS**

2007 (2013) • 44.0m / 144'4" • HEESEN
ASKING: EUR 12,500,000 VAT PAID

**NICOLE EVELYN**

2003 • 38.1m / 125'0" • CHEOY LEE
CHARTER RATE: USD 89,500 - USD 95,000 P/W + EXP

**SAMARA**

2015 • 24.4m / 80'0" • PACHOUD
CHARTER RATE: USD 60,000 - USD 68,000 P/W + EXP

**T-ZERO**

2007 (2018) • 38.4m / 126'4" • BURGER
CHARTER RATE: USD 100,000 - USD 120,000 P/W + EXP

**LULU**

2015 • 33.0m / 108'2" • BENETTI
CHARTER RATE: USD 75,000 - USD 85,000 P/W + EXP

**CRISTOBAL**

2009 (2014) • 28.9m / 95'0" • PRINCESS
ASKING: USD 3,600,000 US DUTY PAID
CHARTER RATE: USD 46,000 - USD 50,000 P/W + EXP

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RAINBOW

40m (131ft) | Holland Jachtbouw | 2012/2016 | 6 guests in 3 cabins | Antigua

- + Presented in immaculate condition following considerable investment in a 2016 refit
- + Iconic J-Class that sets a new benchmark for quality
- + Fully outfitted for racing & cruising

ASKING: EUR 7,950,000 (VAT Paid)

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35m (115ft) | Green Marine/Fast Cruising | 2003/2016 | 6/8 guests in 3/4 cabins | Antigua

- + Designed by pedigree sailing experts Farr Yacht Design, she is a proven regatta winner
- + Presented in excellent condition after an extensive Refit & Refurbishment in 2016
- + One owner since delivery, fantastic pedigree

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FEATURED YACHTS



LOON \\\ 1997 155' CHRISTENSEN

"LOON" went through a complete top to bottom 19-month refit that finished in 2017, bringing her to a better than new condition. The current owner purchased her in 2018 and has constantly upgraded LOON to a turn key vessel. In 2018 zero speed stabilizers were also added. She must be seen to be appreciated. Sleeps 12 in 6 staterooms in the Owner's party. Successful charter vessel with over \$1,500,000 in income included in the sale as of Jan. 2020 Located in Nassau. Not for sale to us residents while in US waters. **Asking \$10,450,000.**

CO-LISTING AGENT, JIM MCCONVILLE
954.849.0855, JIM.MCCONVILLE@ALLIEDMARINE.COM

"RELENTLESS" is a well-kept, turn-key, 40M Westport featuring 5 staterooms, 8 heads, crew accommodations for 8 and an aft port side salon bar. Refit in 2018, her MTU 12V4000 - 2735 hp engines recently underwent a full 4000-hour service valued at 185k. She features new bottom paint, fins & rudders just dropped, serviced running gear, prop speeded, new exterior furniture, carpet, TV's, beds, SAT systems, night vision cameras and much more! For sale only due to the seller's desire to upgrade. Easy to see in West Palm Beach. **Asking \$9,699,999.**

SEAN FENNIMAN
772-260-1628, SEAN.FENNIMAN@ALLIEDMARINE.COM



RELENTLESS \\\ 2006/2018 130' WESTPORT



MISS STEPHANIE \\\ 1995 115' WESTPORT-CRESCENT

"MISS STEPHANIE" is immaculate, totally upgraded, custom and better than new. Her 25' beam, 5 staterooms, walk-around side decks, country kitchen, replaced Caterpillar engines, rebuilt generators, repainted exterior paint, all new appliances, new cushions and covers, complete engine services and almost every system upgraded or replaced by the last owner and current owner who spared no expense, makes this a truly turn key boat for an owner looking to go cruising without any fear of leaving the dock. **Asking \$4,200,000.**

JIM MCCONVILLE
954-849-0855, JIM.MCCONVILLE@ALLIEDMARINE.COM

"WINGS SPREAD" has been meticulously cared for by a discerning owner and original build captain. A custom interior staircase leaves the aft deck free for entertaining and maneuvering. Italian furnishings decorate the main salon and a sliding sunroof, paired with the expansive aft deck lounge area, creates a wide open indoor/outdoor environment. The master stateroom, VIP suite and twin cabin accommodate 6 guests, and all staterooms offer ensuite heads. WINGS SPREAD benefits from her recent MTU service updates and has a FULL engine warranty until March 23rd 2021. **Asking \$6,100,000.**

ERIC FRANK
954-600-0369, ERIC.FRANK@ALLIEDMARINE.COM



WINGS SPREAD \\\ 2016 94' OVERMARINE-MANGUSTA



EXCLUSIVE DEALER

PERSHING

Itama

Riva



MOCHI CRAFT

AUTHORIZED DEALER

CRN

CUSTOM LINE

ALLIEDMARINE.COM \\\ SALES@ALLIEDMARINE.COM \\\ 954.462.5557



HORIZON

Brand New Inventory

VISIT US
**PALM BEACH
BOAT SHOW
MARCH 26-29, 2020**

LOCATION: RAMP 1
CONTACT US FOR MORE INFORMATION

ON DISPLAY AT PALM BEACH



HORIZON FD87 SKYLINE MOTORYACHT

- Pilothouse side decks
- Beach club with Hi/Lo platform
- Voluminous 23' 3" beam
- On-deck master + 4 guest cabins
- Island-friendly draft
- Twin MTU 1600HP engines

FD SERIES: FD75 // FD80 // FD85 // **FD87** // FD92 // FD102 // FD125

HORIZON FD80 OPEN MOTORYACHT

- Open flybridge with fixed windscreen
- On-deck master + 3 ensuite + crew
- Beach club with Hi/Lo platform
- Spacious 23' beam
- Large windows, bi-fold salon door
- Twin MAN V8 1200HP engines

FD SERIES: FD75 // **FD80** // FD85 // FD87 // FD92 // FD102 // FD125

ON DISPLAY AT PALM BEACH



HORIZON FD80 SKYLINE MOTORYACHT

- Enclosed skylounge w/ dayhead
- On-deck master + 3 ensuite + crew
- Beach club with Hi/Lo platform
- Spacious 23' beam
- Convertible table for formal dining
- Twin MAN V8 1200HP engines

FD SERIES: FD75 // **FD80** // FD85 // FD87 // FD92 // FD102 // FD125

ON DISPLAY AT PALM BEACH



HORIZON V68 MOTORYACHT

- Open flybridge with dayhead
- Beach club with Hi/Lo platform
- Large foredeck seating + sunpads
- 3 spacious ensuite staterooms
- Zero Speed stabilizers + thrusters
- Twin CAT C18A 1136HP engines

V SERIES: **V68** // V72 // V80

ON DISPLAY AT PALM BEACH



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VISIT OUR SOUTH FLORIDA LOCATIONS: NORTH PALM BEACH // FORT LAUDERDALE

DEFINE YOUR HORIZON

Have you got a great tale to tell? Send your story to thebitterend@boatinternationalmedia.com



“We wrap a deckhand in aluminum foil and send him out to ‘tune the radar’”

As the new season approaches and fresh crew members are recruited into the industry, we sometimes like to observe certain initiation rites. A favorite of mine is to instruct a novice deckhand to assist with the important task of “radar tuning.” This involves wrapping the deckhand in aluminum foil, fashioning a matching conical foil hat, and sending him or her out into

port on a paddleboard, with a paddle similarly wrapped in silver foil. Using the VHF, the deckhand will be asked to adopt a range of poses and to brandish the paddle in various directions. Of course, it doesn’t do a huge amount for our radar, but I do find it wonderful for both team-building and morale – the whole exercise is filmed for the rest of the crew, who always heartily enjoy the playback!



WESTPORT
YACHT CHARTERS

SHROUD CAY - DAY 6

LOCATION: 24.5377° N, 76.7856° W

TIME: 1421 hrs

AGENDA: Swim the "Washing Machine," kayak, private beach picnic

FAMILY SCREEN TIME: DOWN 88%



WHERE WILL YOU FIND YOURSELF?

2018 Westport Yachts Photo Contest Finalist