POWER & MOTORYACHT



CAN LEXUS RULE THE ROAD *AND* THE SEA?

Mystery and Intrigue have their place . . .

just not when it comes to vital yacht systems.

PROGRESSIVE MIAMI INTERNATIONAL BOAT SHOW

FEBRUARY 13 – 17, 2020
VIRGINIA KEY

Contact us to schedule
your personal tour of
these fine yachts today.

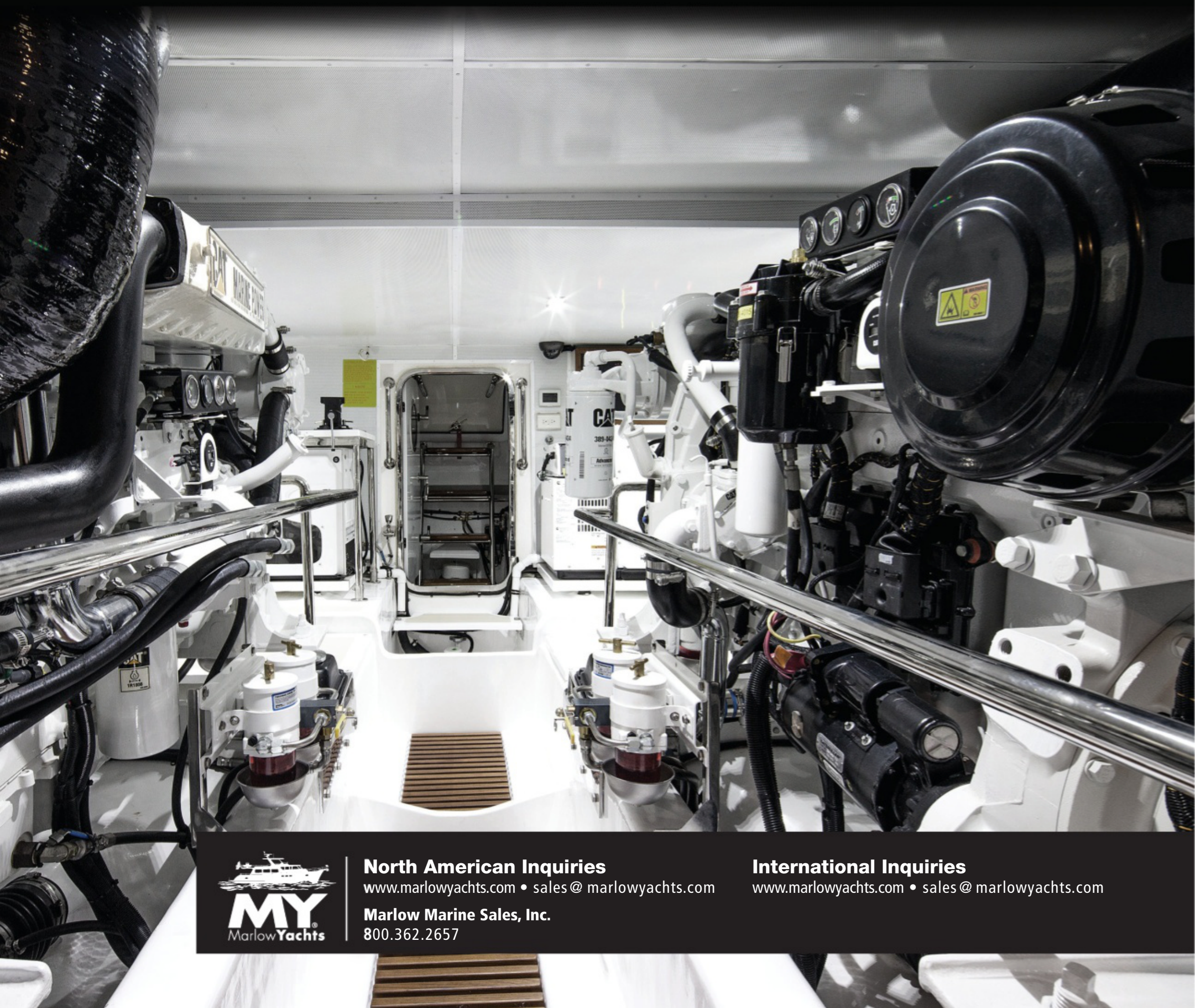




Marlow**Explorer**®

49E | 53E | 58E | 62E | 66E | 70E | 75E | 80E | 88E

All Marlow Explorer yachts are designed and built to a higher standard, including mechanical systems and assembly. All wiring and cabling are clearly labeled and carefully bundled for our dedicated raceways. We do this because in an emergency you don't want to be seconded guessing. The stand-up engine room and mechanical plant for this Marlow Explorer 49E (pictured below) is class defining for its size and layout. Learn more at www.marlowyachts.com.

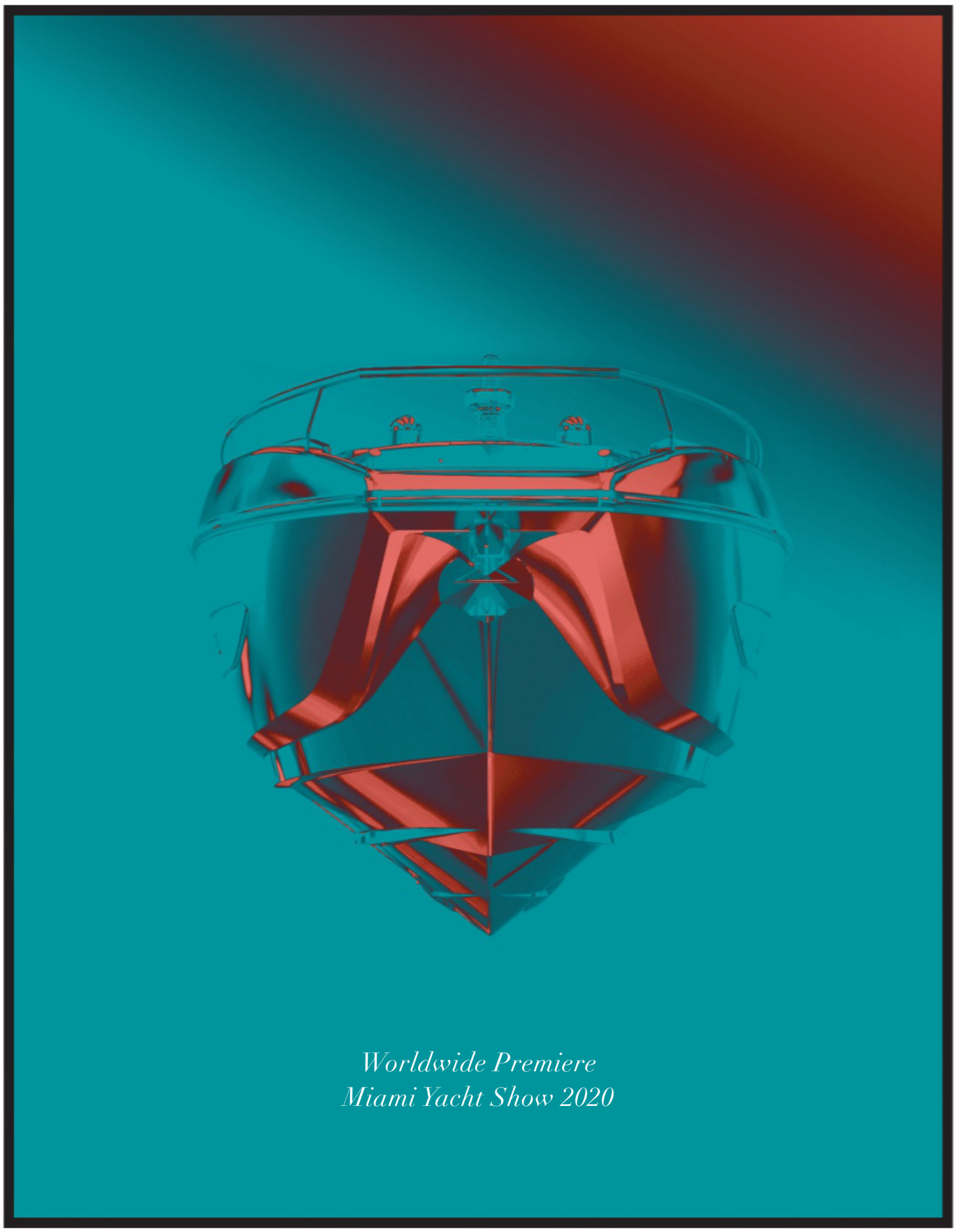


MY Marlow Yachts

North American Inquiries
www.marlowyachts.com • sales@marlowyachts.com

Marlow Marine Sales, Inc.
800.362.2657

International Inquiries
www.marlowyachts.com • sales@marlowyachts.com



Worldwide Premiere
Miami Yacht Show 2020

VERVE 47

AZIMUT YACHTS OFFICIAL DEALER:
MARINEMAX - marinemaxyachts.com

AZIMUT
YACHTS

LIVE
The Dolce Vita



A brand of AZIMUT | BENETTI Group
azimutyachts.com



SEA PLEASURE. **ALL YEAR ROUND**

When you find the perfect spot to be, wouldn't you like to stay there as long as possible? Monte Carlo Yachts is ready to unveil the new **MCY 70 Skylounge**, the first Italian made luxury motoryacht with enclosed flybridge.

Prepare your senses for a new well-being.

MCY 70 SKYLOUNGE WORLD PREMIERE
Miami International Boat Show | 13 - 17 February



MCY SKYLOUNGE COLLECTION | 66 | 70 | 76 | 80



COME AND SEE THE **NEW MCY 70 SKYLOUNGE**
The new Monte Carlo Yachts with enclosed flybridge

To discover our **Official Dealership Network** in the Americas, please visit our website **www.montecarloyachts.it**

Monte Carlo Yachts SpA
Via Consiglio d'Europa 90
34074 Monfalcone (GO), Italy
+39 0481 283111
info@montecarloyachts.it

MONTECARLOYACHTS
Future, Classic.

90R



revolutionary

THE OCEAN ALEXANDER 90R is more than the embodiment of style and performance. It's an engineering masterpiece that glides into a slip with ease. It's your escape from it all and your entry into exquisite freedom. It's a lifestyle that offers the epitome of pampered privacy. In a word... it's revolutionary.



OCEAN ALEXANDER®

OCEANALEXANDER.COM

NEW PRESTIGE 590S



WHERE THE SEA FEELS LIKE HOME

► Miami Yacht Show Debut | February 13 - 17, 2020

Flybridge: 750 / 680 / 630 / 590 / 520 / 460 / NEW 420
S-Line: 680S / 630S / **NEW 590S** / 520S / 460S / NEW 420S

prestige-yachts.com



PRESTIGE®

LUXURY MOTOR YACHTS



mjm yachts

35z | 40z | 43z | 50z | 53z



Outboard Performance. Yacht Comfort.

51 MPH speed. Certified ISO CE Category A Ocean. Dual master suites below. Party of 20 on deck. Tough, stable, low-profile advanced composite hull designed by Doug Zurn. Seakeeper for all-day comfort. Outboard yachting done right.

www.mjmyachts.com

PURE. **EVOLUTION.** | S 378 SPORT

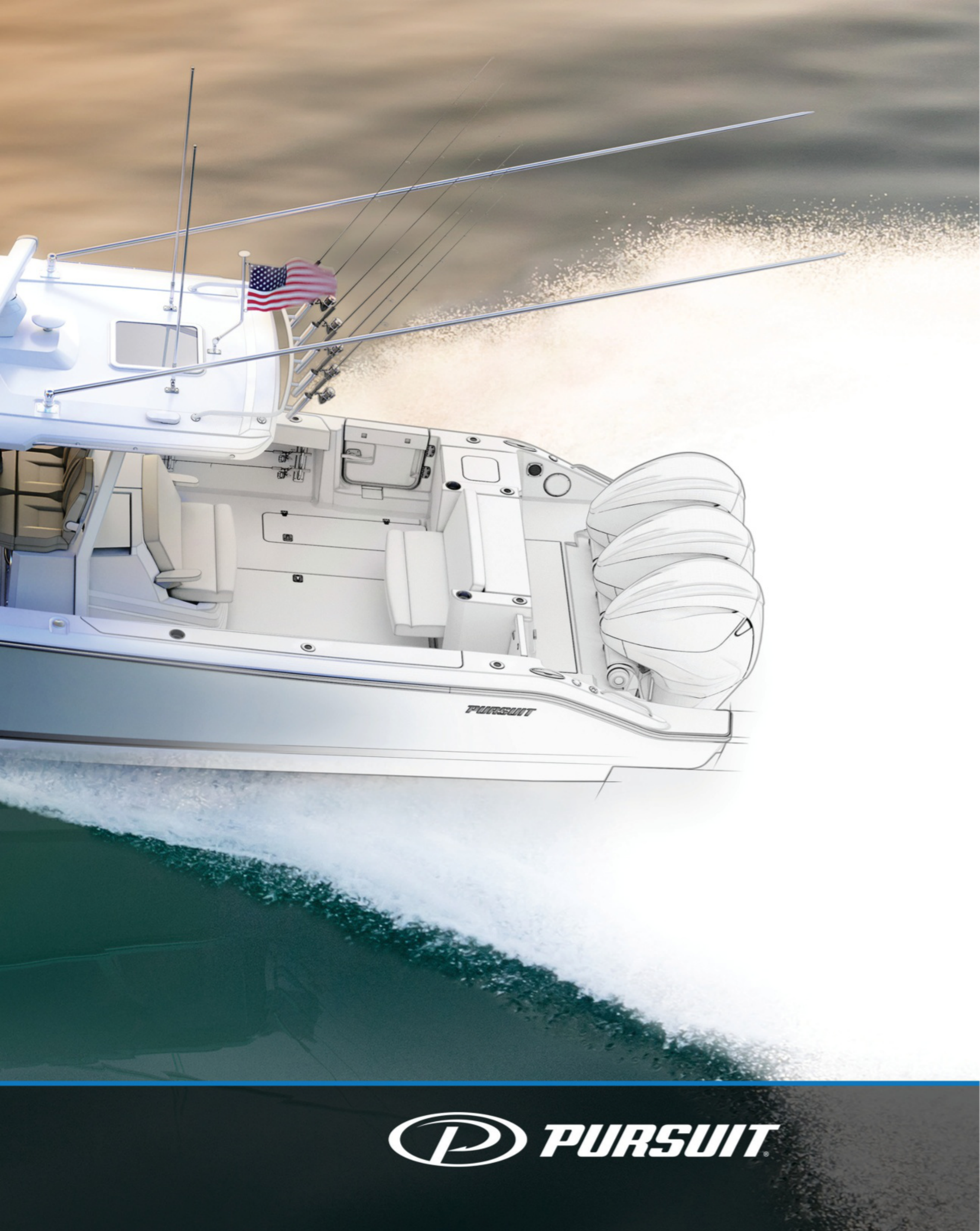
Prepare to dominate the water on the new Pursuit S 378 Sport. It's the perfect culmination of power, innovation and tradition. **Arriving February 2020.**



Powered by YAMAHA

Visit your factory authorized dealer and experience the excitement of Pursuit. Check us out at **pursuitboats.com**.

AMERICAN MADE



PURSUIT®

WINTER SALES EVENT

Limited Time Only



GRADY-WHITE BOATS

Exceptional attention to detail.



Freedom 375

POWERED BY YAMAHA

Uniquely *Grady-White*.

gradywhite.com

92|SB







THE SKY'S THE LIMIT

The 92 Sky Bridge Convertible will get you
to the fish—even if they're halfway around the world.

viking®
yachts

Made in America with Experience & Pride
609.296.6000 • vikingyachts.com

There is no equivalent.



42 45 50 52 55 65 **70**


Introducing the Palm Beach 70.
Where you go from here is up to you.
PB
PALM BEACH



34LX ADVENTURE AWAITS

The first in the LX lineup, the 34 LX luxury crossover provides comfortable bow rider seating accessed via a centerline pass thru. An accommodating cockpit provides abundant seating for family and friends while the transformational aft seating offers the ability to enlarge or reduce the cockpit size based on guest's needs aboard. Smart storage allows space for beach and water gear as well as boat equipment.



Powered by your choice of twin Mercury or Yamaha propulsion packages, the 34 LX is ready to perform. Outfitted with glass cockpit integrated electronics and the latest Garmin® Marine Navigation Systems, captains will enjoy the ease of use and navigation aboard.

Visit your local factory authorized dealer or TiaraSport.com to learn more.

MERCURY

60 FLY

CRUISERS YACHTS

Please visit us at the Miami Boat Shows
February 15th - 19th

Miami International Boat Show at the Miami Marine Stadium
Miami Yacht Show at One Herald Plaza

CRAFTED IN THE UNITED STATES

338BR | 338OB | 35EX | 38GLS | 39EC | 42C | 46C | 50C | 54C | 54F | 60C | **60F**

For more information, please visit
CRUISERSYACHTS.COM

380 LXF

Scout's LXF Model Line









The Official Knife of Scout Boats
www.williamsknife.com

2531 Hwy 78 West / Summerville, SC 29483
843-821-0068 / www.scoutboats.com

420 LXF

Performance *with Class.*

style, innovation,
functionality & efficiency.

no sacrifice.









Scout

Discover More...

FOR THE DREAMS YOU NEVER STOPPED CHASING

ARE YOU ON BOARD?

It's only when we go
back to believing anything
is possible that it truly is.
For over 60 years, that's
been the philosophy of Hatteras
and the inspiration behind the
Panacera® line, combining fresh
open-concept designs and
legendary Hatteras
performance. Winner of the
Robb Report Best of the Best
Award, The M75 Panacera
offers an experience
without equal
for those who chase a
life without limits.

SEE THE
AWARD-WINNING
HATTERAS

M 75
PANACERA



AT THE
MIAMI YACHT SHOW
FEB 13-17, 2020
RSVP AT HatterasRSVP.com

Hatteras®
HATTERASYACHTS.COM

American Muscle

Viking engineering
and performance
break the boundaries
of motor yacht design.

Made in America with Experience & Pride
609.296.6000 • vikingyachts.com







93|MY

viking®
yachts

THE ABSOLUTE VISION

NAVETTA 68

Make Your Yachting Experience Absolute.

Photos by Alberto Cocchi





MIAMI YACHT SHOW
NEW DOWNTOWN LOCATION

Come and see at **Miami Yacht Show**, from 13th to 17th February 2020
NEW DOWNTOWN LOCATION on Biscayne Bay
between the Venetian and MacArthur Causeways.

Grande Yachts International
Miami (Florida)
(001) 410 286 1350
sales@grandeyachts.com

Jefferson Beach Yacht Sales
St. Clair Shores (Michigan)
(001) 866 4905 297
sales@jbys.com

SeaNet Company
Newport Beach (California)
(001) 949 764 1718
info@seanetco.com

Staten Island Yacht Sales
New York City (New York)
(001) 718 984 7676
jhendrix@siyachts.com

REACHING FOR THE ABSOLUTE®

Powered by VOLVO PENTA



www.absoluteyachts.com

IN THIS ISSUE

FEBRUARY 2020 VOL. 36 NO. 2



The Lexus LC 500 is a cool counterpoint to the Japanese builder's first yacht (page 84).

84 Shifting Gears

A luxury automaker smartly enlists a yacht expert as it enters the off-road space. Our editor does the same, in reverse.

92 How the Outboard Won a War

Innovation, patriotism and outboards: a winning combination that propelled the Allies to victory in WWII.

98 The Sound of Silence

Silent-Yachts looks to prove that a luxury motoryacht can run green and clean with their solar-powered catamaran.

104 In Focus

Jay Fleming's photography workshops imbed amateur shutterbugs among the working watermen of the Chesapeake Bay.

112 Wally World

Luca Bassani's yachts have influenced boat design like few others; new ownership looks to keep his creative fires burning.

118 The Wake of History

An Erie Canal cruise reveals an engineering marvel from the analog era, rich with history along 363 miles of waterways.

GARMIN.

LOVE THE LOOK OF THIS HELM?

JOIN THE CLUB

GPSMAP® 8600 SERIES WITH WITH AUTO GUIDANCE[1]

10", 12" OR 16" TOUCHSCREEN HD IPS DISPLAYS

FULLY NETWORK CAPABLE

PRELOADED MAPPING WITH NAVIONICS® DATA BLUECHART® G3 + LAKEVÜ G3

ACTIVECAPTAIN® APP READY WITH BUILT-IN WIFI®

[1]Auto Guidance is for planning purposes only and does not replace safe navigation operations. Wi-Fi is a registered trademark of the Wi-Fi Alliance. ©2019 Garmin Ltd. or its subsidiaries.



Riviera 505 SUV - Step aboard in Miami



Riviera 39 Open Flybridge - Step aboard in Miami

Riviera 4800 Sport Yacht Series II Platinum Edition - Step aboard in Miami

What sets Riviera apart in the world of luxury motor yachts?

With 20 luxury motor yacht designs from 39 to 72 feet, the ***choice*** offered by Riviera is exceptional. Our proud ***heritage*** is a significant point of difference with the experience gained over 40 years launching almost 5,600 handcrafted motor yachts. Safety at sea is paramount and Rivieria's renowned ***bluewater*** capability is legendary. So too is the passion for ***excellence*** shared by our 600-strong Riviera team, maintaining a tradition of enduring quality that means a Riviera retains its value. And for peace of mind, nothing compares with the ***reassurance*** of Riviera's industry leading warranties and premium owner care programs supported by our growing global dealer network. Whichever model you choose, you'll join the Riviera ***family*** of fellow owners worldwide and have the exclusive opportunity to advance your boating knowledge and share adventures through our annual calendar of events.

Discover more at **RivieraAustralia.com** or step aboard the Riviera showcase at **Miami Yacht Show and Palm Beach International Boat Show 2020.**

200002



Riviera 575 SUV - Step aboard in Miami



Belize 66 Daybridge - Step aboard in Miami



Riviera 6000 Sport Yacht Platinum Edition - Step aboard in Miami

Discover more at **RivieraAustralia.com**

1980 2020

40 YEARS OF
EXCELLENCE

IN THIS ISSUE



It's Wally's World, ladies and gentlemen; we just live in it. The latest Wallytender has launched (page 112).

38 Logbook
As the line blurs between car nuts and boat aficionados, one thing stays clear: a shared desire for freedom and adventure.

42 Waterfront
Can a united front of boatbuilders and engine manufacturers figure out a fix for new emission rules slated to hit next year?

48 Inside Angle
Every marina has a wiseacre with one of these racy boat names on their transom. An unorthodox best/worst boat name ranking.

52 Gear
Fumbling around in a cooler for the right beverage at night can be a finger-pruning predicament—until now.

54 Electronics
Bah-bye hydraulics. For a super-clean outboard installation look no further than Dometic Marine's all-electric actuator.

58 New Boats
The latest from European builders Astondoa, Princess and Sunreef; debuts from stateside's Boston Whaler and Intrepid.

72 Drawing Board
A skylounge 70-footer from Monte Carlo Yachts; CL Yachts adds the CLB 88 to their line; and Grand Banks goes big with an 85.

80 Waypoint
Surrounded by water and beautiful vistas, Seattle is so much more than Venti coffee and numerous, large tech companies.

127 Boatyard
Critters abound in salt water, just waiting to wreak havoc on sea water-cooled systems. Here's how to keep 'em at bay.

208 Uncharted Waters
Even on joystick-equipped craft, it's wise to keep those old-school boat-handling techniques close at hand.

STOP BOATING. START PERSHING.

PERSHING

PERSHING 5X 62 70 74 82 8X **9X** 108 140

PERSHING-YACHT.COM

A FERRETTI GROUP BRAND

FERRETTI GROUP AMERICA
1445 SE 16th Street, Fort Lauderdale, Florida, 33316
Ph. 1 954.462.5527 - salesusa@ferrettigroup.com - ferrettigroupamerica.com





What happens when car and boat test experts team up to test a pair of Lexuses? Short answer: A fast—and fun—day.

LOGBOOK

Bridging the Gap

It's a funny thing, where you find your passion. My old man and brother are car nuts. They go to car shows, watch car shows and pride themselves on their ability to discern the make, model and year of a car as it glides past.

To my ears, it sounds like the scene in *My Cousin Vinny* where Marisa Tomei argues with the lawyer: "Cause Chevy didn't make a 327 in '55. The 327 didn't come out 'til '62. And it wasn't offered in the Bel Air with the 4-barrel carburetor 'til '64. However, in 1964 the correct ignition timing would be 4 degrees before top dead center."

Years ago when my brother was still in high school, he and my dad restored a '79 Chevy Camaro. I respect all the effort that went into their nights and weekends spent cleaning bolts and washers, but the car gene skipped me entirely. I was more than satisfied to share my mom's old Honda. Hell, I still drive my grandma's old Camry.

So when I had the opportunity to test our cover star, the Lexus LY650, I knew I was out of my element. What makes Lexus unique in the car world? What is their reputation among true car enthusiasts? And most importantly, what would the auto giant bring to the table when it came to entering the yacht market?

Thanks to a colleague, I was introduced to Pat Devereux. As the U.S. contributing editor to the BBC's *Top Gear* and a certifiable car test expert, I was confident he could help shine some light on my questions and more. In one of my more memorable days on the job, Devereux showed me what he looks for in a car test as we ripped around Miami in a Lexus LC 500. I'll never look at my ol' Camry the same way again. Then I gave him a taste of salt on our sea trial of the 650. You'll want to check out my full report ("Shifting Gears" on page 84), but I can safely say that sometimes colliding worlds can be a *very* fun thing.

I'm seeing it more and more, the auto and yacht worlds colliding. Maybe not so literally as the Lexus yacht, but in terms of styling and design, absolutely. Take today's new boat nomenclature. Nearly every builder offers a coupe or sedan version. Palm Beach Yachts took things a step further last year with their new line of auto-inspired GTs. The driving experience aboard those boats is about as close as it comes to being behind the wheel of a car.

Of all the helms I saw at the recent Ft. Lauderdale show, I've noticed that the only gauges that remain are those designed to resemble the analog gauges of American muscle cars. I'm also seeing crossover in terms of power. From a San Juan center console with twin Honda BF250s on the transom to the gas 430-hp V8 MerCruisers in the new Fairline F//Line 33, the battle lines continue to blur. I think that trend will grow, bridging the gap between car and boat nuts alike.

I've long suspected that car and yacht enthusiasts have a lot in common. We spend an inordinate amount of time and resources to find and maintain the vehicle of our dreams. When we try to share our passion with outsiders, we're often met by glazed eyes and the refrain: *It's just a boat*. Or, *it's just a car*.

I know I speak for our community when I shake my head and try to explain that it's not *just* a boat. Perhaps Johnny Depp said it best in *Pirates of the Caribbean*: "It's not just a keel and a hull … that's what a ship needs. Not what a ship is. What [a ship] really is, is freedom."

Whether it's my brother bombing down to the beach in an old Camaro or my young family heading out to the cove for the weekend, what binds the two passions, whichever they may be, is our thirst for freedom.

Daniel Harding Jr.
dharding@aimmedia.com

THE ALL NEW BERTRAM 50

DEBUTING AT **MIAMI 2020**

BERTRAM



28 Center Console | 39 Center Console | 35 FBC | 35 FBSF Hardtop | 35 FBSF Tower | 50 Open | 50 Sport | 50 Sport Tower | 61 Convertible Hardtop | 61 Convertible Tower

Our members return each year as faithfully as the tides.



Situated on 2,500 acres of unspoiled paradise, Ocean Reef provides a long list of unsurpassed amenities to its Members including a 175-slip marina, two 18-hole golf courses, tennis facilities, state-of-the-art medical center, K-8 school, private airport and more.

There are only two ways to experience Ocean Reef Club's Unique Way of Life – as a guest of a member or through the pages of *Living* magazine. Visit **OceanReefClubMagazine.com** or call 305.367.5921 to request your complimentary copy.

OCEAN REEF CLUB®

A UNIQUE WAY OF LIFE

KEY LARGO, FLORIDA

PRIVATE • AUTHENTIC • UNIQUE

POWER & MOTORYACHT

EDITOR-IN-CHIEF DANIEL HARDING JR.

DEPUTY EDITOR BILL PIKE
EXECUTIVE EDITOR JEFF MOSER
CREATIVE DIRECTOR ERIN KENNEY
DIGITAL DIRECTOR JOHN V. TURNER
MANAGING EDITOR SIMON MURRAY
ASSOCIATE EDITOR KRISTA KARLSON
EDITORS-AT-LARGE BILL SISSON, JOHN WOOLDRIDGE
YACHT DESIGN CONSULTANT BILL PRINCE
ELECTRONICS EDITOR BEN STEIN
EUROPEAN EDITOR ALAN HARPER
CONTRIBUTING EDITORS
BOB ARRINGTON, LOUISA BECKETT, CARLY SISSON, MIKE SMITH

SALES & MARKETING

GROUP PUBLISHER BOB BAUER
401-935-4945; bbauer@aimmedia.com
SOUTHEAST BROKERAGE SALES JESSICA SCHULTZ; 239-738-3132
MID-ATLANTIC & MIDWEST SALES JOE ILLES; 757-254-5660
SOUTHEAST & CARIBBEAN DISPLAY SALES
DAVID PARKINSON; 954-232-4064
EUROPEAN SALES
ELENA PATRIARCA; +39-0185-723697
WESTERN & PACIFIC RIM SALES
WADE LUCE; 949-491-5256
CLASSIFIED SALES CATHY BREEN 203-994-4640

AIM MARINE GROUP
A DIVISION OF ACTIVE INTEREST MEDIA

PRESIDENT OF THE MARINE GROUP GARY DE SANCTIS
VP, MARKETING AND EVENTS JULIE JARVIE
VP, EDITORIAL DIRECTOR WILLIAM SISSON
VP, MARKETING INNOVATION ERIC DALLIN
BUSINESS MANAGER MARINE GROUP KELLY BAUMGARDNER
FINANCIAL ANALYST CHRISTINE NILSEN
PRODUCTION MANAGER SUNITA PATEL
SALES COORDINATOR SARA CARPENTER
EVENT CONTENT MANAGER PETER SWANSON
PRODUCTION COORDINATORS
CHRIS CIRILLI, AMY PINTO, JENNIFER WILLIAMS
TRAFFIC COORDINATOR SAMANTHA BRENNAN
EXECUTIVE DIRECTOR CONSUMER MARKETING DANA RAVEN
CIRCULATION, FULFILLMENT MANAGER CERISSE CARPENTER
SINGLE COPY SALES MANAGER NPS
IT SUPPORT COLLIN DEHNERT

ACTIVE INTEREST MEDIA

PRESIDENT & CEO ANDREW W. CLURMAN
SVP, TREASURER, CFO, COO MICHAEL HENRY
VP, AUDIENCE DEVELOPMENT TOM MASTERSON
VP, CONTROLLER LISA PARKIN
VP, IT NELSON SAENZ
VP, PEOPLE & PLACES JOANN THOMAS
AIM BOARD CHAIR EFREM ZIMBALIST III

HEADQUARTERS:
10 Bokum Road, Essex, CT 06426. Tel: 860-767-3200
BACK ISSUE INFORMATION:
800-284-8036; outside the U.S.: 515-237-3669

SUBSCRIPTION SERVICES:
For questions, problems, or changes to your *Power & Motoryacht* subscription,
CALL: 800-284-8036 **WRITE:** *Power & Motoryacht*, P.O. Box 37274, Boone IA 50037-0274
EMAIL: PAMcustserv@cdsfulfillment.com. Please include name, address, and phone number on any inquiries.

MIAMI YACHT SHOW

"FEEL AT **HOME** WHEREVER YOU **EXPLORE**"



Sirena USA
Headquarters
The Quay, Office 129
1515 SE 17th StreetFt.
Lauderdale, FL 33316
T: +1-954-585-6390

SIRENA YACHTS

58 / 58 COUPE / 64 / 88 RPH

A brand of SIRENA MARINE

www.sirenayachts.com

SirenaYachts /sirenayachts

Exhausting the Options

A new emissions rule slated to go into effect next year has boatbuilders and engine manufacturers scrambling for a viable solution.

From Maine to Italy, from one-traffic-light North Carolina hamlets to the Taiwanese coast, boatbuilders churn out vessels one at a time in converted Quonset huts or several per week on busy production lines at massive facilities. While many builders are currently riding on the ascent of fortune's wheel, it remains a tough business imbued with vivid memories of bleaker times. A handful of today's major players have weathered storms that wiped their competitors off the map. One such builder is Viking Yachts, which survived—and lobbied against—the 10 percent luxury tax that devastated the industry for three years before being repealed in 1993. Afterwards they became what they are, stalled by the late aughts recession but always investing in their product, emerging stronger than ever.

An emission regulation set to go into effect next year is now threatening costly implications for not only Viking's flagship products but builders of large yachts throughout the world. Taking a cue from the past, Viking President and CEO Pat Healey didn't stay on the sidelines with a wait-and-see attitude but instead adopted an offensive scheme to address it, with a big press event at last year's Ft. Lauderdale boat show.

The NOx Tier III emission limits for marine engines has actually been around since 2016, but the International Council of Marine Industry Associations (ICOMIA) won a five-year extension for recreational yachts that expires in 2021. What it calls for, in a nutshell: All vessels with a load line length greater than 78 feet (the total length of a ship's waterline measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock) will require the installation of Selective Catalytic Reducers (SCR) that scrub emissions via urea. While this sounds like simple, engineering bolt-on, adapting the systems to an existing vessel is complicated, costly and according to many will not have the environmental impact the regulations are designed to address.

Before Healey's press conference, there was little talk about the impending regulations. This may have been because ICOMIA and many others were confident they'd again be granted an extension—perhaps too confident. And when





Viking Yachts claims to have nearly $20 million in tooling on their flagship vessels. They'd have to potentially scrap it in order to comply with new emission regulations.



The requirement of retrofitting the SCR to the Viking 93 means the vessel will be heavier, slower and suffer from a decrease in fuel efficiency.

that failed, with little hope for an upcoming appeal, the issue really hit home. "It's going to affect this industry like the luxury tax," Healey said as he spoke to dealers and the press at the show, opening up on how, along with the NMMA and MTU, Viking had spent the last couple of years in negotiations. "How do we live with this?" Healey asked the assembled. "[The] regulations did not consider builders and engineers … and in the end, it's about jobs." Viking revealed their plan to suspend production of their 92- and 93-footers and furlough the builders of those boats until an engineering solution from both builder and engine manufacturer can be reached.

"We are all concerned," Galati Yacht Sales head Carmine Galati told me from the spacious engine room of a Hargrave G120. While a boat of this size has more capacity to accommodate a mandated SCR—it would still take up considerable room—other vessels would require what essentially adds up to a redesign. ICOMIA Technical Consultant Patrick Hemp summarized: "SCR require a large amount of additional space to be made available in the engine room … our initial study found that the majority of engine room bulkheads would need to move approximately 1 meter [3.208 feet]. This will have a major impact on the interior layout."

Based on renderings supplied by Viking, what Hemp explained is spot-on: SCR installed above the powerplants run the entire length and width of the engines. "If we install the systems, we have no room to work on the engines," Healey said. And this doesn't take into account the urea, not widely available and which needs a dedicated tank to be approximately 10 percent of the fuel load and topped off when the mains take on diesel. (On a Viking 92 Sky Bridge, that's over 400 gallons of urea.) The SCR also generate a significant amount of heat that will require additional engine room ventilation.

Designed for commercial sector vessels and cruise ships, an SCR doesn't come online until about 80 percent engine load, the norm for a working vessel but an often rare occurrence for recreational cruising. "One of our primary points [for the extension] was to highlight the inefficiency of carrying around SCR units and urea tanks … There is a marginal NOx savings but increased greenhouse gas emissions due to the inefficiency of SCR," Hemp said.

Nearly everyone I've spoken with has claimed the gains are minimal on recreational craft. "It appears the data states very little environmental impact and considerable costs," Galati said. Hargrave

N41 Introducing a New Legend



Take your life from average to extraordinary.

Never before has there been a couple's yacht so beautifully designed and built with such capability.

An ocean-going yacht designed to the most stringent CE Certification, Category A, the newest Nordhavn – at a very manageable 41 feet – is built with the sea and cruising in mind. Stalwart and versatile, this exceptional yacht can take you across the Pacific or keep you safe when navigating the roughest waters of the Pacific Northwest.

Either way, she will provide the most comfortable, safe ride possible. It's thanks to her stable and efficient hull design and deliberately low profile. The result is a sleek, contemporary look: the cruising couple's modern Nordhavn.

Configured with a single or two cabins, her owners can choose which Nordhavn 41 layout best suits their needs. But we've taken care of everything else, selecting an exceptional list of the finest equipment - all standard. This not only means you have an expertly fitted boat, but at an astounding introductory price.

With the Nordhavn 41, the average couple just needs to fill up with fuel, and go live an extraordinary life.

NORDHAVN

Discover the entire Nordhavn product line at www.nordhavn.com.

NORDHAVN WORLDWIDE U S A | U K | A U S T R A L I A | T U R K E Y info@nordhavn.com

Coming to Florida this spring. Visit nordhavn.com for details.



A 186-foot Hargrave with SCR (in stainless compartments above the engines) installed. This boat also carries 2,500 gallons of urea, as required.

Custom Yachts President Michael Dicondina told me that he had an SCR system installed on a 186-footer that he had built to commercial code, but smaller recreational yachts "are not the same as a cruise ship or commercial boats that operate for longer periods and at higher loads."

Like others in the industry, Dicondina does not see it going away ("We're gonna have to suck it up," he deadpanned) but recognizes that engine manufacturers and boatbuilders need more time to get ready for the systems' impact and a price increase. A yacht with an SCR is estimated by ICOMIA to increase in cost from $550,000 to over $1.3 million, perhaps enough to scare buyers back to the sideline.

As Viking and engine manufacturers work on sizing down the system for boats in the 90- to 130-foot size range, they also are continuing to lobby for an appeal. "As of now, the technology does not exist [to size down the SCR]," Executive Co-Chairman of Viking Bob Healey told me. "Another extension may allow us to design a smaller system." For now, the millions in tooling that Viking has in its 92 and 93 Yachts may have to be scrapped for a redesign to accommodate SCR.

Viking may be the largest American builder to be impacted, but you can be well assured that Italian, Turkish and Asian builders with qualifying craft are working with engine manufacturers and their own in-house R&D teams to find a solution. When I reached out to ICOMIA to get an idea of how the European builders are planning for the fast-approaching mandate, I got a quick reply from Secretary General Udo Kleinitz: "Given the proximity of the 2021 compliance date I would expect every builder to be now in full preparation to comply with Tier III at least as a backup option should any proposals fail," he said, adding that the probability of successfully delaying the regulations is very low.

Looking at the facts, it seems builders and the engine companies thought an extension was inevitable. No builder is suggesting dropping production of qualifying vessels into overdrive to beat the deadline—boats with keels laid before January 1, 2021 are exempt—but to continue lobbying and utilizing their investments in R&D to come up with a solution. In an industry where altruism and mutual respect for competitors goes a long way, perhaps a united front of builders with the mutual goal of solving this issue will do just that. —*Jeff Moser*

THE PRINCESS V78

EXPERIENCE THE EXCEPTIONAL®

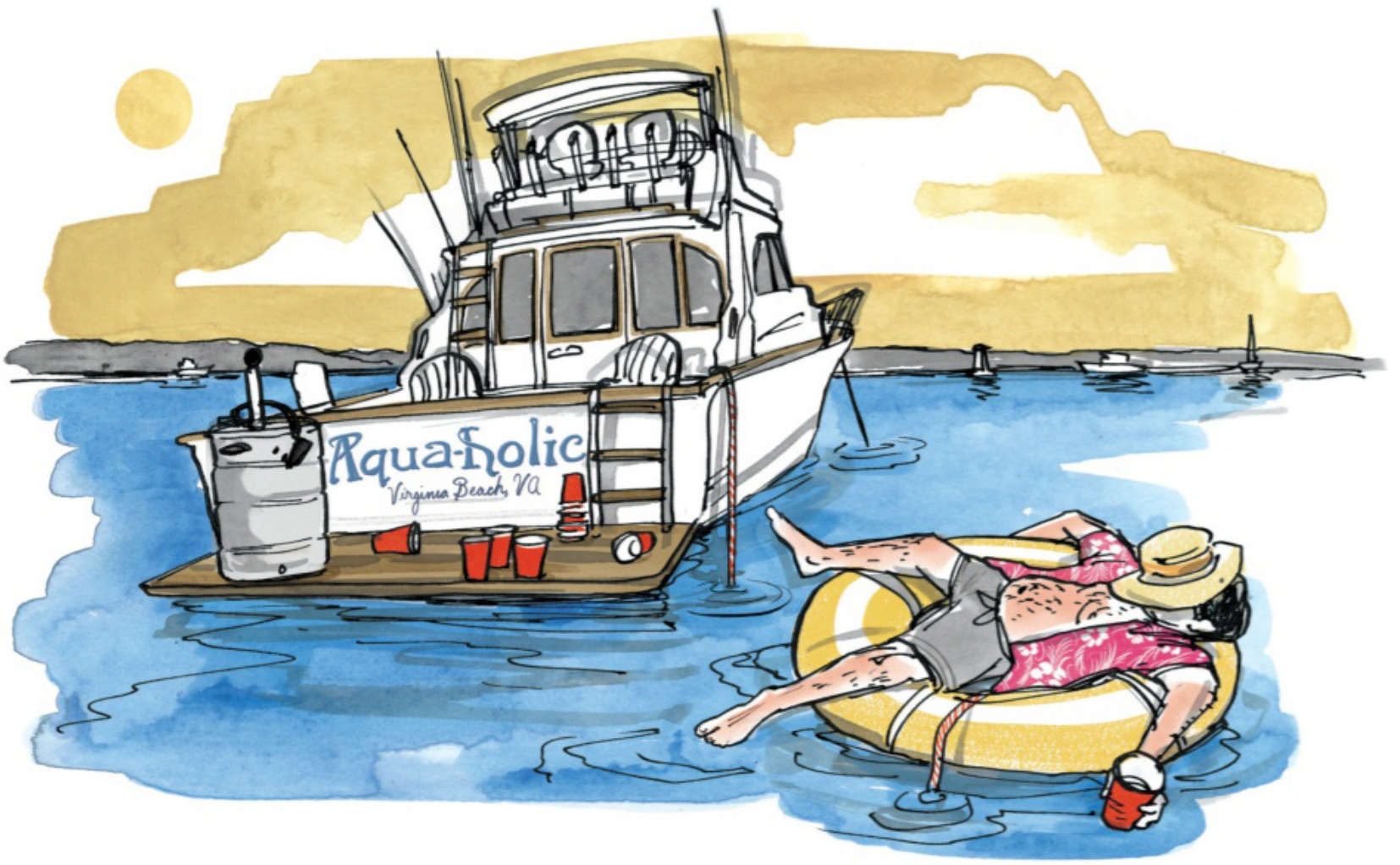


VISIT US AT MIAMI YACHT SHOW 13TH – 17TH FEBRUARY 2020

PRINCESSYACHTS.COM

PRINCESS

CRAFTED IN PLYMOUTH, ENGLAND



What's in a Name?

Finally, someone ranks some of the best/worst boat names.
By Bill Prince

We've all seen lists of funny boat names. But none of those lists ever factor in what I'm about to propose. You see, when naming one's boat, one must hope for the best but plan for the worst. Before sticking that vinyl on the transom, think about how it's going to entertain the Coast Guard and everyone else listening on channel 16 if you find yourself hailing something dumb like, "Mayday, Mayday, this is ... *A Perfect Moment.*"

Therefore, each of the best/worst boat names below shall be issued a Mayday Score on a scale of one to 10, with 10 being the funniest or most embarrassing thing one could broadcast on the radio in one's hour of need. On this scale, we'll baseline the example above as a 9.5. Generally not good, and you'd better hope your mother-in-law is not aboard when you need to make the big call.

The best/worst boat names generally come in three broad categories.

1. Bragging about where the money came from:

SEA SECTION. You just know that the utterly tasteless OB-GYN who owns this vessel has a huge picture of his boat displayed prominently in his office, with the name clearly visible. I say "his" because I don't think there's a female obstetrician alive who would be caught dead on a boat named *Sea Section*.

Mayday Score: 6

TAX SEA-VATION. This is a bold move. Imagine the look on the IRS auditor's face if push comes to shove and the yacht's owner ends up face to face with him or her. You can bet this would trigger an audit of unprecedented scope, including demands for receipts for every bottle of booze, jar of Vaseline and roll of toilet paper ever purchased on the company's dime.

Mayday Score: 7.5

DRUG MONEY. Another bold move, this time by a pharmaceutical sales executive who's putting it all out there. Better yet if *Drug Money* is a 70-foot dayboat based in South Florida and cruises the Bahamas rather than some prissy picnic boat in Newport. *Drug Money* will no doubt get the attention of every single cop and Coast Guard patrol on her travels.

Mayday Score: 9

2. Double entendres:

WASTED SEAMEN. Okay, we *got* it. Does every marina need one of these? In my home port, we see *Wasted Seamen* in the water just

BRETT AFFRUNTI

390

NEW FOR 2020



BACK COVE YACHTS

Practical Elegance. From Maine.

Back Cove 340

Back Cove 390

MADE IN U.S.A.

Back Cove Yachts • 23 Merrill Dr. • Rockland, Maine 04841 • 207-594-8844 • backcoveyachts.com

about every weekend. Is this the boat you want to bring a date aboard? Depends on the date.
Mayday Score: 9

SALTY TEST TACKLES. Don't plan on a lot of manufacturer sponsorships to subsidize your fishing habit if you name your boat *Salty Test Tackles*. And you're not likely to ink a deal for a cable TV reality show any time soon, as much as you might aspire to such fame. *Wicked Tuna*? Sure. *Salty Test Tackles*? Not so much. Pro tip: Think twice before powering this boat with Cox diesel outboards.
Mayday Score: 8.5

ROW V. WADE. Definitely clever, especially in the tidal waters of Sarasota Bay where this dinghy has been moored near the shore for decades to serve her mothership. Tide's out? Wade. Tide's in? Better row. Bonus points if the owner is a lawyer.
Mayday Score: 2

3. Jokes hidden in Edwardian script:

The inherent elegance of flourishing script makes dirty words easier to hide from the casual observer. These two tame examples look good in their calligraphy camo:

MYASSIS DRAGON. This was actually published as *M.A. Dragon* in our club roster when I was a kid.
Mayday Score: 6 (but it jumps to 10 if the boat is actually sinking by the stern.)

DIDJABRINGABEERALONG. Well, didja? Now would be a good time for one. The crew in the Coast Guard chopper is sure to get a good chuckle at the sound of this.
Mayday Score: 6

Finally, there's the ubiquitous *Branch Office/In a Meeting/Sales Call*. Almost every marina has one of these. The name is not that creative anymore, and only earns a Mayday Score of 3. But the owner loves to imagine his secretary telling clients that he's "at the *Branch Office/In a Meeting/*on a *Sales Call*" while he's otherwise working on *Tax Sea-vation*, enjoying *Drug Money* or hanging out with *Wasted Seamen*. ❐



DEEP WATER 3D VISION

WHERE "FISHING" AND "CATCHING" INTERSECT

When most 3D Imaging Sonar targets disappear as you approach 200 feet, Furuno's DFF3D Multi-Beam Sonar is just getting started.

Take the guesswork out of fish location by seeing underwater 120-degrees port to starboard at depths close to 1,000 feet, with Side Scanning to over 650 feet. Utilizing four intuitive display modes, you will be able to survey the seafloor structure and simply tap the screen to save fish targets under & at the side of your boat. The result is unparalleled clarity of where the fish are hiding, so you know exactly where to drop and reel them in… Fish On!

DFF3D
MULTI-BEAM SONAR



DFF3D compatible with NavNet TZTouch/TZTouch2

FURUNO
www.furunousa.com



Lights, Cooler, Action

The Orca LiddUp cooler lights your way to the perfect beverage.

The Orca LiddUp cooler is one of those things you didn't even know you needed. Well, okay, you probably don't need it, but it's pretty cool. In fact, the Orca motto is "Make Every Moment Cool."

The cooler is a partnership between Orca, whose American-made coolers follow in the footsteps of brands like Yeti, and LiddUp, a brand that got its start on the show *Shark Tank*.

We were impressed with the cooler's functionality on summer cruises throughout the Northeast. It does everything expected of high-end coolers: keeps beverages cold all day, has extremely durable construction that lends itself to becoming an extra seat in the cockpit, and has a drainage spout.

Things get unusual, though, when you pop the cooler's heavy-duty, whale-tail-shaped fasteners. The 33-liter cooler holds 56 cans that are easily identifiable in the dark thanks to the LiddUp LEDs that activate when the lid is opened. No more rummaging around blindly with your hands immersed in ice water for the right type of beverage.

The LEDs are powered by four AA batteries which will likely last quite a while unless the lid is accidentally left open for long periods of time. Not cool.

Weighing in at 25 pounds empty, this cooler is a two-person haul when filled with ice and drinks. Some users might think that's a pain, but others might point to the durable construction that lends this cooler an ultra-rugged feel.

At $349, the Orca LiddUp is roughly $100 more expensive than its competitors. I'm not sure if the lighting capabilities are worth that much, but perhaps you can't put a price on cool. These brands are betting on it. —*Krista Karlson*

CLB 88



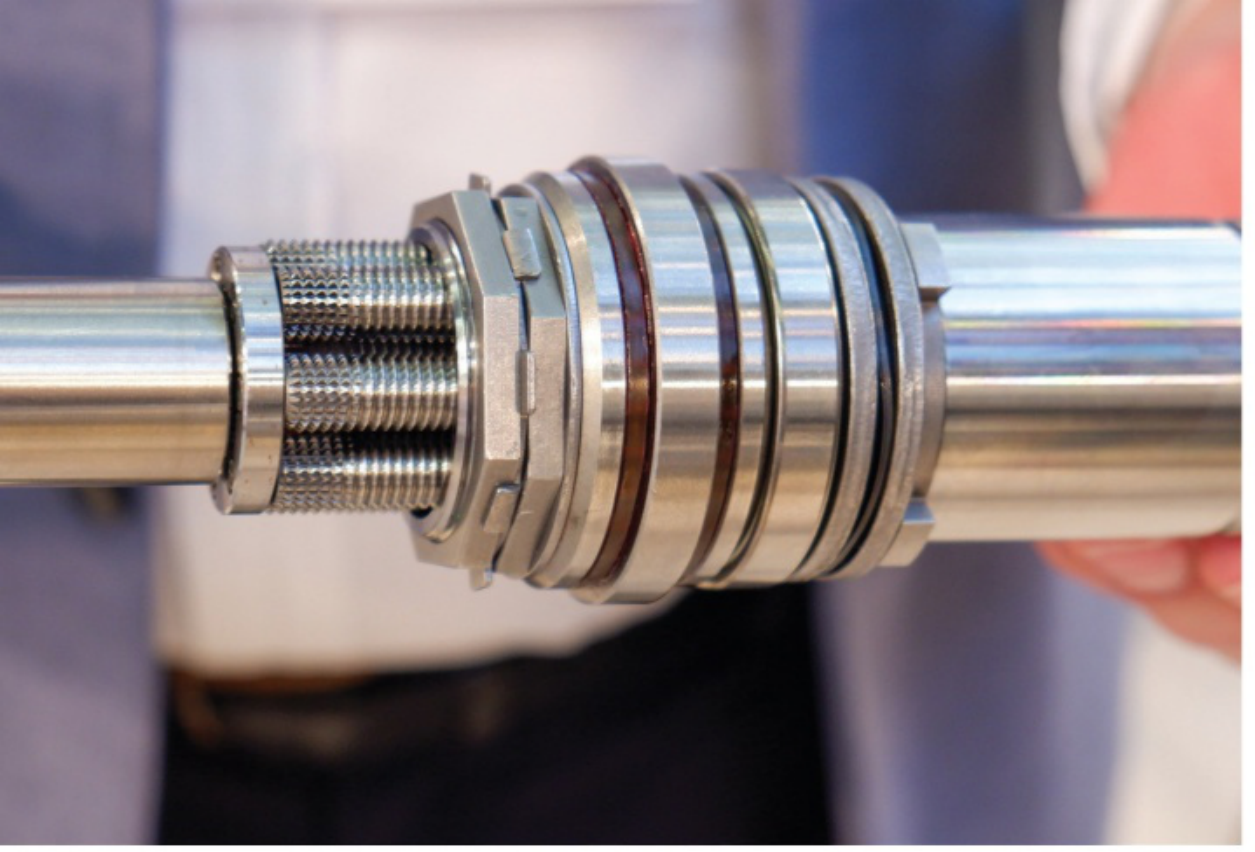
THE MOTOR YACHT — **REIMAGINED**

Introducing CLB88; an instant contemporary design classic created to inspire the most demanding modern explorer. Engineering excellence, design innovation, and state-of-the-art technology come together with unmatched quality to steer luxury and performance into uncharted territory.

explore **clyachts.com** **#clyachts**

CL YACHTS

by Cheoy Lee



Close inspection of the actuator reveals the precision that goes into making these outboard actuators a reality.

ELECTRONICS

An Electrifying Upgrade

Dometic Marine's all-electric actuator removes the need for hydraulics in a simple, clean and feature-rich outboard steering system. By Ben Stein

Seastar's Optimus EPS electro-hydraulic system debuted in 2012 and utilizes drive-by-wire technology from the electronic helm unit to a pump control module mounted at the stern of the boat. Thin CANBus wires make the connection. The pump control module runs hydraulic pumps that connect to a hydraulic steering ram attached to each engine. This system eliminated long hydraulic runs and drastically simplified the installation of additional steering stations, but it still required rigging hydraulics from the pumps to the steering rams.

Enter Dometic. The company purchased Seastar Solutions at the end of 2017 and re-branded it as Dometic Marine at the end of 2019. Seastar Solutions has long been the dominant provider of around 80 percent of marine steering systems. The newly branded outfit looks to build on their success by engineering an all-electric steering system.

Dometic Marine's all-electric actuator removes the need for any hydraulic rigging and dramatically simplifies the installation of the boat's steering system. Connecting the actuator only requires three CANbus connections and wiring power to the unit. A brushless direct current motor and roller screw drive system are contained entirely within the actuator.

It's almost unfortunate that the actuator is covered by a protective housing that hides an impressive and beautiful array. Dometic is justifiably proud of what they've accomplished in the design and manufacture of their Optimus Electric Steering actuator. Though they're a little tight-lipped about some of the exact tooling techniques, they will proudly tell you that they've developed quite a few unique manufacturing processes to deliver the product.

The actuator utilizes what Dometic describes as an inverted roller screw design. It contains seven planetary rollers around a main center screw. The rollers mate with the threaded interior of the actuator housing to extend or retract the ram and control steering. I'm told that getting the high precision threads on the inside of the housing was one of the major challenges of building the actuator. The roller screws are made of hardened stainless steel to ensure durability. But, harder metals are also more brittle, so the alignment of all those threads must be extremely precise to avoid fracturing.

Dometic precisely machines the roller screws to tolerances of .0001 inches and controls the rotation of each roller by hobbing the end of each screw with a pattern that mates to an internal gear. This internal gear meshed with each roller screw maintains thread alignment as the actuator moves to steer the boat.

The promised result of all this innovation is a system that is more responsive, more precise, quieter and easier to install. The all-electric Optimus system carries about a 25 percent premium over the current Electro-Hydraulic system. I suspect most of the cost can be made up in the reduced time and effort required to install a system without any hydraulics, as Dometic estimates the installation of the all-electric system will be two to four hours faster than an electro-hydraulic system.

Additionally, a twin-engine, all-electric system is 33 pounds lighter than its electro-hydraulic sibling. Maintenance is reduced thanks to no fluid to monitor and change. Each Optimus steering system, whether electro-hydraulic or all-electric, utilizes redundant CAN



INTELLIGENT LUXURY.

From signature features that significantly shape the experience, to near imperceptible details, every Maritimo is designed purposefully for its owner. The result are motor yachts of unparalleled quality; the perfect balance between poise and performance; form and function.

EXPERIENCE MARITIMO

Miami International Boat Show - February 13-17, 2020.
Both the M-Series flybridge motor yachts and the X-Series sport coupé's on display. For more information or to book an appointment **maritimo.com.au/events**

Maritimo®

networks to ensure reliable control of the vessel even in the event of a failed connection or cable. Optimus steering systems can control between one and four engines and the Optimus 360 joystick control system can be added to any engine configuration. The steering effort and a number of turns from lock-to-lock can be adjusted based upon the user's preference, plus those parameters can be set to vary based on the vessel's speed.

An additional benefit of either the electro-hydraulic or electric system is the ease of adding additional stations. Rather than having to rig any hydraulic lines or cable controls to additional helm locations, all that's required is extending the CAN networks to the helm location. This cuts down significantly on both parts and installation labor. All the Optimus systems support up to three helms.

Dometic's Optimus systems equipped with their Optimus 360 Joystick system can also be outfitted with SeaStation GPS dynamic positioning system and Seaways Autopilot (SeaStation has three modes: position hold, heading hold or position and heading hold. The Seaways Autopilot features heading hold, tracking mode or route mode.) Both systems are controlled via Dometic's color display.



A transom rendering shows off the clean rigging and installation of Dometic's E-actuator.

A steering ram probably isn't something you think about too often, but the improvements offered by Dometic's all-electric system might be enough to change that. The benefits of the system are clear and the simplicity of installation and adding significant features like joystick, autopilot and DPS make this system pretty compelling. If you're building a new boat—or retrofitting an existing vessel—it seems pretty obvious this system deserves consideration. I look forward to having the opportunity to give this system an extended sea trial. ❐



UNMATCHED VERSATILITY

LEADER 6.5 | LEADER 7.5 | LEADER 9.0 | LEADER 10.5 | NEW LEADER 12.5



THE NEW LEADER 12.5 LAUNCHING SPRING 2020

From 22 to 40 feet, these stable and powerful V-shaped hulls provide excellent seakeeping and secure handling while underway. Jam-packed with ample storage, multiple berths, enclosed head compartment, galley, and forward and aft sundecks, any one of our Leaders is the highly versatile boat you've been waiting for.

POWERED BY YAMAHA

JEANNEAU POWERBOATS

jeanneau.com



Astondoa 100 Century

With seemingly acres of sunpads and seating, this 100-footer celebrates 100 years of boatbuilding.









What's with the name of Astondoa's newest yacht? This 100-footer celebrates 100 years of Astondoa boatbuilding, launched by Jesus Astondoa Martinez in 1916, with only a brief (and understandable) pause for the Spanish Civil War. If your eyebrows raised at Spanish boatbuilding, think *Niña*, *Pinta* and the Spanish Armada centuries ago. One of a handful of mega builders in Spain, Astondoa is notable for several generations of craftsmen still building their yachts.

The 100 Century is a raised pilothouse tri-deck, with an upper deck that slopes forward past the pilothouse and its reversed windshield. That upper deck is really the flybridge, including twin dinettes and two L-shaped consoles that serve as wet bar and outdoor galley. All this is mostly tucked under a mighty fiberglass hardtop that sports a sunroof for even more light and breeze.

The upper deck/bridge starts aft with a spa surrounded by acres of sunpad and seating, and the flawless teak decking continues with nary a step all the way to a lounge with table on the foredeck. Tucked inside the low fighter jet cockpit of a pilothouse is the skipper's sanctum, with a single helm seat, settee with table (for invited guests) and a full-sized chart table (remember those?).

The main deck is also a single level, from the shaded cockpit through the washed-oak salon by Cristiano Gatto, past the dining table for 10, and into the full-beam master suite forward, with its own foyer, private head with stall shower and cavernous hanging lockers with Lucite-fronted drawers.

Take a left at the dining table in the salon and you're in a galley fit for an Iron Chef with triple fridges, six-burner cooktop and counter space to prep a five-course meal. Of note here is the ledge outboard with twin stools: The word is this owner occasionally likes to make his own sandwich and this provides a casual spot to dine, but with a spectacular view. Down from the galley are the crew quarters for four in two cabins, each with en suite heads.

The owner's guests also live like royalty on the lower deck, with a pair of mirrored VIP staterooms aft, both en suite with stall showers. Just forward are two more en suite guest cabins which transform from singles to doubles easily.

The Astondoa 100 Century is a fully custom yacht, so what is described here is what this particular owner chose, but you can rearrange to your heart's content. The same applies when it comes to engines: Our boat had twin MTU 2,850-hp diesels. Standard 2,186-hp MTUs offer a 26-knot top speed. The engine room is spectacular, lined in stainless steel with full walkarounds, and there is a transom garage than can accommodate a 15-foot Williams Sportjet tender plus a PWC.

The bespoke craftsmanship of each Astondoa ranges from the stitched leather on countertops to intricately inlaid marble to welded stainless fittings like jewelry. Built to the highest standards to satisfy the most discerning owner, Astondoa's 100-footer, whatever you call it, is a spectacular offering. Old Chris Columbus would have been mightily pleased by this Spanish caravel.

—Chris Caswell

Sunreef 80

Stability, range and big living spaces define the Polish builder's largest power cat to date.



LOA: 78'6"
Beam: 39'4"
Draft: 5'6"
Fuel: 4,225 gal.
Water: 422 gal.
Power: 2/1,200-hp MAN V8-1200
Cruise Speed: 14 knots
Top Speed: 24 knots

It seemed fitting that Sunreef Yachts announced, prior to the premiere of their flagship power cat at last year's Cannes Yachting Festival, that construction had already commenced on hull number two, slated for tennis star and yachting enthusiast Rafael Nadal. I figured Rafa chose her because the 80-footer could be pressed into service in the off season as a floating, teak-decked tennis court with the best views of his home island of Mallorca.

Just a hair under 80 feet LOA and with a catamaran's truly massive beam—the Sunreef clocks in at 39 feet, 4 inches—there's no monohull in her size range that touches its 3,875 square feet of living space. My cursory Cannes tour was practically overwhelming, even when guided by Marketing Director Karolina Paszkiewicz. I took a quick glance at the PWC garage between the hulls and then boarded from one of swim platforms, split by a hydraulically powered platform that spans the pontoons replete with chocks for tender storage.

Two distinct and commodious outdoor spaces graced the first level. The aft deck—fully shaded by the flybridge overhang—appeared ideal for alfresco dining, with a large table and seating that can be expanded via a bank of convertible sunpads. The 60-inch flatscreen built into the port-side bulkhead looked tiny when juxtaposed against the large, tinted sliding glass salon doors. Wide side decks and high bow rails that lead to her foredeck will be appreciated, offering safe passage for the dozen-plus guests easily accommodated at her bow lounge.

Paszkiewicz then deftly placed the sliding glass into its port-side pocket and we entered the salon. Light streamed in from massive windows in her hullsides and a bank of fixed glass skylights near the starboard-side helm. The layout on hull number one includes two companionways to port, with the aft stairs leading to a galley and crew's quarters; the VIP has its own dedicated forward entryway. The master is a mirror image on her starboard side: its king berth, seating area, large closets and bath dominate the rest of the area.

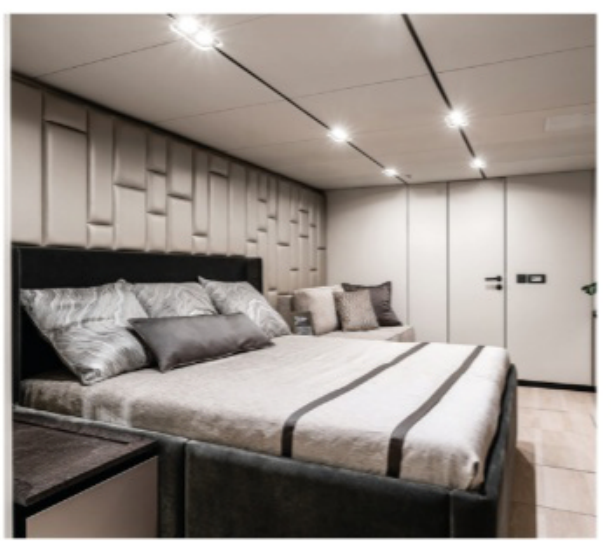
What I found in her staterooms and the gigantic salon is a discerning, elevated mix of materials in all the right tones—from light wood soles, bulkheads, soft goods and a healthy dose of Carrara marble to muted, darker finishes on furnishings, particularly in the staterooms. A forward galley is replete with both light and dark marble countertops, a large wine fridge, wet bar and via a centerline door, access to the foredeck. As a custom builder, Sunreef offers a wealth of finish op-











tions as well as a half-dozen belowdeck layouts to accommodate more crew, guests, or both.

I didn't think I needed a hot tub flanked by four plush bar stools, but it just looked so inviting on the 80's flybridge. Like the rest of the vessel, the area is blessed with superyacht-size living spaces and on hull number one, an expansive sunpad and hardtop with retractable roof. I guess the owner wasn't satisfied with having just the aft wing station on the flybridge, as hull number one is fitted with two forward helms, both with the works.

Sunreef claims a 24-knot top speed with optional, 1,200-hp MAN powerplants, a 14-knot cruise and with 4,225 gallons of diesel, the ability to cross oceans on her own bottom. With a recent yard expansion, the builder announced plans to eclipse 100 feet in both their sail and power cat model line. *—Jeff Moser*



LOA: 47'6"
Beam: 13'8"
Draft: 2'8"
Displ.: 26,000 lbs.
Fuel: 548 gal.
Water: 80 gal.
Power: 3 or 4 outboards from 350 hp to 627 hp
Cruise Speed: 43 knots
Top Speed: 59 knots
Price: $925,000

Intrepid 477 Evolution

The veteran builder continues to innovate with its flagship model.

Founded in 1983, Intrepid built its reputation as a builder of performance fishing boats, cruisers and yacht tenders. In 2005, the company's 475 Sport Yacht captivated boaters with two spacious staterooms and yacht finishes in a performance package. Fifteen years later, Intrepid has tweaked its design DNA by listening to its clients, who VP of Sales Alex Rizo calls "the best designers." The process culminated with the recent debut of the 477 Evolution.

"Everybody is pushing to raise the game," said President Ken Clinton of the current outboard-oriented manufacturers. "We've all had to work harder to be better, and I remind my team that we've been first in a lot of areas." He recounts firsts like dive doors, a center console head, gyrostabilizer on an outboard vessel, painted engines, vacuum bagged and infused decks and liners. "But now, what's the next thing?" Clinton asked. "We have to keep doing it better."

The 477 Evolution represents Intrepid's brand evolution, with features that make it versatile for fishing, cruising, entertaining, embarking on a water sports adventure or a romantic weekend on the hook.

Her "Bentley blue" Imron paint playing off the white gelcoat made the Evolution a dock standout, with matching blue diamond stitched upholstery. Even interior flat surfaces were painted in the same matte Imron blue, tying together the décor package and exterior.

In the cockpit, I could envision fighting a fish or eyeing the two 40-gallon, pressurized live baitwells. A fiberglass and upholstered bench seat folds flush into the transom for extra cockpit room when dropping a line, then unfolds when enjoying the view. Two freshwater washes keep the deck clean; large insulated fishboxes flank the hatches in the center, which make the bilge, mechanical gear, pumps and generator easy to access. A SureShade provides sun protection to the aft deck.

The outdoor kitchen makes for easy prep, with a grill, sink, refrigerator/freezer and optional ice maker set conveniently behind the helm. Rod and cup holders have equal placement, including along the ample bow seating and huge sunpad with electric backrests; removable cushions here reveal skylights to the lower cabins.

One of the Evolution's most innovative features is the port side hydraulic platform. While many vessels now boast extensions, the 477 created a 4-foot by 3-foot extended platform with robust supports and a manual, integrated ladder—ideal for descending and returning from the water. To starboard, a transom door with Intrepid's signature lift-and-rotate design saves dock space while boarding.

Interior designer A La Mer provided other yacht-like finishes in the soft goods and upholstered headliner with recessed LED lighting. Neutral overtones of the Obeche veneer wood and Corian-topped cabinetry creates a fashionable look, highlighted by teak soles. The cabin, galley and two staterooms present unexpected details like a recessed wine cooler at the armrest of the U-shaped lounge, just under the flatscreen TV, at the starboard side. The bow table, when lowered, creates a third berth to supplement the starboard aft master and port guest staterooms.

Quad Yamaha 425 engines push the 477 to a 59-knot top speed and 43-knot cruise. A joystick, bow/stern thrusters and owner's choice of electronics make operation easy, and air conditioning for bolster helm seats provide comfort to the captain and passengers.

Adaptation over time is integral to perennial success as a boatbuilder. With Evolution 477, Intrepid shows they're in it for the long haul. *—Marilyn DeMartini*













Boston Whaler 405 Conquest

The venerated builder again eclipses 40 feet with the largest-ever from their Conquest model line.



LOA: 41'4"
Beam: 13'6"
Draft: 2'7"
Displ.: 29,500 lbs.
Fuel: 600 gal.
Water: 90 gal.
Standard Power: 4/300-hp Mercury Verados
Cruise Speed: 38 knots
Top Speed: 52 knots

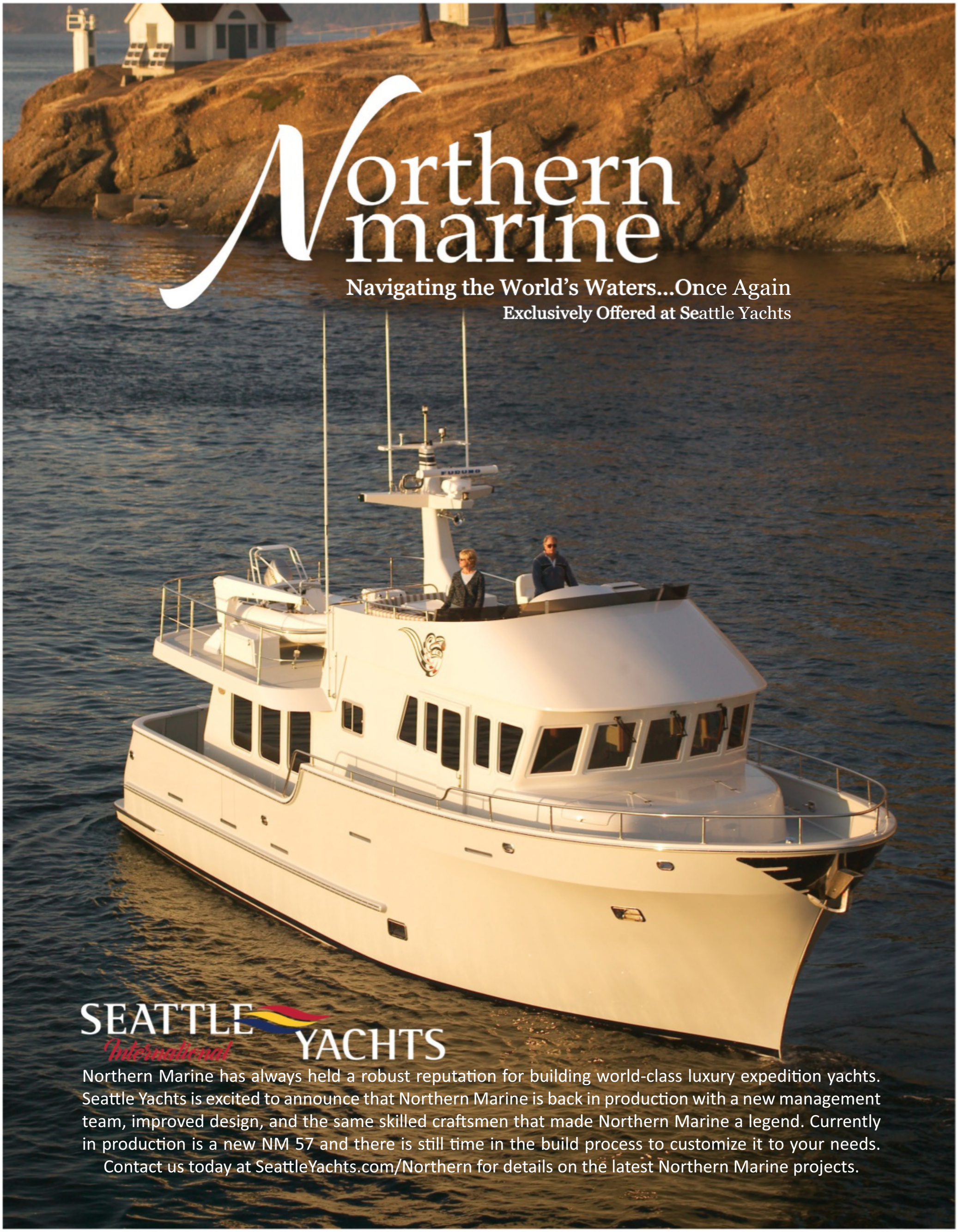
Many of us, myself included, cut our nautical teeth at the tiller or varnished wood helm of a Boston Whaler 13.

I have fond memories of layering up and blasting through no-wake zones in the dead of winter with my hometown crew—blame the vagaries of youth—to tooling around Virgin Gorda in boardshorts, gunwales high with Kalik.

The brand has cemented a reputation and fanatic brand loyalty over 62 years by building a robust, outboard-powered model line (the 34-foot inboard Defiance of the early aughts a rare exception) comfortable chasing down fish offshore or tied up at the sandbar. The unsinkable videos certainly helped.

Banking on the boom in outboard power, the 405 Conquest is the largest Conquest model ever and marks the second time Boston Whaler has eclipsed the 40-foot barrier. Her Ft. Lauderdale boat show debut was a standing-room-only affair, with journalists attempting to take in her wares while avoiding a blistering midday sun. Sensing that the crowd was overheated and amped to board, the Whaler brass kept it brief, dubbing her the "SUV of the Sea" replete with fish- and family-friendly options before inviting us onto the vessel.

The banality of the aforementioned comparison was quickly forgotten once I boarded from her swim platform, skirting the optional battalion of four, 400-hp Mercury Verados (quad 300-hp Mercs are standard). I immediately went to the starboard helm and took in the


Northern marine
Navigating the World's Waters...Once Again
Exclusively Offered at Seattle Yachts
SEATTLE YACHTS
International
Northern Marine has always held a robust reputation for building world-class luxury expedition yachts. Seattle Yachts is excited to announce that Northern Marine is back in production with a new management team, improved design, and the same skilled craftsmen that made Northern Marine a legend. Currently in production is a new NM 57 and there is still time in the build process to customize it to your needs.
Contact us today at SeattleYachts.com/Northern for details on the latest Northern Marine projects.







commanding views—like a big sport-ute, the 405 gives one the feeling of being above the melee—via the large, single-piece windshield and optional side glass panels. The clean, unfussy helm housed twin 19-inch Raymarine Axioms, the latest Fusion Marine stereo head unit and Seakeeper dash display, all options. Joystick piloting is at the helmsman's right hand. Not to be left out, the double companion seat to port has a dedicated 24-inch Axiom and joystick. Sliding windows on each side ventilate the command bridge and provide quick access to the amidships cleats.

On that SUV comparison, they may be selling themselves short: The flagship Conquest is closer to a big, luxe 4x4 towing an Airstream trailer. She'll sleep six, split between the forepeak master, amidships double and convertible settee in her salon. But what I was really impressed with is the multiplicity of the cockpit area. The port double seat can face fore or aft and convert into a sunpad, excellent for keeping an eye on activities astern—fishing, swimming—or in concert with her command bridge seating area for dining. To starboard, the back of the seat becomes additional counter space when folded, expanding the small, well-appointed galley. Three-zone AC keeps things cool on the command bridge and into the cockpit.

The transom prep area continues the theme. It can be outfitted with fishing or entertaining features—or both—from an electric cooktop to a 40-gallon livewell. Dive tank storage can be added in a dedicated bilge area, with easy access to her wide, starboard transom door. It seems Boston Whaler has thought of just about every buyer.

To that end, the 405 Conquest was presented at the show with three packages: Silver, Gold and Platinum. The options list is long and exhaustive, which may turn off some buyers. But it gives the customer a 1,200-hp base model with the sterling rep of Boston Whaler and allows them to outfit her any way they please. To me, that's as priceless as those long-gone days at the tiller, trying to make it home in time for dinner. *—Jeff Moser*



54 **60** 85

Set your course for adventure with
the best performance, comfort
and distinction available.

grandbanks.com

GB GRAND BANKS YACHTS



NEW BOATS

Princess V78

Luxe furnishings and spirited performance define the flagship of the UK builder's deep-V model line.

It feels strange to call the Princess V78 "middle of the pack," but that's exactly where it falls within the British builder's lineup. At just under 79 feet LOA, the new flagship of the V-class series stood out at the Ft. Lauderdale International Boat Show, sharing space with its predecessors—the S78 and V65—among others. Built in Plymouth, England, the entire line is in some ways indicative of the industry at large: From the foiling R35 up to the elegant tri-deck 40M, innovation is pushing the range in different directions. Within the model lineup that sometimes feels like alphabet soup, there is something for everyone.

"We just keep adding letters," joked Vice President and Marketing Director James Nobel when I met him at FLIBS. And yet each boat in their stable has been designed "with a clean sheet of paper." That includes the V78. Like the rest of the range, the V78—the "V" for its deep-V hull, giving it a fine entry point and 21 degrees of deadrise—is generously appointed. Nobel explained how the range is organized: Historically, though not always, the builder starts with the Y-class (motoryacht), then, if the hull is over 60 feet, branches out with an S-class (sport) and V-class (deep-V) model. The reason? "In this market, we see a 50-50 split between owners desiring a sport boat versus a more traditional [motoryacht]," Nobel explained. Because of this industrious approach to boatbuilding,

Gran turismo

36 - 40 - 46 - 50 - 50 SPORTFLY

READY, SET, PLAY!



Outboard Option

She's BENETEAU designed, American made, and her playground includes the rivers, lakes and coasts of North America. The new Gran Turismo 36 boasts ingeniously designed living spaces that can easily accommodate up to seven and a Zipwake dynamic trim control system to make challenging navigation second-nature. She even comes with an outboard option if you're looking for more room and better fuel economy. Let the games begin!

BENETEAU
AVANT-GARDE IN BOATING

Learn more and find a dealer near you at BENETEAU.COM or visit us at the Miami International Boat Show, February 13-17, 2020.



LOA: 80'4"
Beam: 18'11"
Draft: 5'4"
Displ.: (approx.) 118,179 lbs.
Fuel: 1,585 gal.
Water: 356 gal.
Power: 2/1,900-hp MAN V12-1900
Cruise Speed: 28 knots
Top Speed: 39 knots





Princess launches four to five new models a year.

The S and V range feature a sleeker profile than the motoryachts. While a hull is shared across platforms, the standout feature unique to the S and V class is a tender garage. On the V78, it can accommodate a Williams Sportjet 435 (14 feet, 3 inches) accessible by a hydraulic door and electric winch. Close by, the cockpit's dual sunpads provide a nice place to lie out, whether in the sun or under the expansive sun shade. Forward of the sunpads, the builder learned a valuable lesson years ago with the V72. Fixed seating constricted access when docking, according to Nobel. On the V78, a modular design solves all of that, opening deck space while simultaneously allowing for creative configurations depending on group size. "It's easy," motioned Nobel, "just pull the pin and slide."

The salon's sliding doors open the interior immensely, while the L-shaped galley to starboard is enhanced by its own integrated window. Inside, one is immediately taken with the furnishings. Princess is well-known for the high pedigree of its furniture, almost all of which is built in-house by a team of dedicated craftsmen. Social spaces extend all the way up to the forward loveseat opposite the helm. Want to feel impressed? Look up: The entire single-level living space is lorded over by a sunroof the size of a Volkswagen.

The boat's sleeping configurations consist of four staterooms, each with their own en suite head. The master stateroom is amidships, and is accessed by its own private staircase to port. Stretching the entire beam of the boat, the master features a large double bed with drawers underneath. "You wouldn't know you're in a motoryacht, S-class or V-class," Nobel said. The interior is the same.

Then there's performance: With a pair of big, 1,900-hp V12s from MAN, the manufacturer says the V78 can hit 39 knots at the top end—quite the giddy up for a sport yacht of this size. When combined with the living arrangements, it's a badge of honor that performance hasn't been sacrificed; nothing about that screams middle of the pack. —*Simon Murray*

THE NEW
SEALINE C330v

C YOU LATER



OUTBOARD-V SERIES | SPORT SERIES | CRUISER SERIES | FLYBRIDGE SERIES

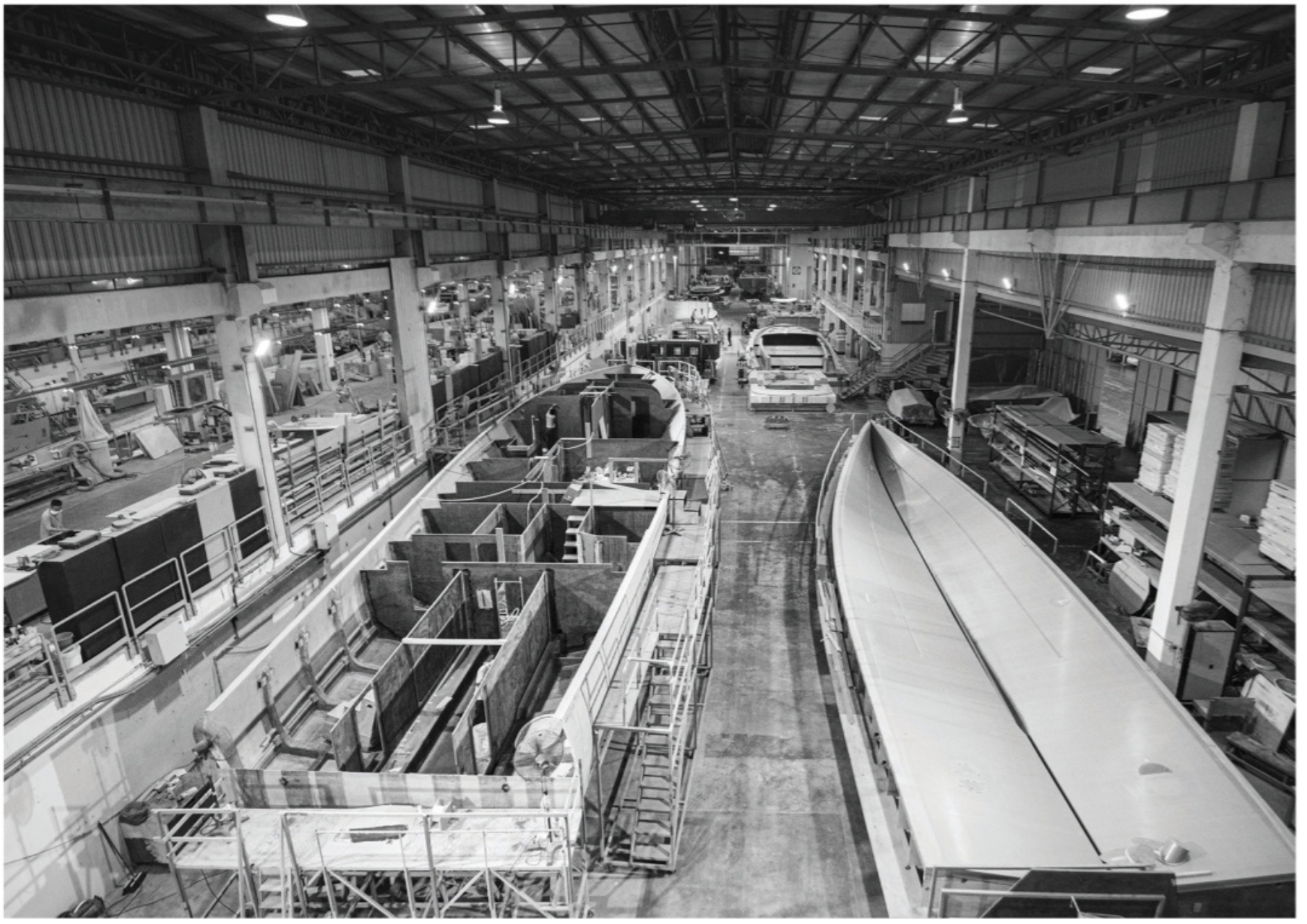
enjoy the LIGHT feel the SPACE combine functionality with DESIGN

EXPERIENCE GERMAN QUALITY

Hanse Yachts US LLC | dbrophy@hanseyachts.com | Ph: +1 978 358 8336
Blackfish Marine | Vancouver | MBowen@blackfi shmarine.com | Ph: +1 604 669 8081
Sail Chile Ltd | Santiago | carlos@sailschile.cl | Ph: +56 941 908 24
Epik Nautik | St-Paul-de-I'Ile-aux-Noix | planglois@epiknautik.com | Ph: +1 450 246 4111
Merrill-Stevens Yachts | Miami | aaron@rmkmerrill-stevens.com | Ph: +1 305 324 5211
50 North Yachts | San Diego | mgibbons@50northyachts.com | Ph: +1 619 684 9266
Bassett Yacht and Boat Sales | Westport CT. | Diane@Bassettboat.com | Ph: 844-278-2628

SEALINE

www.sealine.com



Grand Banks 85

The largest Grand Banks yacht ever built, the 85 is poised to become one of the most efficient cruisers ever to tackle the open ocean.

If Mark Richards comes even close to the predictions he's making concerning his latest and greatest—the Grand Banks 85—this big bruiser of a cruiser is going to be a true, Aussie-designed, Malaysian-built mind-boggler. But maybe "bruiser" isn't quite the right word to use here, given that the projected displacement of the 85 is likely to hover in the ethereal neighborhood (at least for an 85-foot yacht) of approximately 89,500 pounds. By way of comparison, offerings in the same size range from Princess, Monte Carlo, Ferretti, Sanlorenzo and the few other performance-oriented builders that Richards (the CEO of Grand Banks and sister company Palm Beach Yachts) sees as his competition, all report significantly more tonnage. Princess Yachts, for example, lists a 150,355-pound displacement for its 85 and, according to the Monte Carlo's website, the Monte Carlo MCY 86 tips the scales at 161,280 pounds, dry.

The essence of the 85's weight-loss program is undeniably esoteric. "Except for the hull, which is E-glass," Richards says, "everything—the longitudinals, transversals, bulkheads, everything else—is carbon fiber. All carbon fiber. In fact, we're removing so much weight by going this route that when we finally launch the boat this coming December, I have absolutely no doubt she'll be considered truly revolutionary. We plan on weighing her once a week as we continue through the construction process so we can track, control and accurately hit the target weight of 40.6 metric tons."

Of course, there's way more to designing a large, "revolutionary"

THE NEW SABRE 58

See her at the Miami Yacht & Palm Beach Boat Shows

SABRE Yachts
SINCE 1970

1970 - 2020



Celebrating 50 years of building high quality, semi-custom yachts, Sabre is proud to introduce the all-new Sabre 58 Salon Express, offering luxury, performance, inviting social spaces and extraordinary personal comforts.

sabreyachts.com

Sabre 38, 42, 45, 48, 58 & 66 Salon Express
Sabre 42, 48 & 66 Fly Bridge

MADE IN U.S.A.

Sabre Corporation | 12 Hawthorne Rd
PO Box 134 | South Casco, ME 04077
207.655.3831 | sabre@sabreyachts.com





cruising vessel than merely delivering a feathery displacement. Tank testing was recently completed on the 85's warped-plane hullform (with a significant amidships deadrise that flattens in increments going aft) at the Australian Maritime College in Tasmania and, according to Richards, the results were both gratifying and striking. "The Grand Banks 60, with a similar hullform, was super-efficient," says Richards. "But the 85 is apparently even more so, probably due to her extra length—the longer a boat is, the better she'll run, more or less. But this 85 is amazing, really—at 21 knots there was virtually no wake, mate. Most other vessels of the same type and size would be pulling a tidal wave."

At press time, admittedly much closer to the inception of the 85's build than the end, it looked like the new boat's powerplant will be as unusual and comparatively impressive as her displacement and her efficiency. For starters, a matched set of 1,000-hp Volvo Penta D13-IPS1350 diesels will inhabit two engine rooms instead of one. This doubled-up approach, says Richards, will allow for a large garage in between, with plenty of space for a dinghy and watertoys. In addition, he says the arrangement will also allow for more elbowroom and better access for maintenance and repairs.

Then, there's this little wrinkle. Although Richards is touting a top speed of 30 knots, he's specifying a deeply modest 2,000-hp powerplant. Stacked up against most of the competitors I've already mentioned, you gotta admit—this figure seems pretty puny, perhaps even unrealistic, at least at first glance. After all, Princess Yachts claims a 30- to 32-knot speed range for its 85 when fitted out with a 3,800-hp powerplant. And Monte Carlo reports roughly the same for the MCY 86 with the same 3,800-hp powerplant.

But think about these numbers for a second. With a boost from the muscular power-to-weight ratio she gets from her low-ball displacement, the new Grand Banks 85—again, if Richards is correct on his predictions—is set to achieve speeds in the same ballpark as her competitors, albeit with just a tad more than half the horsepower. Couple such a long-legged scenario with a fuel capacity that's well beyond average—Richards is specifying a single 2,650-gallon tank—and you're looking at range and speed prognostications that are flat out wild. "At 21 knots," says Richards, "I'm thinking she should offer a range of 1,000 miles or so, give or take."

It's likely that the 85's interior will be a good deal more conventional than the aspects of performance Richards is so enthusiastic about. Four- and six-cabin layouts will be available, along with a Skylounge version instead of an open flybridge. A 22-foot beam will guarantee a spacious full-beam master if optioned as well as a main deck with plenty of stretch-out room. What's a tad different however, says Richards, is a crew's quarters that's divided into living and sleeping spaces that afford privacy and laid-back, easy living. "The area's huge, with its own galley," he says, "so the crew can get away, relax comfortably, even live independently if they want to."

Over the past few years, I've noted a familial resemblance between the Palm Beach and Grand Banks brands. The design teams for each set of yachts are, after all, essentially the same—Dovell Naval Architects does the below-waterline work and Richards and his design team do the rest. And indeed, the first 85 to splash in Malaysia has already been sold to an individual who's owned a veritable parade of Palm Beach yachts over the years.

Style and practicality account for the major differences vis-à-vis the two brands, says Richards. Palm Beach yachts are essentially coastal cruisers and, as such, tend to be sleek, curvaceous and sportboaty. Grand Banks yachts, on the other hand, thanks to their ample flybridge overhangs, covered side decks and squarish style lines and spaces, are designed to be roomier, open-ocean vessels, greyhounds of the sea. The immediate destination of the first 85 to splash this coming December is a case in point.

"We'll finish the boat just before Christmas," says Richards, "and we plan on giving her to the owner as a Christmas present. Then mate, it's off to New Zealand for the America's Cup races in 2021." —*Capt. Bill Pike*


ALL ABOUT THE RIDE
Our 2020 fleet has arrived with big boat features like wraparound windshields and leading-edge Garmin® electronics now standard on every model. Build yours today at **regulatormarine.com**
powered by YAMAHA
regulatormarine.com | 252.482.3837 | Edenton, NC | @regulatormarine
REGULATOR
the offshore life



MCY 70 Skylounge

After unveiling three new motoryachts last year, MCY surprises again with a new collection.

Each year the world turns, and MCY seems to unveil a new yacht. Such has been the way of things since Monte Carlo Yacht's debut 10 years ago: a methodical dance with time. That all changed last September. At Cannes, the Italian shipyard put the industry on notice by debuting not one but three "new generation" models. The MCY 66, 70 and 76 underscored a shared identity and bold styling with larger windows and expansive interiors. Designed by Nuvolari Lenard, they were to forge a path into a new decade: three feathers in the cap of the Beneteau Group's largest (in terms of LOA) luxury motoryacht brand. The dance, quite suddenly, had picked up in pace.

And it shows no signs of stopping with the recent announcement of the MCY 70 Skylounge. Set to debut at the Miami Yacht Show, the enclosed flybridge version marks the first time an Italian manufacturer has entered this category, according to the builder. It also won't be the last: the Skylounge Collection will encompass a range that includes vessels from 66 to 80 feet. It leads one to wonder how much espresso is being consumed at the company's shipyard in Monfalcone, Italy.

"Our long-lasting collaboration with the Nuvolari Lenard Design Studio focuses on the concept of a yacht as a home-away-from-home by emphasizing the close relationship between the individual and the sea," said Managing Director Fabrizio Iarrera in a statement. That means protection from the elements, but also an alluring extension of the hull design. In my experience, there's no better way to turn a nice-looking yacht into an inelegant eyesore than by plunking on an enclosed bridge. And yet, in the above rendering at least, the MCY 70 Skylounge manages to greatly enhance the angular, decidedly classic design.

For anyone familiar with the brand, it will come as no surprise that this collection offers flexible layouts for owners to personalize their yacht as they see fit. On the MCY 70 Skylounge, you can expect to see an exposed deck aft of the bridge outfitted with two sunpads. Inside the bridge, the helm falls on centerline, while behind it an L-shaped sofa sits across from a staircase to starboard that provides access to the main deck. In lieu of a second helm station below, the galley and dining area have been greatly expanded. Many of these features can be shifted and/or changed based on the client's wishes. It is this focus on personalization, combined with an industrious approach to boatbuilding, that has made MCY a serious player in this segment for the last decade. If 2020 is any indication of the next 10 years, there's a lot to anticipate from this builder. —*Simon Murray*

Introducing the Go-Anywhere, Do-Everything Downeaster

TRUE NORTH 34 OUTBOARD EXPRESS

Timeless good looks...
Outstanding all-weather performance...
Luxurious, spacious interior...
Impeccable reputation.



See this model at the Miami International Boat Show – February 13-17, 2020

True North boats are known for the efficiency, speed, maneuverability, and shallow draft that twin 250 horsepower 4-stroke outboard motors provide.

- Warm and dry when it's rough. Open and airy when it's not.
- Balanced displacement and flatter aft sections deliver a rock-solid ride in virtually all weather conditions.
- Open concept "galley-up" layout is comfortable and functional.

Discover the renown True North line of Down East style powerboats built by Catalina Yachts — traditional style with great performance and Catalina value.

34 | 34 OE | 38 | 38OE | 42 | 50

— Future Models —

OWNED • DESIGNED • BUILT Catalina Yachts IN AMERICA

7200 Bryan Dairy Rd.
Largo, FL 33777
(727) 544-6681

21200 Victory Blvd.
Woodland Hills, CA 91367
(818) 884-7700

TrueNorthByCatalina.com



CL Yachts CLB 88

The second in the newly rebranded CL Yachts portfolio, the 88 aims to reimagine the motoryacht.

Days before the start of the 60th annual Ft. Lauderdale International Boat Show, CL Yachts offered *Power & Motoryacht* readers a first look at the the CLB 88. (Shameless plug: Sign up for our newsletter for exclusive news at *pmymag.com/newsletter*.)

The goal for this newcomer to the CL Yachts lineup (formerly Cheoy Lee Yachts) is ambitious: "We want to make a statement and further establish CL Yachts," says project manager Hans Lo. "This is going to be the classic motoryacht reimagined."

Renderings, especially those of the salon, show the 88 should be in the running for most amount of glass and natural light in its size range and class. Lo says that while they want to bring the outside in, unlike some of their competitors, they also want to ensure "that you still feel like you're aboard a boat."

The salon looks to feature single-level living with movable furniture and a dining table for eight forward. A forward galley should offer plenty of space for the chef to prepare meals, but its the aesthetic I find most interesting as it skews much more casual than some past Cheoy Lees I've tested.

Helping to bring this breath of fresh air to CL Yachts is Jozeph Forakis Design. With studios based in New York and Milan, they have vast experience outside the yachting industry. With a background that spans fashion, tech, furniture and lighting among many others, it's clear that this new set of eyes is bringing a new look to the brand as it continues to reinvent itself.

On his role working with CL Yachts, Forakis says, "While honoring the rich heritage of the parent company, the new identity signals a clean break aimed to appeal to an entirely new generation of yacht owners and enthusiasts. It is simple, authentic, honest."



A four-stateroom model, the master is full beam amidships with not one but two equal-sized VIPs forward and another guest stateroom with twin berths to port. The equal-sized VIPs and the amount of space they look to offer should be highly attractive among buyers in this size range. Also appealing for those who prefer to travel with crew are the well-appointed quarters with two additional cabins aft.

The first CLB 88 is slated to be delivered this spring. With a fresh look and styling and the uncompromising construction the ship builder is known for, it stands to reason that the CLB 88 will be a winning combination. *—Daniel Harding Jr.*

Dyna yachts

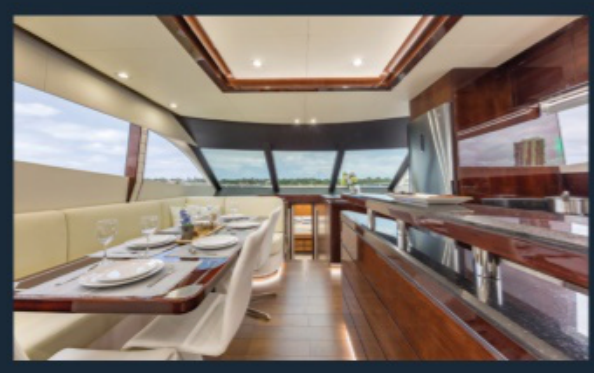
DISTINCTIVELY DYNA



COME AND SEE THE
DYNA 68 – AT THE MIAMI
INTERNATIONAL BOAT SHOW
PIER #8, SLIP # 835



Experience the modernistic vision of world-renown interior designer Cor D. Rover in the Dyna Yachts 68 at the Fort Lauderdale International Boat Show.



The smooth, comfortable ride is a result of the deep-v hull and cutting-edge infusion techniques, while every component on board is sourced from mainstream suppliers.



Full customization options are available to make your Dyna, 'distinctively you'.

"Our design is the result of careful research that stands out for the quality and refinement, with great attention to the details, luxurious ambiance and environmentally-friendly materials."

OTHER MODELS AVAILABLE:

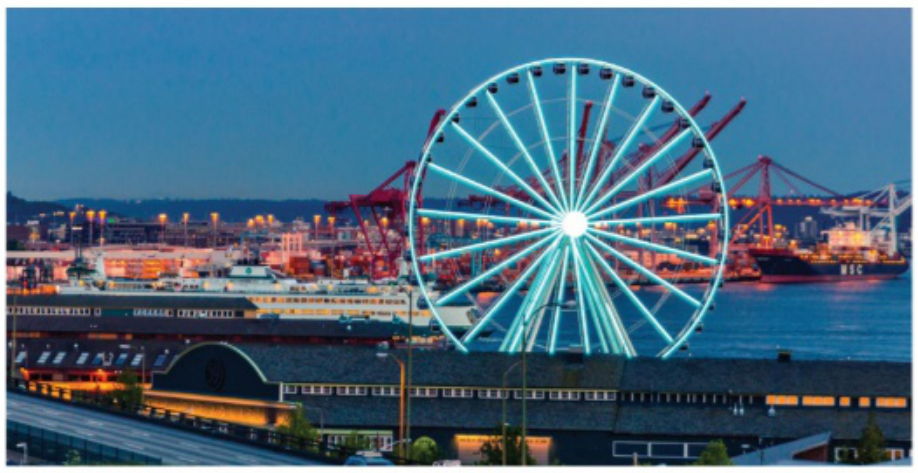
Dyna 32 | Dyna 52 | Dyna 63
Dyna 65 | Customized Dyna 77–105

www.DynaYachts.com

Seattle

Most cities tend to have a unique look and feel but few are as distinctive as Seattle's.

By Bob Arrington / Photos by Dori Arrington



It would be easy to reduce Seattle to cliches, but one would do so at the risk of overlooking the legitimate uniqueness that gave rise to the popular stereotypes. Before Starbucks and Amazon, even before Microsoft and Boeing, Seattle was a working town, made successful by fishing, lumber and the natural riches of the Pacific Northwest. If a city can have a personality, Seattle has an air of candor that comes from the grit and honest work that made it successful. Locals take their city's celebrity status in stride, occasionally bristling at the attention, but mostly just going about their work.

Much of Seattle's draw comes from its waterfront location on the Salish Sea, named for the indigenous Coast Salish peoples, who have inhabited the region for over 10,000 years. The inland sea encompasses Puget Sound, the San Juan Islands and the waters off of Vancouver, British Columbia. The Salish Sea is one of the world's most biologically rich inland seas, with 37 species of mammals, 172 species of birds, 253 species of fish and more than 3,000 species of invertebrates. There are few bodies of water in the world with more natural beauty or ancient lore.

Set at the southern end of Puget Sound, the Emerald City is a prime gateway to this coastal oasis. Seattle's inhabitants have always lived off of this sea, plying its waters to harvest the abundant seafood. They have also used the surrounding waters as a necessary source of transportation. One's travels around the greater Seattle area would be quite limited without getting on a boat of some sort. Washington State has the country's largest ferry system with 22 boats serving 20 terminals.





Salish sea sing to me,
a melody calling me home.
Cradle me in your salty brine,
a tonic for my bones.













The area's protected waters and scenic harbors make Seattle a great boating destination, but one that's not particularly close to many other boating hot spots; more people will probably travel to Seattle to boat, than by boat, and there are ample reasons to join them. Counting its 400 islands, the Salish Sea has over 4,400 miles of shoreline, and a sea surface area of over 6,500 square miles. Nearby towns like Bainbridge Island, Poulsbo and Gig Harbor are worthy destinations, and those are just within Puget Sound. Add the San Juan Islands, Vancouver and the Inside Passage to Alaska and one could spend a lifetime boating the area and not see all of it.

Aside from its seaside location, Seattle has a long list of worthy attractions, like the Space Needle, Pike Place Market, Chihuly Garden and Glass, and Paul Allen's MoPop museum, none of which should be missed on a visit. However, the true nature of Seattle is best appreciated in the neighborhoods, away from the spotlights and national coffee shop chains. Communities like Capitol Hill and Ballard are authentic places where locals live, work and play. Staying in one of these neighborhoods gives a visitor the best feel of the original Seattle. The Capitol Hill neighborhood could just as easily be called the "Capital of Cool," and that's saying a lot for a city that gave rise to Jimi Hendrix, Nirvana and Pearl Jam. With local music, creative eateries and boutique shopping, it's the kind of organic coolness that just happened. The Ballard neighborhood has a front row seat to the Hiram M. Chittenden Locks, providing views of the boats navigating the canal linking Puget Sound to Lake Union. During migration season, visitors can also watch the salmon pass through the fish ladder from an underwater viewing window.

For a city with a deserved reputation for inclement weather, Seattleites love the outdoors, and when the sun is out they're out. Fortunately, early city planners commissioned Frederick Law Olmsted (of New York's Central Park fame), to create a green belt running through the city. From 1903 to 1936, the city built 17 parks which are still enjoyed to this day. The existing Seattle Parks and Recreation system has been described as "one of the best-preserved Olmsted park systems in the country."

Seattle stretches the limits of anyone's list of adjectives, and while some may come close to it visually, none capture the feel of the city. It is one that must be experienced. ❒


PIKE PLACE
MARKET


FRESH
JUMBO
GRILLING
SCALLOPS
FANCY
JUMBO
LOBSTER
TAILS
FRESH
MONKFISH
(FILLET)
$14.99
FANCY
JUMBO
GRILLING
SCAMPIS
ALASKAN HALIBUT
WE CLEAN
ALL CRABS


STARBUCKS
COFFEE TEA SPICES
STARBUCKS
COFFEE TEA SPICES





SHIFTING GEARS

WE TEAM UP WITH AN AUTOMOTIVE EXPERT TO FIND OUT WHAT'S UNDER THE HOOD OF THE ONE-OF-A-KIND LEXUS CROSSOVER.

BY DANIEL HARDING JR. / PHOTOS BY JAMES LIPMAN

Car companies trying to break into the yacht market is not a new phenomenon. Not by a long shot. Ferrari collaborated with Riva in 1990 to create the highly anticipated Riva Ferrari 32. Both companies had the capital and the reputation. It was supposed to be the super-crossover to end all crossovers. Only 30 were built.

More recently, Mercedes-Benz partnered with Silver Arrow Marine on a limited-edition sport yacht. Very limited edition. And the Aston Martin AM37 stole hearts on the boat show circuit and achieved social media virality well outside the marine space a couple years back. It seems to have crawled back into obscurity.

Akio Toyoda, president of Lexus' parent company Toyota, aims to achieve what so many before him have failed to do: add a successful yacht division to a burgeoning portfolio.

Luckily for Lexus, they have precedent in their corner; achieving success against long shot odds is ingrained in Toyoda's DNA. His great grandfather Sakichi Toyoda, the son of a farmer and carpenter, was an inventor at an exceptionally young age. A curious mind and a healthy dose of perseverance led him to patent a wooden hand loom. A revolutionary breakthrough at its time, it allowed clothes to be woven at a blistering pace. The dye was cast: At just 24 years old, Sakichi Toyoda transformed his first industry.

A lifetime of inventions later, the senior Toyoda earned the moniker King of Japanese Investors. His son stepped out from his father's shadow to launch the car company we know today as Toyota.

Not one to rest on his laurels—or last name—Akio Toyoda has made it known that he plans to lead his family's company into the sea and sky.

It's just after dawn in an empty aquarium parking lot on Virginia Key. My Uber driver must think the unusual drop-off location is the site of a low-level drug deal. He drops me off and quickly departs, no questions asked.

An electrifying red Lexus LC 500 carves a turn out of the lazy, early morning traffic and roars up alongside me. The 471-hp engine is silenced and out steps Pat Devereux, a sharply dressed Brit in blue jeans and a white button-down whose voice you'd recognize from commercials.

A car testing expert and U.S. contributing editor to the BBC's *Top Gear* television show, Pat Devereux has thousands of car tests under his belt and possesses a near-encyclopedic knowledge of Lexus sports cars. I asked him to take me through the day in the life of a car tester in order to better understand what Lexus might be able to bring to boating.



"Well, I wouldn't really call myself an expert, but other people might," offers Devereux in a British accent that exudes an air of authority. "I've been doing this for well over 30 years on four different continents. I'm in the thousands of tests now."

We exchange small talk for a couple minutes, then quickly pivot to the business at hand. After ogling the car from the exterior, I open the driver's side door and take a seat behind the helm of the LC 500. My first impression is that the seat is surprisingly comfortable. For such a sleek sports car, I'm surprised that I don't bang my head when I step in, and that I have plenty of legroom. The comfortable seat would give a helm chair manufacturer like Stidd a run for their money.

"I could use one of these in my office," I mention to Devereux. "Have any contacts?"

"I think that's something we can look into," he replies politely. "Lexus today are always supremely comfortable. They want the driver to be relaxed; a relaxed driver is a good driver."

Even with all the multi-million-dollar yachts I've tested in my career, I notice my pulse beginning to race as I make my way onto the Rickenbacker Causeway. I try my best to exude coolness while also constantly checking my mirrors and keeping my hands at 10 and 2 like a nervous Driver's Ed student. It's an awkward combination.



The author races up and down Miami's Rickenbacker Causeway in a Lexus LC 500. It becomes more clear what makes Lexus unique with each mile.

"So what is the most important thing you look for in a car test?" I ask.

"Well, every car is different, and every car has a different mission," says Devereux. "So I ask myself: Is this vehicle successful in what it's intended for?"

I bring the car to a respectable cruising speed and take my eyes off the road long enough to inspect the rest of the vehicle. The combination of fabrics—Ultrasuede, carbon fiber and leather—certainly pass the eye test.

"That leather is really nice to the touch and it looks great too," I offer, while trying not to seem too impressed.

"It comes from cows that are never exposed to barbed wire fences, so their hides stay perfect. Lexus is far, far more exacting than you would ever think."

"Okay, you got me. I'm impressed."

Conversation flows from the car's good sightlines to its carbon fiber top that lowers the vehicle's center of gravity. I notice similarities between car and yacht design at every turn. We talk about how the trend in cars is a single MFD that replaces gauges and dials.

"I tested a car recently that only had a single button at the dash," says Devereux.

As our conversation finds its first lull, it's suggested that we take a stab at some carpool karaoke. To preserve my dignity, I politely decline. But talk of music leads Devereux to point out that a CD player comes standard.

"You're kidding," I announce. "In a car like this?"

"You think, 'Why on Earth would a car like this have something so old fashioned as a CD player?'" says Devereux with a knowing smile. "The answer: audio quality. You can't get better quality audio than a CD, certainly not better from a Bluetooth system. They want the best quality systems and to provide the best possible experience."

After cruising with the morning commuters, Devereux says it's time to exercise my right foot. I look carefully at the open road ahead of me, push the memories of some recent speeding tickets into the back of my mind and press the pedal. 70 … 80 … I look down at the multifunction display and see 96 mph on the screen before I release the beast and bring it back to more publishable speeds. Whether you're driving a luxury car or running a super console, it's a sign of a comfortable ride when you fail to realize how fast you're going. Glad I didn't have to explain that philosophy to Johnny Law, and not wanting to push my luck, I weave back into the vacant parking lot. The water is calling.





From the master (top left) and the VIP to the hardtop, you'll be hard pressed to find a right angle aboard the 650.









To bring his dream of launching a yacht line to fruition, Toyoda tapped the Wisconsin-based Marquis Yachts. This unconventional marriage didn't spring up overnight. It was a long courtship between Toyoda and Marquis Yachts CEO Rob Parmentier.

"I worked with Toyoda back when I was at Sea Ray," says Parmentier. "Since 1999, I was looking into this partnership." Twenty years later, the intrepid CEO says the timing was finally right.

"Anytime you can combine the passions of people, you're going to get something special," he says. "It turns out that we have more in common than we have apart. Our cultures are similar. Where we're closest is in our work ethic and wanting to do the right thing."

Parmentier is as passionate as they come in the marine industry. Pride for the new Lexus LY 650 is written on his face like that of a father whose son just caught the game-winning touchdown. But ask him what it was like to work so closely with the Toyota team on this project and he'll be the first to admit it wasn't easy.

Toyoda didn't simply place an order with Marquis Yachts for a 65-footer and wait for his meal to be delivered. If he's going to put the Lexus name on something, he's going to be the head chef; he sent supervisors from his company to live in Wisconsin and be on hand to oversee every step of the build.

"It wasn't smooth off the bat," laughs Parmentier. "Our average employee has been working with us for 23 years. Sometimes it's hard to train an old dog to learn new tricks. But their team was on the floor with us every day overseeing our manufacturing and quality control. They instituted their own construction process." That process, Parmentier explains, is similar to the one that produces cars, in a fanatically efficient and "lean, lean way."

"When we got our first four to five wins together and my guys could see their jobs get easier and safer, then we started to get everyone on board. It was a three- to six-month tough learning curve boot camp."

The collaboration didn't stop with the Marquis Yachts and Toyota teams. That would be too easy. For input on the interior design, they tapped noted Italian designers Carlo Nuvolari and Dan Lenard of Nuvolari Lenard.

When the LC 500 came roaring up to me earlier in the morning, I felt a rush. Reading between the lines and shapes of the car, I could tell the vehicle I was getting into was designed to stand out. I feel a similar rush when I spot the dark metallic color scheme of the Lexus LY 650 behind Monty's Raw Bar in Miami. Standing apart against a sea of white fiberglass, the first thing I notice is the swooping lines of the boat. There's not a hard line or edge on this boat's exterior.

I am admiring the 650's lines when someone steps down from the restaurant behind me. "It looks like a bullet," the man says. "Is this a Lexus brand yacht?"

"Yeah, it is. First of its kind."

"Do you own it?"

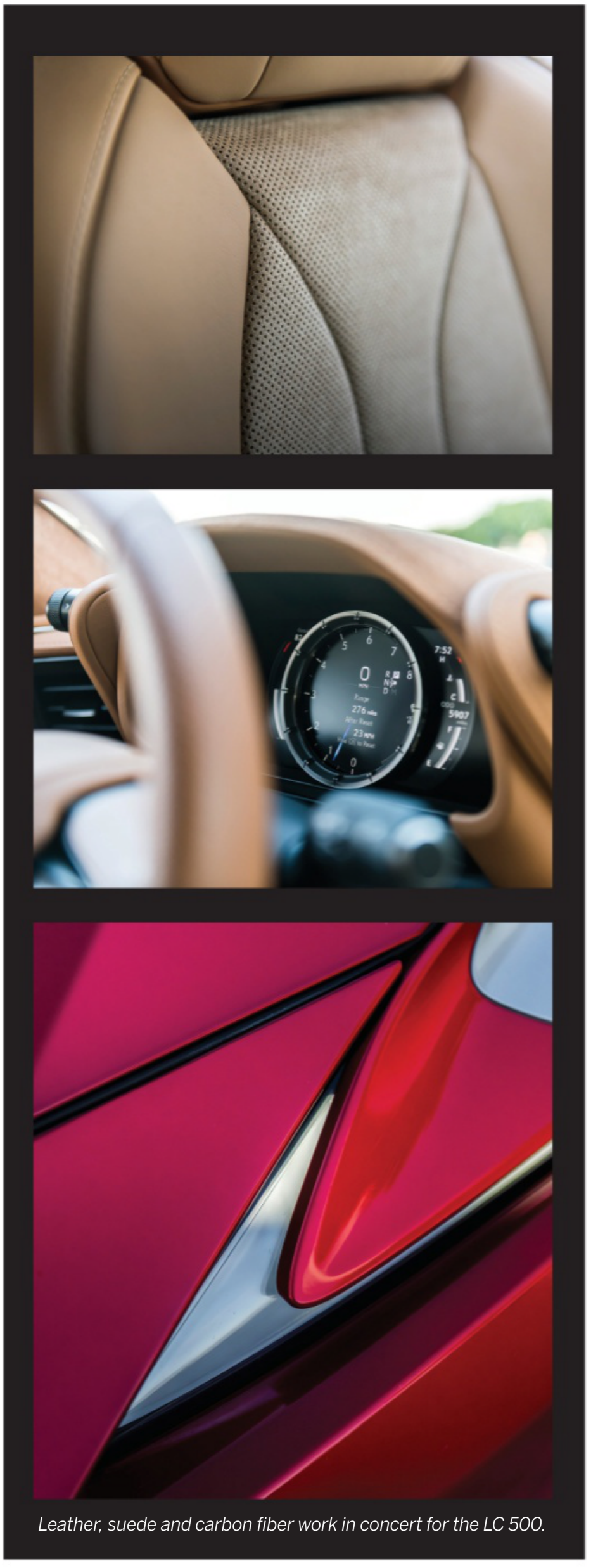
"No, unfortunately not," I reply.

"Too bad," says the man before returning to his platter of fish and chips.

I would have nearly a half-dozen similar interactions with passersby over the course of the day. The most common refrain when seeing the big Lexus logo on the transom was: "Wow, Lexus builds yachts now? I wonder how it performs."

It was time to find out.

The 650 salon passes the eye test. Inspect as I might, from the aft galley to the helm to starboard, I can't spot a single, solitary right angle. Clearly, rounded edges and curves were in the design brief that



Leather, suede and carbon fiber work in concert for the LC 500.



After a morning spent tearing up asphalt, the author gives car-testing expert Pat Devereux a taste of the salt life as the 650 makes its way to open water.

Toyoda gave Nuvolari Lenard. Walking forward, Devereux points out that the Lexus logo was subtly ingrained in the carpet floor of the salon; it was a reminder of the shared DNA with the auto giant.

Stepping from the salon to the three staterooms below, I stop at a corner nook beside the middle of the flight of stairs. It seems like an odd spot to find an Isotherm wine fridge and Miele coffee station. "I just redid my house in L.A., and this is the same system I got," says Devereux with a nod of approval. The location makes more sense after I see the massive amidships master with an athwartships berth and a sweeping sofa. It's a proper lounge hidden from prying eyes dockside (there are going to be gawkers with a boat like this) and the perfect spot to hide away with a cup of coffee or a glass of wine.

In the salon and staterooms, I find a Mark Levinson sound system and remember what Devereux told me about how fanatical Lexus is about their audio systems.

By this point in the day, I'm eager to give Devereux a taste of the boat testing world and to indulge my own fascination. With performance in its DNA, how would this project, conceived by teams on three continents, come together where it matters most? With Devereux beside me at the helm, I deputize him to help me record test data, explaining why sound readings and range are sometimes even more important than top speed in some cases.

The LY 650 climbs to 37.4 knots. A fine turn of speed reminds me of the LC 500.

"It doesn't feel like we're going that fast," I mention while looking at the test notes Devereux scribbled down. "Only 69 decibels," I say in amazement.

"Is that quiet?" he asks.

"Very."

I give him a chance at the helm, and enjoy watching him grow more confident as he turns the yacht in tighter circles. I look around for boat traffic as he continues to thoroughly enjoy himself.

I suggest we move things up to the flybridge. "That's where most people will drive from."

We do, and the 650 sprints toward the open ocean. With the official test—and Miami—now in our wake, Devereux and I chat about what attracts people to boating. I can tell he's starting to get it.

"For me, and for a lot of people, it's all about escape," I tell him. "It's about getting away from land-based stress and reconnecting with friends and family in a way that seems rare these days."

Devereux nods and looks off at the horizon. I can tell he feels the same way when he's behind the wheel of a car.

"What are you looking for now?" he asks as I cruise aimlessly.

"Honestly," I reply, "I'm just driving for the fun of it and thinking about a question you asked earlier: Is this boat successful in what it's intended for? I think it is."

When setting out on this new, waterborne endeavor, Akio Toyoda's goal for the 650 was to achieve what the Japanese call *omotenashi*. In a word, it symbolizes how the Japanese value attention to detail and how they try to anticipate the needs of their guests.

Will Lexus succeed where so many automakers have failed before? Can a car manufacturer become a major player in the yacht market? I think it just might—and not because Lexus came to market with some flashy, out-of-the-box concept. I think they'll be successful because they decided not go it alone; they knew they were inexperienced in this field, and tapped proven partners to help. Choosing a boatbuilding partner like Marquis Yachts gives this new line a sturdy foundation; utilizing Nuvolari Lenard's design expertise was a brushstroke of brilliance. When you have partners like those, and mix in a steadfast attention to detail and drive for perfection, that's how you build a boat with international appeal. That's how you build a boat with *omotenashi*. ❐



LOA: 65'5"
Beam: 18'8"
Draft: 5'6"
Displ.: 73,500 lbs.
Fuel: 1,000 gal.
Water: 225 gal.
Standard Power: 2/800-hp Volvo Penta IPS1050
Optional Power: 2/900-hp Volvo Penta IPS1200
2/1,000-hp Volvo Penta d13 IPS1350

RPM	KNOTS	GPH	RANGE	dB(A)
600	6.2	2.8	2,214	65
1000	10.1	11.0	918	67
1500	13.8	36	383	68
2000	27.1	59	459	69
2400	37.4	98	382	67

Seas: 1 ft. | Fuel: ¼ Full | Water: ¾ Full



HOW THE OUTBOARD HELPED WIN A WAR

FUELED BY PATRIOTISM, THERE WAS A TIME WHEN OUTBOARD MANUFACTURERS WORKED TOWARDS A COMMON MISSION: LEADING THE ALLIES TO VICTORY AGAINST THE NAZIS, ONE RIVER AT A TIME.

BY CARLY SISSON / ILLUSTRATIONS BY BRETT AFFRUNTI



September 17th, 1944: The European Theater.

The German Army is defeated and in retreat, and the Allied troops will be home from the war by Christmas, or so they believe. Operation Market Garden is launched to seize and hold key bridges over vital waterways, ending with the Rhine River at Arnhem, that will open access to Germany's industrial heartland and secure victory. British General Montgomery plans for thousands of troops to land by parachute and glider in what is still the largest airborne operation to date. Once the troops hit the ground, however, they are not graced with the smooth operation they were promised.

"The concept was originally for the men to be dropped on the bridge," says Larry Stevenson, a collector and historian of antique outboards. "But they were dropped nowhere near the bridge and they had to slog it through the German troops to get there." Major General John Frost actually made it to the bridge at Arnhem with his men, where they took the bridge, holding one side until running out of ammunition and forced to surrender after four days.

Meanwhile, west of Arnhem, 2,200 British First Airborne never made it to the bridge at all. They ended up trapped by the Germans on a pocket of the Rhine about half a mile wide. The end looked near.

Luckily, the Allies had the means to save them from their grim fate: storm boats, 16-foot plywood crafts powered by 250-pound, 50-hp Evinrude outboards. When the men got trapped, the storm boats were still in Belgium and had to be loaded onto trucks and driven down a 60-mile road under enemy fire just to get to the river. Getting the boats into the water was another feat. "They had to carry these boats up dikes about 20 feet high and manhandle them just to get them there," Stevenson says. "Then they crossed in the middle of the night and saved all 2,200 of them who would have been slaughtered."

The troops never secured the bridge at Arnhem and the operation was ultimately a failure. The operation did, however, put outboard power to the ultimate test in what was hailed a miraculous rescue.

When America entered the war in 1941, it was all hands on deck.



The country was in desperate need of troops, supplies and funds, and that meant complete cooperation between the government, industries and citizens. While young men flocked to the military, first by choice and then by draft, and propaganda campaigns rallied to get the American people behind the war effort, the government desperately sourced supplies. Before America could invade Europe, it needed a fleet of storm boats.

Storm boats, also known as assault boats, were designed by the British and built in America. Troops needed a way to cross major rivers, as the enemy would detonate bridges in their wake. Right before America was set to begin operations in Europe, Eisenhower called for an additional 400 storm boats; at the last minute, W.C. Meloon, founder of Pine Castle Boats in Pine Castle, Florida, got the contract. The city closed down its streets and set up saw horses. Meloon and his men worked 24 hours a day, every day except Sunday, for three weeks to get the job done. When those three weeks were up, Meloon proved good on his word and America had 400 additional vessels to bring to Europe.

The plywood craft were built with ribs across the bottom, making them sturdy enough to hit rocks. The genius behind the boat design was in the power: 50-hp Evinrude outboards—a huge jump in horsepower from the 5- to 10-hp engines available to boaters on the recreational market. "They needed 50-hp because rivers like the Rhine had a 8-knot current," Stevenson says. "If you tried to paddle across like they show in the movies you would be 5 to 10 miles downstream by the time you got to the other side, and that's where the Germans were."

The boats were operated by two combat engineers, one at the tiller and one at the bow. While they directed the boat, nine men would lay in the bottom. The boats were propelled onto the beach at 25 mph, and the nine men would immediately roll out and start shooting. The combat engineers would turn the boat around to bring the rest of the troops across the river, and they would repeat the process until everyone was across.

Storm boats were critical in getting Allied troops across Europe, but outboards entered the war effort before the boats were even constructed. They were initially used to power portable water and fire pumps, following plans developed for the National Park Service.

The government wanted something that could be placed below decks on larger ships and could be used as a fire pump or to de-water ships with fractured hulls. They contacted Pacific Marine Supply, which was the largest Johnson dealer in the northwest, and the company developed a design that later became pivotal in the war effort.

For the first pump they used two Johnson A-series outboard motor heads. "They were very light and very strong but it was only 4-hp and they needed 8-hp," says Stevenson, "so they took two of them and welded a crankshaft on and made a four cylinder outboard motor that was light enough and strong enough [for their purposes]." Pacific Marine Supply then created a cast aluminum base and added water to the base to mix with the exhaust so that all of the exhaust coming out was cooled water, which prevented fires.

The pumps were successful and the Navy adapted the design, adding another hose that went up to the deck to act as ventilation. Those pumps accounted for the survival of countless ships throughout the war, including the destroyer the USS *Laffey*, which was attacked off Okinawa, Japan. The portable pump displaced over 90,000 gallons of water off the ship, leading *Laffey* to earn the name "The ship that would not die" after surviving the D-Day invasion and the Battle of Okinawa.

Johnson outboards were also used to build floating bridges in Europe. The Johnson PO15 was a 22-hp rowboat engine that was attached to one section of a floating dock. "The first section of the bridge comes out with this outboard and it's facing upstream," Stevenson says. "The stream [current] is 8 knots and the engine is set for 8 knots so it holds it stationary against the bank. They would pin that section to the ground and the outboard keeps going. The next section comes up and matches up with that at 8 knots and they pin that section." According to Stevenson, sometimes the army would use 100 sections to get across a river with 100 outboards running.

If the outboards failed, the force of the river would have broken the floating bridge in two. After the bridge was in place, men would motor upstream and sink anchors attached to steel cables in the mud, and then bring the cables downstream and attach them to the bridge. This kept the bridge secure enough for trucks, tanks and foot soldiers to cross. Without this engineering, advancing across Europe would have been near impossible.



While Evinrude and Johnson helped the Allies physically traverse Europe, other outboard companies contributed to the war effort by supplying parts. Carl Kiekhefer of Mercury Outboards designed a two-man, six-foot chainsaw when the country was struggling to source enough wood from the Pacific Northwest for the war effort. The chainsaws were powered by an air-cooled, twin engine outboard. Kiekhaefer himself campaigned his new chainsaw through-



out the Pacific Northwest, challenging professional lumberjacks to log-cutting duels. "He beat the pants off of them and got people to use them," Stevenson says. By the end of the war, Mercury was the world's largest chainsaw manufacturer.

Outboards also powered the world's first drones, which saved countless pilots' lives. Reginald Denny, a successful Hollywood actor and model airplane enthusiast, teamed up with Walter Righter, an aircraft engine pioneer, to create a flying remote-controlled airplane. Up until that point, Denny had only been interested in model airplanes, but his pursuit in designing a flying model was important for the military, who sought a way to reduce pilot fatalities while flying target duty, when battery gunners would practice firing anti-aircraft artillery at their billowing target sleeves. Far from the lethal drones the military deploys today, these "radioplanes" were weaponless, used to keep pilots out of harm's way. Prior to their development, the highest fatality rate among pilots were those who pulled target sleeves. Radioplanes and their engines changed everything.

"They had two cylinder and later four cylinder air-cooled engines by outboard manufacturers," Stevenson says. "They were designed so that a parachute came out the top if it was hit and it would glide to the ground. They'd patch it up and send it back up." The engines provided the planes with 6-hp with parts via Mercury. The army ordered thousands of the radioplanes to be built. Among the assembly workers in the factories was a young woman named Norma Jeane Dougherty, whom Army photographer David Conover photographed for the first time in 1945 after being sent to write an article on the radioplane factories for the military newspaper *Stars and Stripes*. Norma Jeane's modeling career took off from there, and she later changed her name to Marilyn Monroe.

Outboard technology propelled the Allies to victory, and while it is impossible to say for certain if they would have won the war without them, they saved many lives, making their contribution invaluable. "Eisenhower thought that we really would have had a lot of trouble winning the war without outboards," Stevenson says. "If you're going to paddle across, which is the tradition, it just didn't work."

The Germans had their own version of a storm boat, but their outboard was a radically different design. The engines were horizontally mounted to the transom with no lower unit and the shaft went straight back. "The guy moving the boat with a tiller had to be really strong because there were 10 feet out behind the bottom of the boat," Stevenson says. The engines did not compare to the Evinrudes on the Allied storm boat fleet. The Japanese had outboards as well, but they were made by an aircraft company that was out of its element and they were not of comparable quality. The difference in outboards between the opposing nations was a difference in troops saved, lands conquered and battles won.

The outboard's aid in winning the war was rewarded by a subsequent boom in the industry. Prior to the war, most outboard motors were fishing engines and were no more than 5- to 10-hp. After, the middle class grew with the GI Bill and a recharged economy. Water sports grew in popularity and with them a new need for outboard power. A horsepower race started between the major outboard companies and by 1958 there were 50-hp outboards available to consumers on the market. In 1962, Mercury released the world's first 100-hp outboard.

Stevenson donated his collection of over 200 antique outboards, many of which are from World War II, to the LeMay Family Collection in Tacoma, Washington, where they can be viewed by the public. The collection can put into perspective just how innovative a 50-hp storm boat outboard was, or how much impact a 22-hp rowboat engine could have, especially now that it's common to have hundreds of horsepower on the transom. Outboards infiltrated every part of the war effort and aided the Allies in their victory, one river at a time. ❐


SILENT

THE SOUND OF SILENCE

THE SILENT 55 SOLAR-ELECTRIC POWER CATAMARAN COMBINES GREEN PROPULSION WITH LUXURY ACCOMMODATIONS.
BY LOUISA BECKETT

Standing on the flybridge of the solar-electric Silent 55 in Ft. Lauderdale, I looked up from my notebook and realized we were already 15 feet from the dock. I hadn't heard the captain, who was standing right in front of me, start the engines, put the boat in gear or pull away from shore. The whole exercise had been utterly, well, silent.

I'd been on boats with electric propulsion before, including a small, surrey-topped Duffy day boat that went about 7 knots flat out. But the Silent 55 was something new. Solar-powered and self-sustaining, it's a 55-foot, ocean-going catamaran with four staterooms and heads.

Headquartered in Austria, Silent-Yachts is the brainchild of cruising couple Heike and Michael Köhler, who have voyaged more than 75,000 miles around the globe. Solar power pioneers, in 2009 they launched the SOLARWAVE 46, billed as "the first fully self-sufficient bluewater catamaran." Following its success, the Köhlers developed a line of solar-electric production yachts ranging from 44 to 80 feet. While the line is built in different shipyards around the world, all Silent vessels utilize resin-infused,vacuum-bagged, carbon-fiber-reinforced construction.

In 2016, Silent-Yachts formed a collaboration with alternative marine propulsion specialist Jean-Marc Zanni, president of Searious Power, with the goal of increasing the yachts' performance while maintaining a low environmental impact. "The 64 [a discontinued model] only had 30-kW e-motors and everyone was asking for more power," Zanni said.

A product of this design collaboration, the Silent 55 launched in 2018, but the team has continued to improve and upgrade its drivetrain. The hull I sea trialed in late 2019 was powered by twin 250-kW e-motors, giving it a solid cruising speed of 10 to 12 knots. Under solar power alone, the yacht makes 5 to 6 knots.

Among the many things that make the Silent 55 unique are the 30 solar panels arrayed on its coach roof. The roof incorporates a hydraulic hardtop that "pops up" to provide access to the flybridge helm and seating area. Deploying the hardtop shades the remaining solar panels, however, so when the boat is not in operation, it's more efficient to keep the top closed.

Solar energy charges the Silent 55's lithium-ion batteries, which have a capacity of 210 kWh—the equivalent of three Teslas, according to Zanni, although the propulsion system is quite different from a car's. The batteries are housed in an easily accessible hatch on the bridge deck. They provide power for the Silent 55's twin 250-kW "synchronous permanent magnet" e-motors, which were built by Dana TM4 in Quebec. Zanni said The motors are designed for buses.

The Silent 55 also has a 100-kW Volvo Penta diesel generator housed in the port hull. "It engages when you exceed a preset



LOA: 54'10"
Beam: 27'8"
Draft: 3'11"
Displ.: 38,000 lbs.
Fuel: 132 gal.
Water: 160 gal.
Power: 2/250-kW Dana TM4 E-motors
1/10,000 kWp solar generator
1/100-kW Volvo Penta generator
Price: $1.55 million









Let there be light: From the expansive cockpit to the fun-yet-functional trampoline bow lounge and on up to the solar-panel laden hardtop, this boat was designed to fuel the soul—and the powerplants.



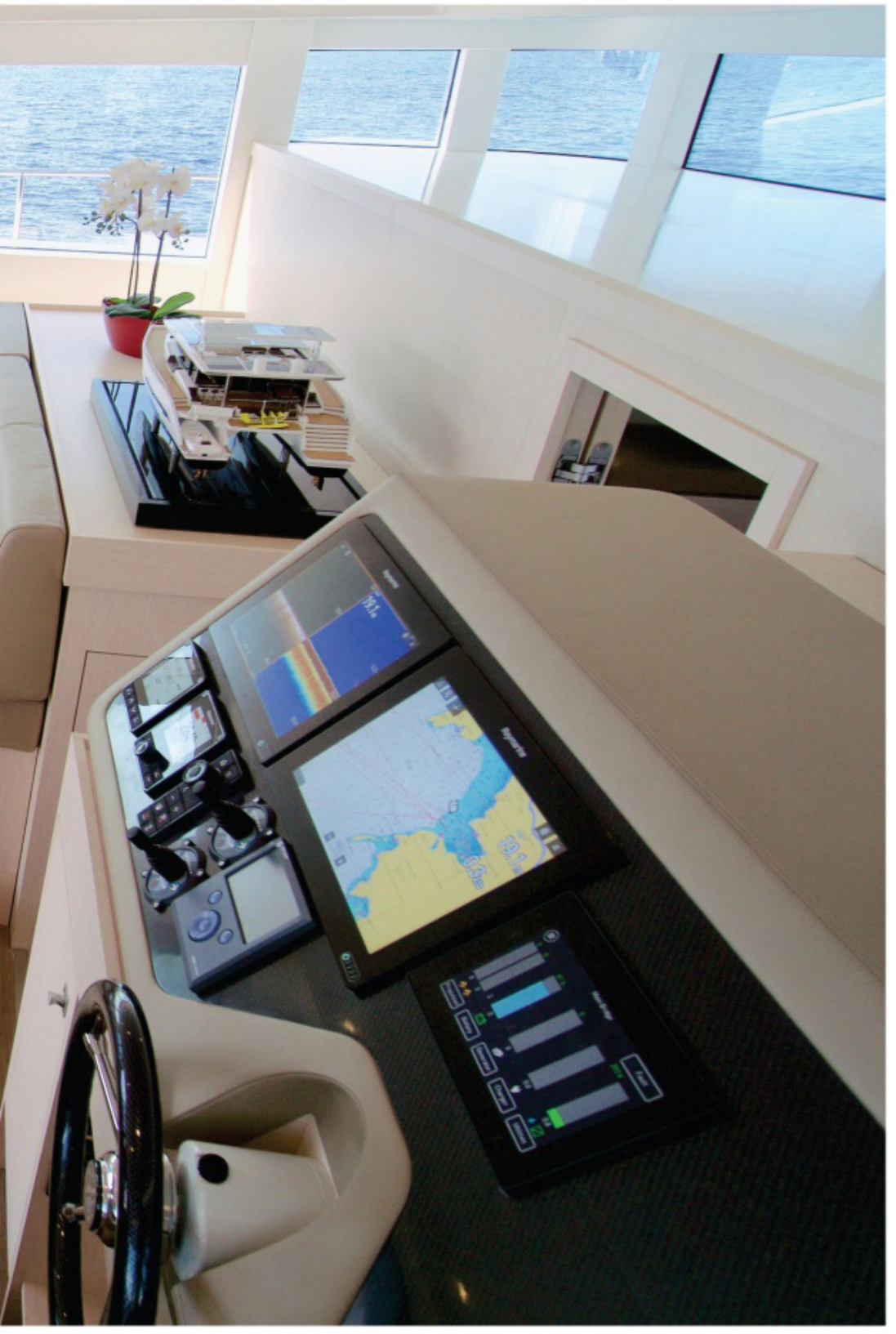
Going green doesn't mean needing to sacrifice comfort and luxury. Full-size amenities and staterooms abound on this one-of-a-kind cat.

amount of power or when the batteries are low; the operator can choose the setting," he said. "Most of the time if you have full sun, you never even have to run the generator … If you use a lot of AC, you run the generator two or three times a week." The yacht's appliances and other house systems are powered via a 15-kVA inverter. Having a genset on board as a backup to the solar panels enables the boat to continue to voyage at night and in less-than-ideal conditions for solar collection.

The result is a silent-running yacht with low maintenance, low operating costs and a low carbon footprint. This combination is what convinced Charles Deyo of Key West to buy the Silent 55 we were aboard for our sea trial. He had learned about Silent-Yachts by Googling "solar boats," then chartered a sister yacht in Mallorca. "From the time I Googled to the time I purchased the boat was less than three weeks," he said. Clearly an early adopter of green propulsion, he also has ordered the all-electric Porsche Taycan and owns an electric bike. "I'm 'E' everything," said Deyo, who has been named a "global ambassador" for Silent-Yachts.

Driving the Silent 55 from the flybridge in the Atlantic Ocean off Ft. Lauderdale in brisk, 15-plus-knot winds and 3-foot seas was a pleasure, particularly because the only sounds we heard came from the wind and the music softly playing through the speakers. It was a wind-in-your-hair experience since there is no windscreen due to the "pop-up" hardtop. The double helm seat faces a clean array of electronics, including a proprietary energy management monitor that shows the e-engines' rpm, the battery charge level, the generator's operating state (which was "off" on this sunny morning in Ft. Lauderdale) and the electrical consumption by the yacht's utilities.

The yacht handled like the power cat she is, providing a smooth, stable ride through lumpy seas. We ran at a comfortable cruise speed of 10 knots at about 1000 rpm, but only hit a top end of 13.5 knots that day due to fouled props, according to Zanni. Silent-Yachts says that the Silent 55 is capable of speeds up to 20 knots with the right drivetrain and conditions.







While the yacht's alternative propulsion and ultra-quiet ride—I recorded 60 dB(A), the level of normal conversation, in the VIP suite while we were underway—set it apart from "traditional" motoryachts, it is a luxury power catamaran in every other respect. Its large main deck, which holds the salon, galley on one level, with a step up to the dinette and lower helm, measures over 430 square feet despite wide walkaround side decks on either side.

A U-shaped galley is located aft, where it serves both the interior and aft-deck dining areas. In nice weather, you can open up the aft glass sliding doors to create one huge space for entertaining.

Silent-Yachts gives new-boat owners lots of flexibility when it comes to the Silent 55's sleeping accommodations with five different layouts offering three to six staterooms and three or four heads. Our test vessel had four staterooms, including a large, full-beam master suite forward of the helm. The other three staterooms are tucked into the hulls, power-cat style. All of the lower-deck accommodations have large hullside windows that fill the rooms with light.

Storage is abundant throughout the Silent 55. Its exterior decks, which include a large foredeck with twin trampoline lounges, are free of utilitarian obstacles such as the tender, which hangs from a davit beneath the aft-deck sunpad. Naturally, having two hulls, the yacht does not offer one single large swim platform, but there's a smaller platform on each transom, accessed by wide, ergonomic stairs.

Does the Silent 55 signal the start of a new era of solar-electric marine propulsion? "It's more expensive than traditional propulsion. The price of the batteries is most of the cost, but that is coming down," Zanni said, adding that over the past decade he has seen the cost-per-kilowatt hour of battery power go from $1,500 to $300, largely due to the growing popularity of electric cars.

"Ten years ago, we could not have dreamed of building this boat because we did not have the power," he said. Today, as the Silent 55 has proven, you can run silent and green, day or night, without sacrificing comfort. ❐


LOWRANCE

IN FOCUS

JAY FLEMING'S PHOTOGRAPHY WORKSHOPS GIVE PARTICIPANTS A LENS INTO THE CHESAPEAKE BAY.
STORY AND PHOTOS BY KRISTA KARLSON





Eighty-six-year-old crabber Lewis Cantler pulls traps at sunrise. He has been crabbing for more than 50 years.



The breeze carries the seafood smell that is so recognizable, it's as though you taste it before it's in your nostrils. The Chesapeake Bay Bridge rises mightily, reaching toward the half moon that bobs low on the horizon. Traffic marches across the bridge, but it is not yet sunrise.

The sound of camera shutters snap the morning into focus.

Four photographers wearing fleece hats and windbreakers zipped tight lean over the gunwale and point their lenses toward the geometry of the bridge. They crouch low, pressing their bodies against the boat to steady their cameras.

Someone yawns. At least one photographer drove an hour and a half to be at the boat launch at 6 a.m. "Hate me now, but thank me later," professional photographer Jay Fleming chuckles. He has brought us here as an invitation into his world, a brisk morning foray into the brain of a master creative.

Photography runs in Fleming's blood. His father, who was a staff photographer at *National Geographic* for 20 years, instilled in his son a desire to document lives and landscapes. Fleming honors this lineage—some of his father's portraits hang in his Annapolis studio—but has carved a niche all his own, photographing the watermen and aquatic species of the Chesapeake Bay.

Fleming, 32, hosted his first photography workshop in 2015 at the request of two women who wanted to hone their skills. He had a 22-foot Privateer Roamer and knowledge to spare, and the foray blossomed into a full-fledged workshop series. In 2019, he hosted six one-day workshops near Annapolis and seven three-

day trips out of Smith Island, 60 miles south in the Chesapeake Bay. Three of his 2020 workshops are already sold out.

"The workshops are a great way for me to build relationships with other photographers and share my passion for what I like to photograph," Fleming says. Most participants have some experience, and are looking for access to the Bay or to Fleming's subjects, but others are newbies. One woman attended a three-day workshop with an iPhone and came away with a portfolio of impressive photos. Some of Fleming's students, who come from as far as Missouri, have gone on to win local awards for images captured during a workshop.

One of today's participants is Robin Wood Kurowski, a yacht broker. "I have admired Fleming's images for a long time and they really speak to me as I come from Rock Hall, a small watermen's town on the Chesapeake Bay," she says. "For me, [the workshop is] an experience of a lifetime."

As the sun inches higher in the sky, Fleming ferries the photographers—eager, down-to-earth folks in their 60s, many of whom are repeat participants—to the day's second subject: An 86-year-old crabber named Louis Cantler. The boat creeps alongside Cantler as he putters between crab pots, pulling the sparse traps methodically over the sun-washed gunwale of the work-weary boat.

Fleming positions the Privateer closely off the starboard quarter of Cantler's boat. When the light strikes just right, warming the scene and placing Cantler in a preternatural silhouette, Fleming says, "That's a nice shot." He repeats the phrase a half-dozen times over the course of the morning. His words are gentle signposts pointing the way for the photographers. When he says it, I try to make a mental map of the conditions—the angles, the quality of the lighting, the composition—so that I might learn to see these moments on my own.

He answers questions generously, but his teaching style is not overbearing. He says only what needs to be said.

The third stop is Thomas Point Shoal Lighthouse, where charter boats by the handful congregate thanks to "bent rod radar," as Fleming calls it. Birds circle wildly, and by now the sun is harsh on the eastern flank of the hexagonal lighthouse, the glare of white siding washing out the rest of the frame, which lies in shadows.

Next is a visit to *Diamondback*, a workboat captained by Nick Crook, who employs a crew of 30-something-year-old crabbers. The boat is a rarity on the Chesapeake, both because the men are so young and because they're able to make good money selling directly to restaurants. It's estimated that these men make three times as much money per bushel as the older watermen on nearby Tangier Island.

The men work efficiently, blasting from pot to pot and emptying each one with the muscle memory of deft hands and wet forearms. They lean over a large smudge on the starboard side where the crab pots have smashed against the boat and worn the white paint down to the muddy brown color of the hull. They talk amicably with Fleming, who hands the mate a stack of calendars featuring photography of the Chesapeake, including this crew. The mate smiles widely, and takes off his work gloves to receive the shiny calendars.

Fleming has developed rapport with these men, as well as others who have been fishing for crab longer than Fleming has been alive, by learning about their lives and photographing them with a sensitivity that feels increasingly rare. They trust him because they respect him, and his images draw attention to the difficult art that is their work.

"He's not a drop-in photographer," says David Kay, who attends today's workshop and has another on the calendar.

As the boat bobs alongside the crabbers, Fleming tells the photographers about the Chesapeake crabbing industry. "The workshops are a way to educate people on what's going on" in the commercial

Logan Crook (left) and Nick Crook (right), crew on Diamondback, *take a break from pulling traps on the Chesapeake Bay. They increase profits by selling directly to restaurants.*







fishing industry, Fleming says. Shutters click, capturing the faces and hands of men made three-dimensional, rather than flattened, by the photographs.

Fleming's Annapolis studio is in Maryland Hall, an old high school turned local art hub. Down a second-story brick hallway with high ceilings, the studio is tidy but bursting with imagery. Framed magazine covers dot the wall between his shots of old wooden boats, sea turtles and the Chesapeake Bay watermen. A shelf of cameras is as much a decoration as a reminder of where he comes from.

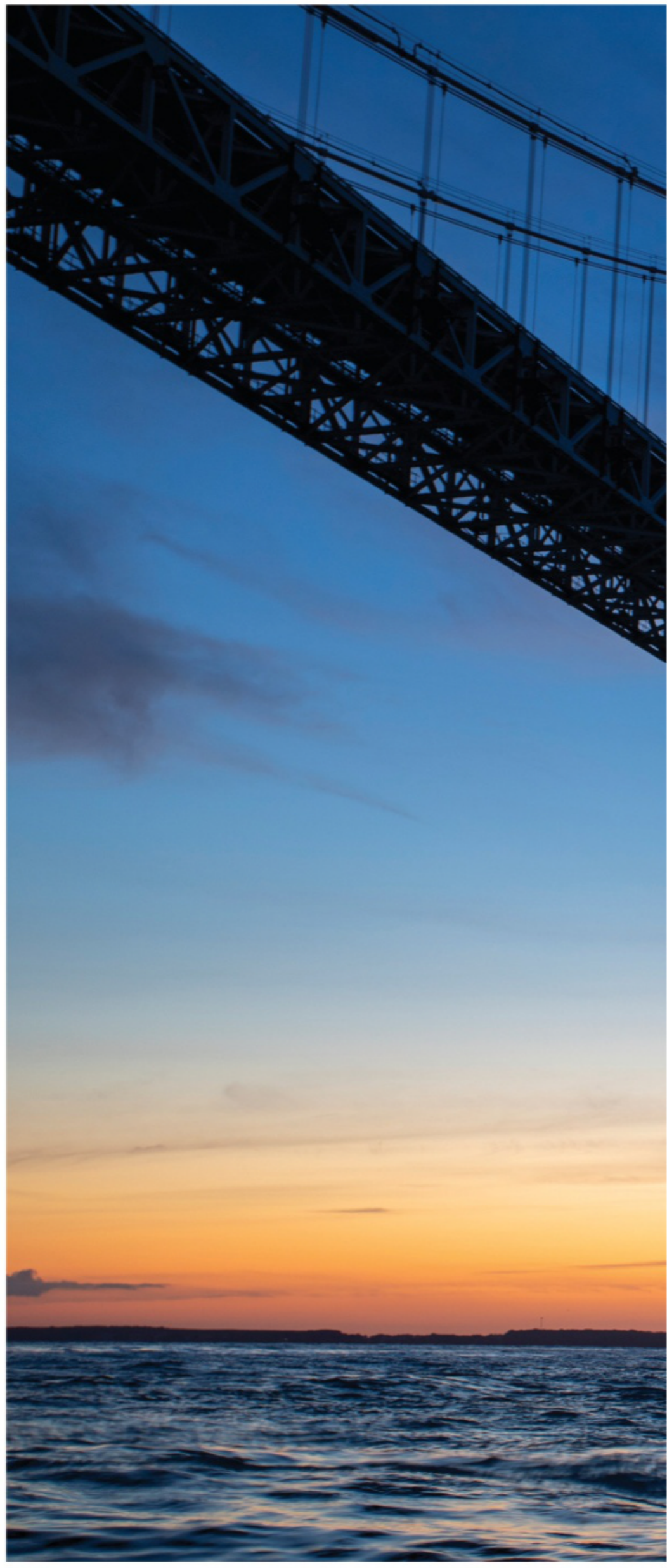
The workshop participants settle into the deep blue couch and the wooden desk to review their photographs. Fleming asks each person to choose 10 favorite shots, which they then review together. His critiques are specific: the way this shot focuses on the water instead of the bridge; the way this subject's head is in line with the horizon. His praise is equally defined. There is a moment of clarity in each participant's eyes as they file away Fleming's feedback. It's clear they've learned something.

With Fleming's input, each participant chooses their strongest photo to print. Kurowski leans over the printer, watching her image come to life. She can hardly contain her delight. "I can't believe I took this photo!" she says.

There is complimentary chatter as people watch each others' photos appear from the belly of the printer. The images all share a certain mood—after all, we were on the same boat, photographing the same subjects—but each one remains unique, as if it holds some essence of the photographer. Everyone signs their image with a gold pen.

I stand at the table staring at my image—a silhouette of Cantler pulling up a crab pot, with the Chesapeake Bay Bridge in the background—and before I can decide what exactly my essence is, I realize I've smudged gold ink all over one corner, like a child's finger painting.

Like many of the participants, I have a long way to go in my development as a photographer. But that's the beauty of these workshops: People return again and again, finding something new each time. It seems Fleming does, too. He doesn't tire of the same five stops on the Annapolis workshop tour. It's his home, and his focus gets a little sharper each time. ❐





The Chesapeake Bay Bridge is the first stop on the Annapolis workshop tour. Participants learn to capture the bridge's geometry without distortion.

WALLY

LOA: 47'7"
Beam: 14'5"
Draft: 3'11"
Displ.: 25,353 lbs.
Fuel: 370 gal.
Water: 63 gal.
Power: 2/480-hp Volvo Penta IPS 650
Price: $1.15 million

WORLD

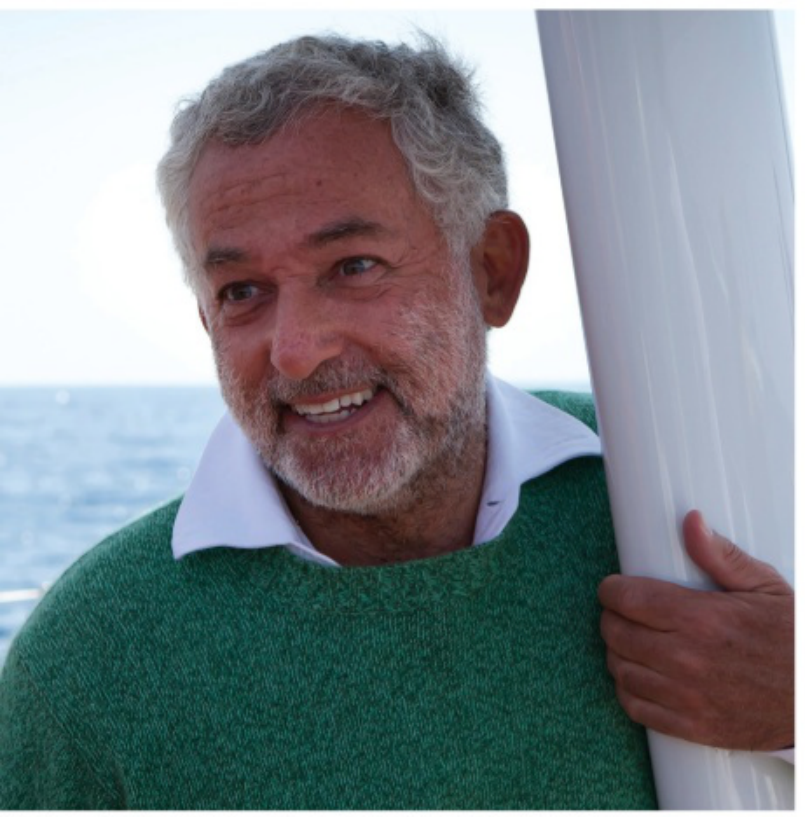
NOW UNDER THE OWNERSHIP OF THE ITALIAN CONGLOMERATE FERRETTI GROUP, LUCA BASSANI AND FRIENDS HAVE LAUNCHED A NEW BREED OF WALLYTENDER.
BY ALAN HARPER





The brainchild of Wally Founder Luca Bassani, the next generation Wally-tender is a collaboration with new company owner Ferretti Group.





It's been a long time since I tested a boat from Wally. The last one was the Wallypower 118, which even in those far-gone days before the financial crash was seen as a totally outlandish piece of indulgent madness, with its gas turbines, *Star Wars* styling and minimalist interior design. It attracted a lot of press. Few boats have been as fun to write about. But it took a very long time to sell.

It was, needless to say, a one-off. A lot of diesel has gone under the bridge since then, as Wally's founder, the charming and urbane Italian Luca Bassani, 63, is happy to admit. After 25 years at the helm, he has just sold his company to the Ferretti Group.

"I have spent all my money," he chuckles. "Now it's their turn." He retains a minority shareholding.

For all its well-earned headlines, the 118 was something of an outlier for the company, which is not a shipyard in the conventional sense, but a brand, based in Monaco. Aside from eight years building Wallytenders at its own shipyard in Tunisia, the actual boatbuilding has generally been contracted out to a variety of Italian yards. The company made its name with a line of elegant sailboats, fast cruiser-racers that gained serious respect from the sailing crowd and changed the design language of yachting.

Sail might be Bassani's abiding passion, but he was a very willing convert to power. The first Wallytender appeared in 2001. His own Wallypower 47 was built in 2005 and has cruised some 35,000 nautical miles so far, with just one engine change, between Spain and Italy and all points in between—especially Corsica, which he says is his favorite place on the planet. Some 74 Wallytenders have been built since the concept's introduction in 2001. The tally of the larger Wallypowers, which were launched in 2002, currently stands at 26—including the sole 118.

The company says seven of the new Wallytender 48s have been sold so far. It is based on the same Patrick Banfield hull design as the earlier 45, with some crucial changes: "It's longer, wider and optimized for IPS drives," Bassani explains. The company is well known as a pioneer in the use of carbon boat construction, and the 48 makes fitting use of the wonder material—the helm console and T-top are beautifully finished, with the console's fiber weave proudly on display. The hull is built in conventional fiberglass.

The latest Wallytender is also the first to be built under new management,





An aggressive, angular design aesthetic and practical touches like a hidden passerelle, day cabin, ergonomic helm and forward sunpad are Wallytender trademarks.

at the Ferretti yard in Forlì, where they know a thing or two about building luxury yachts. Bassani is impressed: "It is the best Wally yet for refinement and quality," he confirms.

Among those refinements are the origami aft deck. Teak-clad bulwarks on both sides fold down aft to create a broad, single-level beach club that incorporates the already large swim platform, with the sunpad at its center. The clever pantograph steps of the extending passerelle can reach up to a high dock wall but also down into the water to create an unusually practical swim ladder.

A hint of reverse sheer has been introduced into the topsides of the Wallytender 48 as a means of increasing the freeboard and creating more internal volume. Two steps in the side decks also betray the fact that the 48 is no walkaround—the raised foredeck, placing the sunpad almost level with the gunwale, conceals a surprisingly spacious cabin, much more impressive than the accommodations of previous Wallytender models. Headroom at the door is a respectable 6 feet, 3 inches, and the head and shower compartment is worthy of the name. The broad double berth measures 6 feet, 5 inches long by 6 feet, 3 inches at its widest, and there is a small bench seat on the port side. The 48's interior is fitted out in a restful and deceptively simple scheme of teak veneers, dark floors and a light headliner, and uses cleverly placed mirrors to make the best of the available light and space.

A pair of IPS 650s—they're 480 hp, despite what Volvo Penta's eccentric nomenclature might lead you to believe—is the standard installation on the 48, and the substantial 5.5-liter straight sixes sit rather aloof in a spacious engine compartment that reveals itself beneath the massive sunpad hatch. Only the housing for the hydraulic passerelle intrudes in an otherwise uncluttered space.

The simple ergonomic qualities of the 48's rather stylish carbon fiber helm console lent themselves well to the driving experience, with two screens, intelligently placed throttles and joystick, and neatly labeled switches. The wheel and compass are offset slightly to port to make way for the cabin door, but they feel pretty central, and while the excellent paired helm seats look like something out of Starship







Enterprise, they didn't look quite as fun as standing up to drive. It's that kind of boat.

Lightly laden with fuel but heavily weighed down by a boat show crowd of 10 people, our 48 didn't make its published top speed of 38 knots, topping out at just over 34. There was also a Seakeeper installed on this particular boat, the second 48 to be completed, which didn't help the weight problem.

But it was hard to be disappointed in such a competent, confidence-inspiring machine. Any open boat with plenty of horsepower and its helm placed almost dead amidships has a duty to be a bit of a blast, and the 48 fulfilled the brief admirably. The angle of deadrise aft is a comparatively moderate 17 degrees, but up forward it gets as fine as a knife blade, and the minimal buoyancy of the bow positively invites the waves to come and have a go.

Although the 48's turning circle felt perhaps a little wider than you might expect for an IPS boat, it couldn't be faulted in terms of heel, handling and helm response. It might not be as fast as it looks, but it is every bit as much fun. Adding to the fun will be an outboard-powered version set to launch in Miami this winter.

So what now for Luca Bassani, one of the best-known faces in Mediterranean yachting? He reminds me a bit of Sir Christopher Wren. The architect of London's St. Paul's Cathedral is commemorated within its walls by the epitaph *Lector, si monumentum requiris, circumspice*—Reader, if you seek his monument, look around. You could stand in any yacht harbor on the Côte d'Azur and say the same of Bassani—the design influence of Wally has been that profound.

But although the company he founded is now part of a giant, Chinese-owned, Italian luxury yacht corporation, it seems unlikely that he'll just take the money and go sailing. "R&D is expensive; it needs a lot of investment," Bassani explains. "This is why the industry is increasingly dominated by big groups." Now, finally, Wally has the money behind it to seriously invest in R&D.

"So that's what I'm going to do: focus on R&D," he says. "It's what I love." ❐





THE WAKE OF HISTORY

A CRUISE UP THE ERIE CANAL BRINGS A COUPLE THROUGH MILES AND MILES OF LIVING HISTORY. BY SUSAN GATELEY

Much of modern life goes by in a blur as we speed through our daily routine. But on the historic Erie Canal, a slower, quieter reality awaits. New York's historic 525-mile-long canal system is many things: an analog engineering marvel, a living museum, a historic force for social change and a great cruising ground.

At first, the notion of proceeding hundreds of miles through mostly rural New York State at 10 miles an hour seems absurd. But it grows on you. We found it neither boring nor tedious to float westward across the state on a recent nine-day cruise. Rather, the lack of navigational challenge was oddly soothing as the scenery scrolled by our boat.

Our journey along the placid canal revealed stone ruins of antiquity, farm fields, village main streets and numerous examples of engineering ingenuity. Much of the canal east of Rochester follows natural waterways. On these canalized rivers, we passed upscale housing developments, modest summer camps and cabins and occasionally through remote Bottomland forests where the dense, shadowed greenery felt downright primordial.

Reminders of the past are everywhere. The current version of the famous waterway that made New York City the Big Apple was completed in 1918, but traces of the two earlier versions dating back to 1825 are visible at a number of places. Ruins of several aqueducts and older, smaller lock chambers remain in place. Though many cut stone ruins are less than 200 years old, they seem far more ancient. Palmyra's lock 29 is a good place to tie up to explore some of the





waterway's past in the adjacent park.

Today, other than a few barges and Canal Corporation work boats, traffic is almost entirely recreational. During our cruise in early September, we encountered light, local, small boat traffic along with a few dozen long distance travelers. We never saw less than 10 feet in the channel.

We had no problem with the 15.5-foot vertical fixed clearances west of the Three Rivers junction. In the line cut section beyond Rochester, the grade-level lift bridge clearances only run around 8 feet, so even we had to call for a lift. (We never waited more than five or 10 minutes at a bridge in early fall, as they all opened on demand.) The eastern stretch of the canal from Oswego to Waterford has 21-foot fixed clearances, so larger boats may have to lower antennas and radar masts. For this and other information we depended on our trusty guide book, *Skipper Bob's Cruising The New York Canal System*.

The wider waters of the canal like the Seneca and Oswego Rivers and Oneida and Cross Lake invite boaters to open her up with a 45-mph speed limit, but here curves, shoals and islands demand vigilance. Other sections of the canal have posted speed limits where no wake areas in heavily developed sections east of Rochester and on the Tonawanda River slow the pace. On the narrower western line cut, a speed limit of 10 mph prevails.

The canal passes through four major cities and at least a dozen towns and villages. Many smaller settlements have built public landings for cruisers. Most locks allow overnight tie ups on their adjacent walls, however, restroom facilities and shore power are usually nil here.

We especially enjoyed a day in the old stone city of Medina, 40 miles west of Rochester. Though the waterfront ambiance was somewhat industrial, it was quiet, included a convenient shower and bathroom and was a short walk to downtown stores and restaurants. We were fascinated by the stone buildings that lined Main Street. Medina's pink sandstone was once exported from all over the state and to England and the Caribbean. Medina's many 19th-century buildings, big stone churches and the Opera House (now being restored) give the city an Old World feel. We spent several hours at the Medina Railroad Museum, a must-see for train buffs. The museum offers various rail excursions, guided tours of an E-8 diesel electric locomotive, a historic station filled with artifacts (don't miss the giant Heinz pickle) and one of the country's biggest model train layouts.



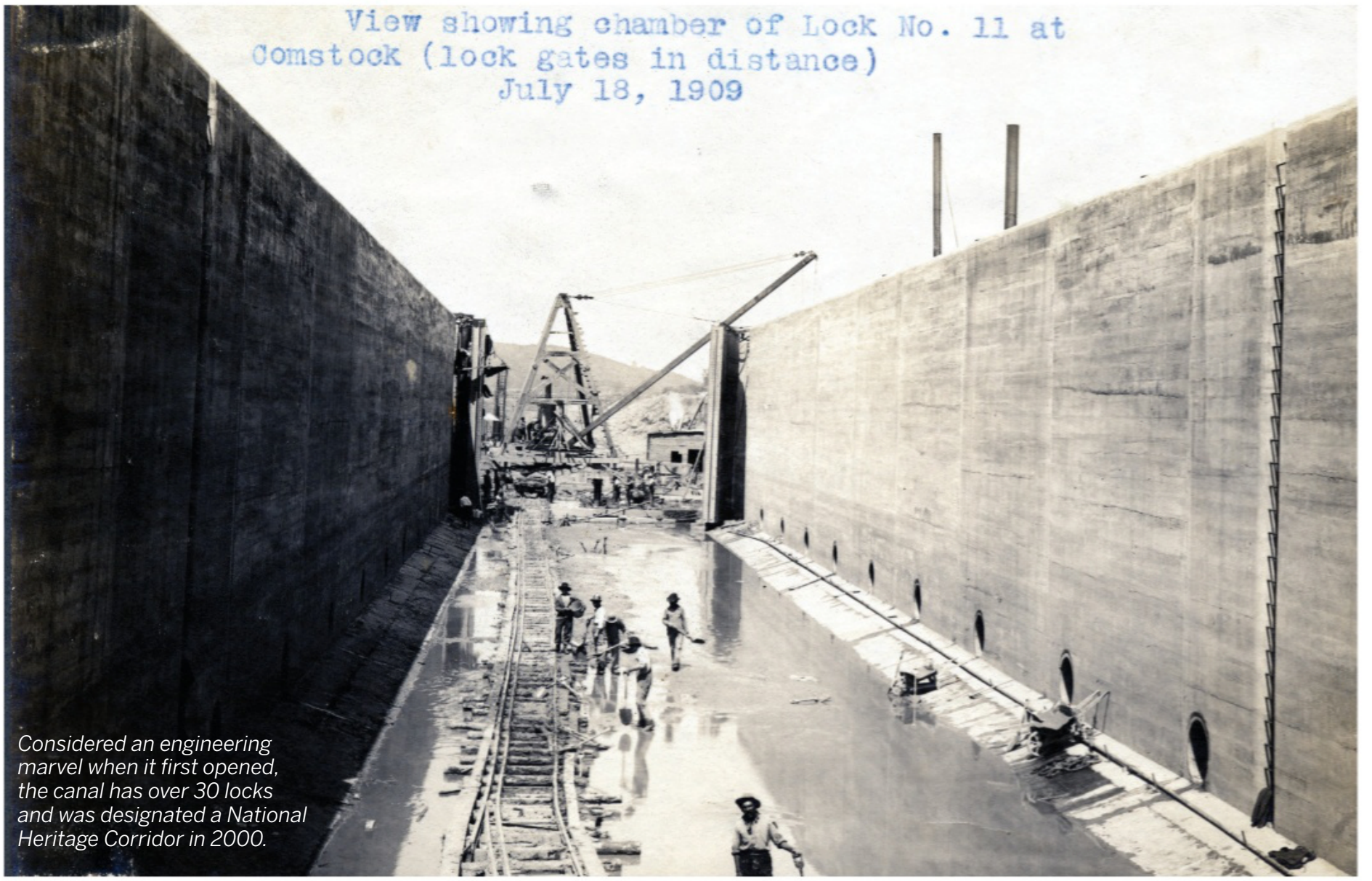
While the canal has very little current, you'll climb from 246 feet above sea level at Lake Ontario to 565 feet at Lake Erie. We did so by

Completed in 1825, the Erie Canal connects the Great Lakes with the Atlantic Ocean. Boaters cruise past more than 60 communities along the 363 miles of waterways.





PHOTOS COURTESY ERIE CANALWAY NATIONAL HERITAGE CORRIDOR; NEW YORK STATE ARCHIVES



Considered an engineering marvel when it first opened, the canal has over 30 locks and was designated a National Heritage Corridor in 2000.



passing through 19 locks. While intimidating at first, locking soon became routine. These days, the lock tenders and lift bridge operators mostly use cell phone notifications to alert you of an opening, so print out a list of phone numbers from the Canal Corp website before you head out. Or hail them on Channel 13 five or 10 minutes before arrival. Wait for a green light from the lock tender before entering, and secure the boat starboard side to unless directed otherwise.

Lock lifts vary, and on this trip our biggest step was at Lockport where the canal climbs 50 feet up the Niagara escarpment with two back-to-back locks. Here at lock E34, we hung out for about 20 minutes waiting for a 65-foot excursion vessel that locked through with us. As we did so, we visited with some of the several dozen spectators who leaned upon the railings on a Sunday afternoon to watch the traffic go by. These casual encounters where we swapped a sea story or heard of a dream boat being built were a staple of our style of canaling. We have had gams in the past with canal crawlers from Germany, South Africa, California and New Jersey. On this trip we crossed paths four times with a Ranger Tug trucked from Portland, Oregon to do The Great Loop.

The lock tenders treat smaller vessels gently during the empty or fill process. Admittedly, though, the first time you enter the dank depths of the cement-walled chamber for a lift and hear the grind of 100-year-old machinery and an ominous thud of the massive lock gates closing behind you, a twinge of apprehension is understandable. The sight of an occasional leak spurting through the upstream lock doors and cascading down onto the concrete sill is a reminder of the vast potential force of the water they hold back. After a short wait for the gates to close behind you, a massive volume of water begins to boil up through the lock culverts to fill the chamber. The lift is unexpectedly silent and smooth as you rise up into the sunlight. The whole process takes about 15 minutes, unless you're delayed by other canal traffic. We were often the only boat in the chamber.

The locks have weighted lines hung at frequent intervals for your crew to keep your boat parallel to the wall. Since the lines are often submerged, they tend to be pretty slimy, so wear gloves. Your fenders will get a workout while locking through, and need to be of good size as some of the concrete walls have rough spots. Some locks are located next to dams, so pay attention to warning markers

VERSATILITY FOR ALL ADVENTURES!



NC 695 SPORT | NC 795 SPORT | **NEW** NC 895 SPORT



Introducing the new NC 895 SPORT! This 29-foot V-shaped hull was designed to be stable and fast. From exploring quiet creeks to discovering new coves to anchor in overnight, it's time to gear up and plan your next adventure.

JEANNEAU
POWERBOATS

jeanneau.com

POWERED BY YAMAHA



and buoys on the upstream side as you approach.

The current canal crosses two substantial creeks by way of overpasses near Rochester and Medina. The sensation of viewing tree tops and houses down below as you float over Irondequoit Creek is odd indeed. At this point the canal's "Great Embankment" crosses a one-mile-wide valley at an elevation of up to 70 feet. At Medina's embankment, you can look down at a sizable waterfall 50 feet below from the tow path. As a contemporary wrote of these features, "Thus do enterprize (sic), and skill, and money level all things."

At the junction of the Tonawanda Creek and the jade waters of the Niagara River, our faithful guidebook ended, and we were on our own. However, the friendly folks at the Amherst Marine Center where we spent the night briefed us on what to expect. The Niagara River runs at 12 knots under the Peace Bridge, so for our slow boat, the Black Rock Canal bypass was the only way to Buffalo.

This vast volume of water, fed by the waters of all four upstream Great Lakes, was decidedly intimidating, so we scurried inshore and hugged the shallows. Crawling along the shoreline, it was hard to forget about those famous falls about 10 miles downstream. This clearly was big engines and fast boats territory, and forward progress was imperative.

After our passage on the big river, we entered the Black Rock Canal with a sigh of relief. This Army Corps-operated lock normally gives commercial craft priority, but yet again we got through with minimal waiting. After a little over 3 miles, we entered Buffalo's inner harbor where the original Erie Canal once terminated.

We passed the Erie Basin Marina, the best spot for transients to stay while in Buffalo. Here, cruisers will find all the usual amenities. Erie Basin is also convenient to various downtown attractions and is within walking distance to the three historic World War II-era warships berthed at the Veterans Park as well as to city restaurants, microbreweries, shops and other attractions.

We opted to proceed down the Buffalo Ship Canal to the Skyway Marina, where we had arranged to meet some Buffalo-based boating friends during our visit. This marina operated by RCR Yachts, or the adjacent First Buffalo Marina, are the best bets for service or a haul out. Though the ship channel is protected, it does not offer easy-to-access downtown attractions from its marinas.

Today, a small slip beside the canal-side tie-up next to three Navy ships is the only trace of the waterway that once made Buffalo the biggest grain port in the world. The city still has a working port, but it's not nearly as busy as it was in the Erie's heyday. But Buffalo—a Rust Belt city long the butt of Snowbelt jokes—is now reinventing itself. Private endeavors and infusions of state aid are bringing new life to the old waterfront.

I never did decide if the nightly light show on the side of the huge Connecting Terminator block of grain elevator towers was tacky or cool. A little of both, I think. Other silos are being repurposed with zip line rides, as concert halls or as backdrops for walking and paddling tours along the Buffalo River. The Buffalo Maritime Center is one success in the ongoing waterfront revival.

We spent three days exploring the city's waterfront before loading our small cruiser up for the ride home. We concluded the journey thinking we had missed so much that we just might have to do it again. ❐

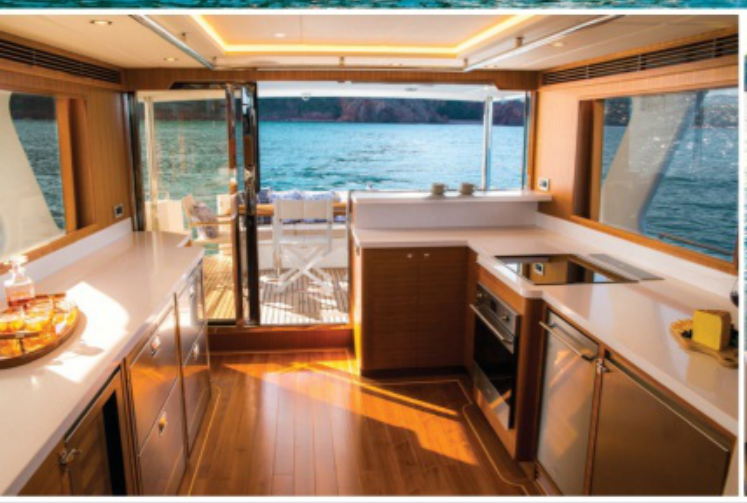
OUTER REEF®

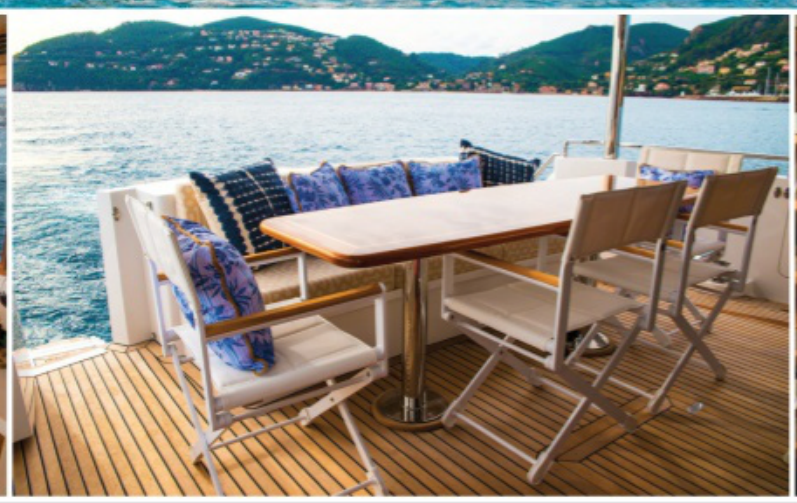
YACHTS

640 CLASSIC AZURE MOTORYACHT

The Ultimate Long Range Cruising Experience









The new Outer Reef **640 Classic Azure** offers a fresh galley-aft design, sunrise and sunset alfresco-dining experiences, and photoworthy main and upper deck panoramic views - perfect for your next cruising adventure.

Visit Outer Reef Yachts at the 2020 Miami Yacht Show ▪ February 13 - 17

+1 954.767.8305 ▪ info@outerreefyachts.com

VIRTUAL TOUR

ORY CLASSIC SERIES MOTORYACHTS 580 ▪ 610 ▪ 630 ▪ **640** ▪ 650 ▪ 700 ▪ 720 ▪ 740 ▪ 750 ▪ 800 ▪ 820 ▪ 860 ▪ 880

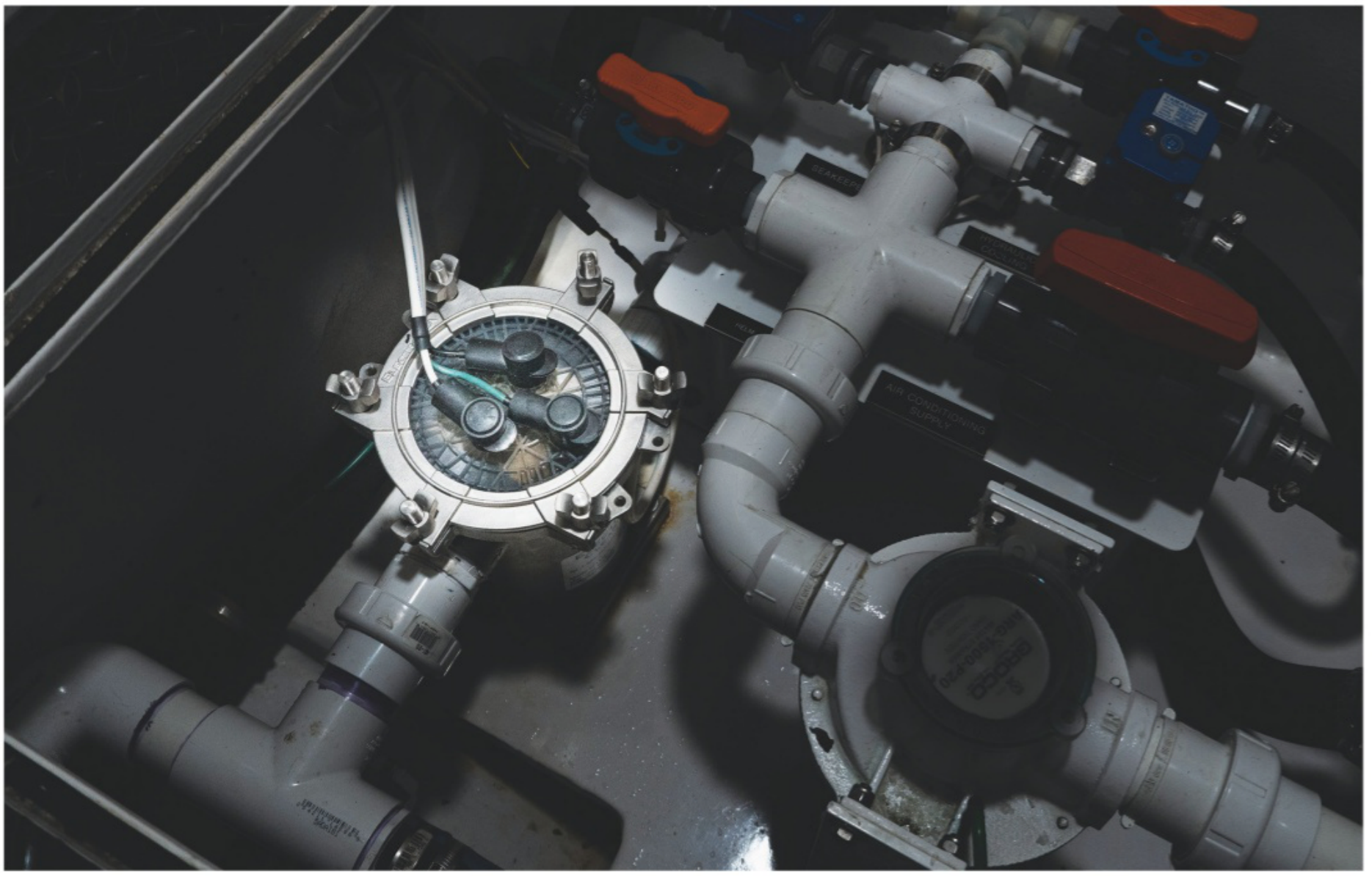
uncomfortable

/ ən-ˈkəm(p)(f)-tər-bəl / • [uhn-kuhmf-tuh-buhl]

adjective

Having to explain why your boat still rolls.





Worth Its Salt

Sea water cools many onboard systems, but critters and gunk can eventually clog the plumbing. Here's how to keep your pipes clear. By Mike Smith

Your boat depends on sea water, and I don't mean just for staying afloat. Besides engine and generator cooling, most cruising boats have at least one appliance, usually an air-conditioning unit, and sometimes more than one, that depends on sea water for cooling. Sportfishing boats add ice makers, too. Larger yachts have hydraulics to operate stabilizers, and oil needs cooling when the yacht is underway. In short, seawater plumbing is an important component on many boats, but one that's often overlooked.

That is, until the air-conditioning system craps out on a hot summer day because its cooling-water flow is blocked by seagoing gunk—which always happens, of course, when the boat's full to the gunwales with guests. Then even the most unenlightened skipper realizes the need to keep the water flowing. Who needs the in-laws dripping sweat all over the varnish? How often this sort of thing happens depends on where you boat: Up north, where the water's cool and the boat's hauled in the winter, you can usually get away with cleaning—pros call it "descaling"—once a season, but move south and the critters proliferate in the plumbing to such an extent that you may find yourself in need of descaling every few months. You can do this yourself with a store-bought system or buy the components and build one yourself. Or you can go high-tech and stop the plumbing problems and descaling madness once and for all.

Salt water looks clean, but it's really quite dirty. It carries embryonic barnacles and other small marine critters, algae, salt and other minerals, and, especially in harbor, silt and pollution. (That's why holding tanks and other components on salt-water-flush heads get smellier than fresh-water-flush MSDs: It's not the waste, but the algae and bacteria that enter the system with the flush water which cause the problem.) A seawater strainer stops the big stuff from getting into the lines, but the small bits pass right through. Cleaning the strainer regularly is a good first step in keeping the water flowing, but most of us don't do it often enough. And the real nasties get past the strainer anyway.

So, what happens? Because the constant flow of seawater makes for a fecund environment for organic propagation, barnacles and other marine growth thrive and eventually clog plumbing related to air-conditioning condensers, heat exchangers, oil coolers and whatever else they

can find to inhabit. Add salt deposits left by hot sea water, combined with the small diameter of many marine hoses and pipes—most appliances circulate just enough water to keep things cool under normal conditions—and it doesn't take long to reduce water flow enough to stop a given system from working. Sure, checking the outflow of cooling water is a smart practice, but, again, not foolproof: A constriction can happen so slowly that you may not notice the gradual diminishing of the flow. And under such circumstances, damages can ensue.

One place that's nirvana for barnacles and algae is Jupiter, Florida, where Dr. Louis C. Cosentino keeps his 72-foot Viking *Judith Ann*, a boat with lots of seawater-cooled systems. Some years ago, his captain was spending lots of time and money descaling all of them every few months, while fellow captains of Vikings who move to South America in the winter for billfishing found they were descaling monthly. The major problem was barnacles colonizing intake hoses. But eventually, Dr. Cosentino decided there must be a better way. And after two years of research, prototyping and testing, he and his son Daniel developed a simple and comparatively affordable electrochemical disinfection technology they're calling the ClearLine System. It can be installed aboard almost any boat in a day or two and, once installed, reduces periodic chemical descaling to a not-so-fond memory. (Note: The plumbing has to be clear to begin, so one last descaling may be necessary when installing the ClearLine.)

You should know: The Cosentinos aren't a couple of guys tinkering in the backyard on weekends. Dr. Cosentino has a PhD in biomedical and electrical engineering, Daniel an MBA in marketing. Together, they hold more than 100 U.S. patents and more than 300 international patents, mostly in the medical field, and have founded and sold two successful companies to produce some of these inventions. Among other devices, the Cosentinos have developed sterilization and disinfection systems for kidney dialysis and oxygenators for open-heart surgery. But even with all their experience, it still took the Cosentinos two years to perfect the ClearLine system, in the process ensuring not only that it works, but that it won't damage a vessel's plumbing. Indeed, after thoroughly water-



KEEP YOUR COOL.

NEVER DESCALE AGAIN.



Actual Photos
from 72' Yacht

Without **CLEARLINE**

With **CLEARLINE**

Stop battling barnacles. Win the war with CLEARLINE™. As barnacles invade raw-water lines, they choke out the boat's AC, refrigeration and other systems that depend on this water for cooling. Frequent descaling with harsh, acid-based cleaners is expensive and leads to time off the water. With ElectroSea's new, patent-pending CLEARLINE System, the days of dealing with barnacles in your pipes are over. Forever!

ELECTROSEA™

EXPERTS IN MARINE GROWTH PREVENTION SYSTEMS™

www.electrosea.com | (952)475.8084

NEW TECHNOLOGY

THE CLEARLINE SYSTEM



▲ **CLEARLINE** continuously generates a low level of chlorine in your raw water system, similar to what you'll find in tap water, but enough to keep barnacles at bay. The result: Your pumps will run at peak rates, your strainers will stay clean longer and you'll never have to deal with barnacles in your lines again.

U.S. and Foreign Patents Pending

Visit us at Miami Boat Show Booth #C155 and Miami Yacht Show Booth #8

testing the ClearLine, they sea trialed it for a year aboard *Judith Ann*. Then once they had a final product, the Cosentinos founded a third company, ElectroSea, to market the new device.

What is ClearLine and how does it keep the barnacles away? The technology is based on electrochemical water disinfection, a process used in many industries to produce bacteria-free water without using chemicals. Water—in this case, sea water—passes through a chamber containing electrodes either made of or coated with particular metals. Choosing the right metals for both anode and cathode is critical to developing a functional system and depends on several factors, including the properties of the water being disinfected.

The Cosentinos call their electrode chamber a ClearCell; it should be installed as close to a boat's sea strainer or seawater pump as possible. A low-level current (ClearLine works on 12- or 24-volt input) changes some of the salt water passing through the ClearCell into chlorine and hydrogen. The chlorine kills bacteria, the barnacles, the algae and any other organic pollutants in the water. And yes, hydrogen is explosive, but Dan Cosentino says such a small amount is produced, and for such a short time, that it's inconsequential. (Hydrogen is



ClearLine units are heat-resistant, designed for an engine-room mount.



The all-new VETUS *BOW PRO Boosted* series

Precision proportional boat control suitable for high demanding applications. With Endurance Rated Runtime* and Battery Charging Capability, single person docking is at your fingertips, especially when connected to a single joystick docking solution. BOW PRO thrusters come with a maintenance-free brushless motor, are efficient, safe & reliable. Order yours today.

VETUS.COM | 410.712.0740

**BOW PRO thrusters run 10 minutes at full power, after that power may reduce. At less than full power setting, run time is greatly enhanced*

Raising the Bar


MAIN DECK SALON


MAIN DECK GALLEY & HELM


LOWER DECK MASTER



Welcome to the **Endurance 658** from Hampton Yachts. Like all yachts in the *Endurance Series*, she features stunning accommodations with thoughtful and beautifully designed public and private areas, including a full-beam master's suite, an industry-leading list of standard equipment and the unique combination of safety, efficiency and performance of the *Hampton Hybrid Hull*.

Endurance
BY HAMPTON YACHTS
Exceeding Expectations

www.hamptonyachts.com

USA - East Coast: Seattle Yachts: 954.797.0030 • Hampton Yacht Group; California: 949.515.0006 • Pacific North West: 206.623.5200
Australia & New Zealand, Leigh-Smith Yachts: +61 7 55 77 92 00 • Asia and Europe, Hampton Yacht Building Company: +886 937 831 928





Even a little marine growth in your intakes can cause big problems.

a byproduct of most electrochemical disinfection processes, by the way.) As the chlorinated water passes through a boat's plumbing, the molecules reform themselves, so by the time it's discharged, the water contains about as much chlorine as you'll find in typical municipal tap water. To make the system even more effective, some of the chlorinated water from the ClearCell is shunted back to the relevant sea strainer to start disinfecting as close to the inlet seacock as possible.

The ClearCell however is only half of the story: There's also a sophisticated electronic controller that regulates the level of chlorine produced in the ClearCell. "The ClearCell has to generate a precise level of chlorine because too much chlorine can damage other systems in the vessel," said Dan Cosentino. The amount of chlorine is flow-dependent, he explained; the

Raymarine

4kW Magnum Color Radar Pedestal with Open Array

- Includes VCM100 Radar Voltage Converter Module and 15 meter Raynet Cable
- Select 4′ or 6′ Length
- See birds up to 10 miles



Item 261855 **Starting at $4699.99**

SUPERIOR LIFE-SAVING

- Available in 4-12 person models
- Florescent safety green canopy
- 4 square feet per passenger
- Available in a soft pack or hard fiberglass container
- Vacuum sealed for protection against the elements
- **12-year warranty**



Starting at $1489.99

DOMETIC

CRX-1110S Refrigerator with Freezer

- 3.7 cubic foot capacity
- Cutout: 21-5/8″ W x 29-5/8″ H
- Door and Front Panel Color: Stainless Steel
- Power: 12 / 24 Volt DC and 110 / 220 Volt AC



Item 402569 **Only $1264.99**

RARITAN

Marine Elegance Toilet with Vortex-Vac

- Household Bowl w/ Straight Back
- Standard Marine Height
- Uses Raw Sea or Lake Water Supplied by Remote Intake Pump
- Includes Full-Size "Slow Close" Seat and Lid

Select Voltage/Draw: 12VDC/18amp, 24VDC/10amp or 120/240VAC



Item 503738 **Starting at $814.99**

Defender®

Marine Outfitter of Choice Since 1938

The Brands You Want and Trust in Stock

Knowledgeable In-House Sales Staff

Authorized Dealer for the Products We Sell

Defender.com
800.628.8225

Defender 1st

Discounts for Members Available at
Defender.com/def1stfaq
or call 800.628.8225

Follow Us



controller senses the demand for cooling water and adjusts chlorine production accordingly. This is especially important in cooling systems like Viking's Central Seawater Distribution System, where central seawater inlets serve many onboard appliances.

The controller has other functions, too. It's used to initiate a cleaning cycle, to rinse the electrodes—Cosentino said this is necessary more often in areas with lots of silt in the water. In plumbing systems like Viking's, with two primary seawater intakes and two water pumps, the controller can switch between pumps at programmed time intervals. This evens out the wear on the pumps and gives both of them regular exercise so they work properly when called upon. The controller initiates an Inhibit function when an appliance comes online that cannot use chlorinated water, such as a baitwell on a sportfisherman. The controller senses when the baitwell circuit is energized and inhibits chlorine production in the ClearCell until the circuit is de-powered.

The controller is built of heat-resistant components and is designed to be mounted in the engine room. Once installed, it requires minimal attention. The ClearCell needs no scheduled maintenance, but will need a new electrode periodically. "The electrode has an estimated life of approximately five years," said Dan Cosentino, "but the actual useful life is flow-dependent." If the sea water is muddy, the electrode will need occasional rinsing, he added.

ElectroSea builds three ClearLine models for seawater flows of up to 50 gallons per minute, plus a fourth model for Vikings and other yachts with dual primary seawater inlets and pumps. The ClearCell can be plumbed into systems with seawater pipes from 3/8 to 1.5 inches in diameter. Dan Cosentino said vessels with pipes greater than 1.5 inches and flows greater than 50 gallons per minute can install two ClearLine Systems in parallel—a T-fitting on the input, then two ClearCells, then a T-fitting on the output.

ClearLine systems range from $4,000 for the smallest unit to $8,540 for the largest (that's the one with provisions for dual inlets and pumps) plus installation, which usually takes only a day or two. "It's mostly a plumbing exercise," said Dan Cosentino. The ClearLine must be installed by an ElectroSea authorized dealer, but there are plenty of them, especially in South Florida, with more coming on board all the time.

According to Tom Carroll, president and CEO of Princess Yachts America, the ClearLine system effectively costs nothing. Carroll installs ClearLine on all the inventory boats he orders, and recommends it as an option to all Princess customers. "At $1,200 to $2,000 to acid-clean a system," he explained, "the ClearLine pays for itself the first year in Florida, where growth often returns within 60 days after cleaning. You get barnacles, algae, you name it. If a given system isn't acid-cleaned regularly, hoses can clog and burst, or air-conditioning condensers clog, which costs even more." And with every cleaning, he added, there's the chance of an acid spill. "The ClearLine ensures that growth never gets in there; it gets rid of a headache for our customers that they don't really need." ❐

Bloody Knuckles & Extra Leverage

Leverage from a trusted tool is always welcome. By Capt. Bill Pike

Let's say that, for some reason, you are replacing your old windlass with a brand-new one. And, right off the bat, you note that the old model is secured with four, through-deck bolts, backed up with four, thoroughly rusted sets of fender washers, lockwashers and nuts. And yeah, as you wade into the project, breaking three of these sets loose is a tough job but it's doable. With an assist from lots of slimy penetrating oil, a wait-time of approximately one whole day and the application of a couple of oversized, box-end wrenches.

But then, there's that fourth, freakin' nut—it positively refuses to surrender. So after you've spent almost the whole dang weekend trying to either break it loose or cut it off, and bruised your knuckles on an assortment of tools and methods that have failed miserably (including a hacksaw, a variety of cold chisels and a so-called nut-splitter), you ultimately scratch your head in desperation and cast an accusatory look at the heavens. "There's a brand-new windlass sitting in that box over there," you cry out, "but how the heck am I going to install it?"



The answer comes in the shape of a guy—every marina has at least one of 'em—who happens to be walking down the dock at the precise time you are contemplating forsaking boating for golf. "Having some trouble?" he asks while easing along a tippy finger pier so he can facilitate a therapeutic conversation with you. You calm down after a while—his presence there with you is somehow calming. And finally, he tosses into the discourse an exceptionally simple but wholly invaluable tool that you've never heard of before—a "cheater pipe."

Cheater pipes (sometimes called "breaker bars") have been keeping the U.S. Merchant fleet (or what's left of it) as well as the U.S. Navy going for years. The technology, as stated above, is so uncomplicated it's both baffling and amazing at the same time. To employ it, you simply procure, cut or otherwise customize an old piece of pipe—galvanized works particularly well—that is, let's say (for a comparatively small job like removing an old, recreational-boat windlass), 3 feet long and possesses an inside diameter that allows you to slide it over the handle of a ratchet-type wrench, a pipe wrench, an adjustable wrench (although for tough jobs adjustable wrenches are bad about rounding off the flats on nuts) or some other kind of bolt-twisting device you happen to have on hand.

The point, of course, is to add leverage to your chore—lots of it. But just remember—once you've tacked on a couple of feet to the wrench you are pulling on or pushing against, be careful. Apply pressure steadily, but slowly, slowly, slowly.

Leaning heavily and peremptorily on the business end of what has effectively become a wrench with a 4-or-5-foot handle can be dangerous, both to you and your project. Moreover, 10 chances to one, just a little pressure at the end of your new cheater pipe will break that exasperatingly recalcitrant nut free.

And one more thing. Don't throw your newly created tool away. The little jewel will stow easily in your engine room or lazarette. ❐



RELIABLE

NORTHERN LIGHTS

Low maintenance
- Filters, fills and drains are all located on a single side
- Compact design

Worldwide dealer network
- 350 + dealers in 40 countries



DURABLE

TECHNICOLD by NORTHERN LIGHTS

Innovative Design
- Systems designed for the smallest possible footprint without compromising performance

Highest Quality Components
- 316L stainless steel, copper-nickel condensing coils & high efficiency compressors



SIMPLE

+1 800 762-0165
WWW.NORTHERN-LIGHTS.COM

COME SEE US AT BOOTH E351
AT THE MIAMI BOAT SHOW

Double the Fun

Here's another nifty usage for the tapered wooden plugs designed to prevent a sinking if a through-hull or other fitting fails.
By Capt. Bill Pike

I recently ran into a small, but not insignificant, problem while replacing an old GPS plotter on the flybridge of my boat. The ample size of the connectors for the brand-new unit's cables prevented their passage through the hole in the steering console that had heretofore accommodated the old unit's cable connectors. More to the point, based on installation info that came with the new plotter, I needed to turn the old, 1-inch-diameter hole into a somewhat larger, one-and-one-quarter-inch-diameter hole.

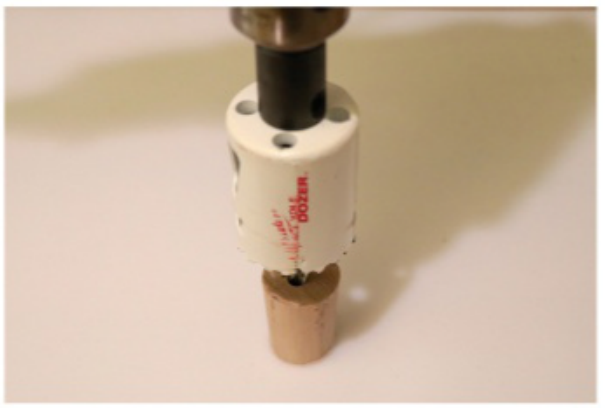
Right off the bat, I could see hard times comin'. The upper surface of *Betty*'s steering console is high-profile, by which I mean it is flat, smooth and carefully coated with white Interlux Perfection paint. There was no room for ragged edges or irregular-shaped enlargements of existing holes. Such things would be noticeable, perhaps even unsightly. So it was almost immediately obvious to me that none of the sophisticated tools I had at my disposal were up for the job.

And although a common, appropriately sized hole saw would generate a nice, finished look, getting one to work in this situation seemed unlikely. After all, because there was nothing within the existing hole to stabilize and guide the saw's pilot bit, attempting to use one free hand, I felt, darn near guaranteed a botched job with rough-and-ready tooth marks all over the place. What to do?

The solution came to me after a good night's sleep. Why not gather up the conical wooden plugs I keep stowed in a locker with flares and other emergency-related paraphernalia, find one that would fit slightly proud of the hole I wanted to enlarge and then drill down into the top of the plug with the pilot bit of a hole saw of the appropriate size?

The idea behind this nifty little procedure is simple. As the pilot bit goes deeper and deeper into the plug, the teeth of the hole saw ultimately engage the surface, eventually going all the way through while the plug continues to stabilize and guide the bit until the bitter end.







When a hole saw won't work, the ol wooden plug trick comes in quite handy.

There are just two things to remember if you should decide to employ this stratagem on a future project. First, if a given plug is overly proud of a given surface, you may have to switch from a regular to an extra-deep hole saw to be successful. And second, while the largest wooden plug in most sets on the market today tends to have a diameter of, say, 1.5 inches, care is recommended when using such a plug with a larger hole saw. Mixing a high-powered electric drill with a 2-inch (or even larger) hole saw can be dangerous. ❐



Anchors & Anchoring

Online Course

Used properly, an anchor could save your life in an emergency. No topic sparks more passionate dockside debate than the new boater who asks, "Which anchor is best?" Instructor Chuck Hawley's goal is to demystify anchors and anchoring. Hawley takes an objective look at various types of anchors and how they work. He discusses the concept of “rode,” the chain and line that connect anchors to the boat. He talks about the modern history of anchor development and demonstrates various anchoring techniques. If you're new to cruising or just beginning to dream about living aboard, you need this course.

Get started at www.powerandmotoryacht.com/anchoring

Get 20% off with code PMY

Boaters University

Managing the Full Spectrum of Marine Insurance



For over 35 years, the Atlass Insurance Group has set the industry standard for comprehensive and affordable custom marine insurance across the entire yachting spectrum – from coastal cruising small boats to mega yachts worldwide.

Direct access to, and strong working relations with, the finest US and London yacht insurance underwriters ensures Atlass clients receive the broadest coverage on the most competitive terms. Personal service and years of experience ensures peace of mind.

Main Office - Ft Lauderdale, FL
Also - Cocoa Beach, FL and Newport, RI

954.525.0582
www.atlassinsurance.com

ATLASS INSURANCE
A DIVISION OF RISK STRATEGIES

RISK STRATEGIES
www.RiskStrategies.com



HORIZON

Brand New Inventory

VISIT US
2020 HORIZON WINTER SHOWCASE
FEB 14 – 16, 2020

HALL OF FAME MARINA
CONTACT US FOR MORE INFORMATION

AVAILABLE NOW



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: FD70 // FD77 // FD85 // **FD87** // FD102 // FD125

AVAILABLE NOW



HORIZON FD77 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: FD70 // **FD77** // FD85 // FD87 // FD102 // FD125

AVAILABLE NOW



HORIZON FD77 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: FD70 // **FD77** // FD85 // FD87 // FD102 // FD125

AVAILABLE NOW



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

Horizon Yacht USA Tel: +1 561 721 4850 sales@horizonyachtusa.com www.horizonyachtusa.com

VISIT OUR SOUTH FLORIDA LOCATIONS: NORTH PALM BEACH // FORT LAUDERDALE

DEFINE YOUR HORIZON

LEOPARD
CATAMARANS

SEA PERFECTION
20|20



Power: 43 PC, **53 PC**
Sail: 40, 45, 50, 58

www.leopardcatamarans.com
info@leopardcatamarans.com

Unforgettable Adventures.



Feel-Good Savings.

Heed the call of adventure with great insurance coverage.
Boat insurance serviced by the boating experts. Get a fast, free quote today.

GEICO BoatU.S.
Making Boating Better, Together®

geico.com | 1-800-865-4846 | Local Office

Some discounts, coverages, payment plans and features are not available in all states, in all GEICO companies, or in all situations. Boat and PWC coverages are underwritten by GEICO Marine Insurance Company. In the state of CA, program provided through Boat Association Insurance Services, license #0H87086. GEICO is a registered service mark of Government Employees Insurance Company, Washington, DC 20076; a Berkshire Hathaway Inc. subsidiary. © 2019 GEICO

WIDEN YOUR HORIZONS...







MY **40**

FOUNTAINE PAJOT
MOTOR YACHTS

MY **37** | MY 40 | MY **44** | Power **67**

www.motoryachts-fountaine-pajot.com

@fountainepajot_motoryachts

MY 40

MIAMI INTERNATIONAL
BOAT SHOW | February 13-17, 2020

Marina Marine Stadium Park & Basin
Dock Pier 846 et 848

FORMULA

Break Free from the Ordinary – To the Formula Crossover Fleet!

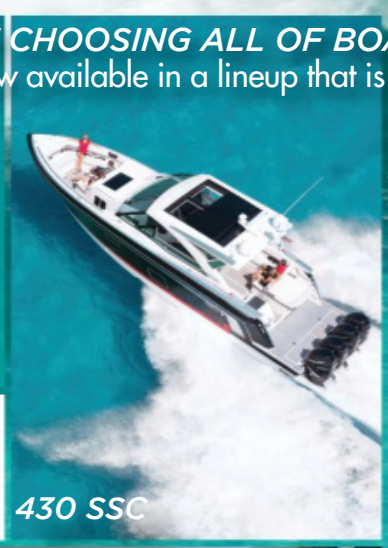
430 ASC

380 SSC

350 CBR



400 SSC

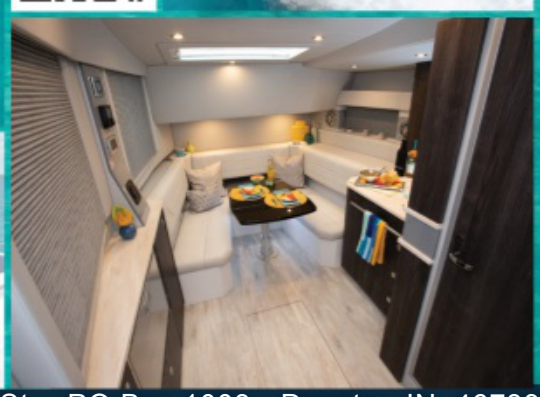


430 SSC



330 CBR





IMAGINE CHOOSING ALL OF BOATING'S SMARTEST IDEAS FOR VERSATILITY IN ONE ULTIMATE PLATFORM – It's now available in a lineup that is rapidly changing the entire boating experience – the revolutionary Formula Crossover fleet!

With six models strong and growing, Formula combines the unparalleled confident command of our Sun Sport, Super Sport and FAS³TECH® lineage with open bow and cabin elements. Each Formula Crossover presents the finest interpretation of smart space allocation with dayboat versatility, overnight capabilities and a generous shot of adventure aft!

The 330 CBR, 350 CBR, the new 380 SSC, 400 SSC, 430 SSC and 430 ASC smartly balance this combination without giving up the ever-important flush cockpit. The Formula Crossover SmartZone™ concept creates separate areas for a variety of activities while encouraging connections among guests, from the expansive bow to dual and triple helm seating to the outdoor kitchen and wraparound seating aft with convertible rear-facing sunpad and extended swim platform.

The Crossover cabin boasts amenities that are unprecedented in an open bow design – room to entertain guests at the Ultraleather lounge, full stand-up headroom and enclosed head conveniently located in the cabin. And, from 35 feet and up, the all-important cabin galley with sink and microwave plus a permanent queen-size bed aft.

Now boaters can venture beyond narrowly defined conventions and enjoy all that boating was meant to be in a vessel that so smartly balances purpose with pleasure, where every feature is on target for your needs.

BREAK FREE FROM THE ORDINARY – THE FORMULA CROSSOVER FLEET!

2200 West Monroe St. • PO Box 1003 • Decatur, IN 46733 • 800.736.7685 • **www.formulaboats.com** • Facebook Twitter Instagram

CUTWATER

CutwaterBoats.com



Introducing the new C-32 CB
• Twin Yamaha 300 HP Outboards
• Trailerable • Stern & Bow Thrusters
• Premium Garmin Nav Suite • Sleeps Six
• Full Galley • Electric Grill • Solar Panel
• Livewell • Rocket Launchers • Fish Boxes







The **C-32 CB** is the first Cutwater to feature our new *Clear-Path* swim platform, boasting over 20 sq ft of level, unobstructed, non-skid decking with no outboard well, rigging tubes or hoses to walk around or trip over. Heavy-duty stainless-steel handrails provide excellent stability for boarding, fishing, watersports, and safe dinghy access.



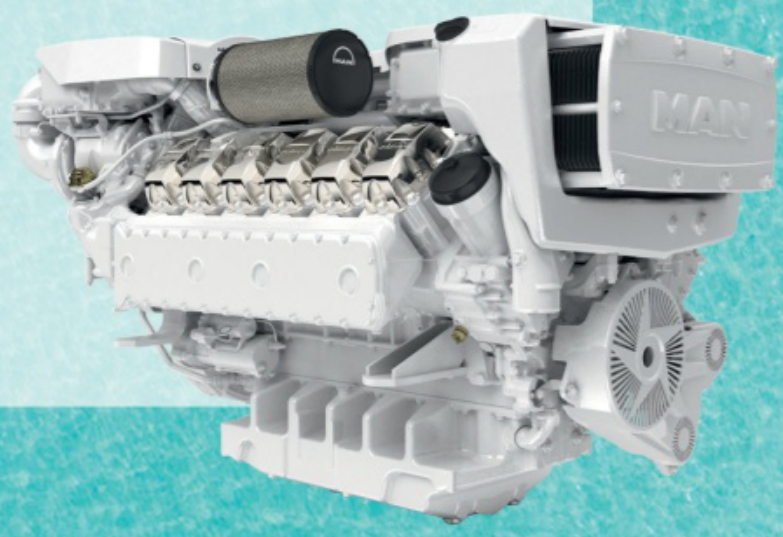
Do it all with this no-compromise cruiser. The new Cutwater 32 Command Bridge (**C-32 CB**) introduces an entirely new perspective to an outboard powered family cruiser. Take the helm from the command bridge and enjoy panoramic views, expansive entertaining space and enhanced control.

NMMA CERTIFIED ABYC YAMAHA VOLVO PENTA MADE IN USA





Yacht engine
MAN V12-1900



A TRUE LUXURY IN THE LUXURY CLASS.

Aesthetic. High-quality. Special.

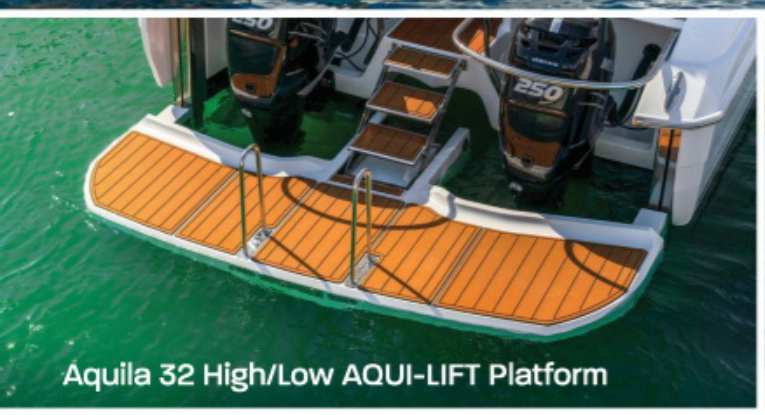
Yacht engines from MAN Engines accelerate with ease. They bring both yachts and hearts racing up to full speed. True aficionados will therefore enjoy the trendsetting design throughout, right down to the engine compartment. They will love the engineering ingenuity, which goes far beyond the smooth acceleration response, familiar smooth running and impressive power delivery of MAN engines. And anyone wishing to round off the external appeal of their luxury yacht with its inner qualities can choose gold cylinder head covers for their MAN engines. Lust for personal luxury?
www.man-engines.com

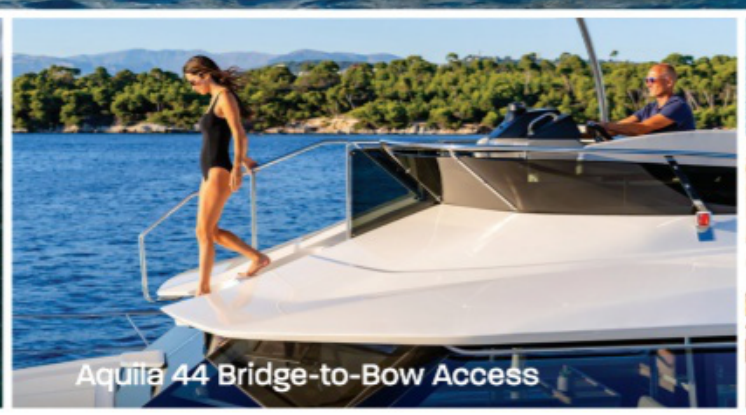
MAN Engines

MAN

PERFORMANCE.
INNOVATION.
QUALITY.

Aquila 44


Aquila 32 High/Low AQUI-LIFT Platform


Aquila 44 Bridge-to-Bow Access


Aquila 36 Outboard Spacious Cockpit

Tour Aquila Power Catamarans at the
Progressive Miami International Boat Show
on Virginia Key, February 13 - 17.



AQUILA

(813) 579-1720 | aquilaboats.com

HORIZON PC60







THE POWERCAT COMPANY

Live your dream.

PC SERIES | PC52 | **PC60** | PC65 | PC74

- 24 ft beam with walk around deck
- Open flybridge
- On deck master with fantastic view
- Spacious master shower, dressing area and head
- Large foredeck lounging area
- Twin CUMMINS 705hp

HORIZON
WORLD CLASS YACHTS

THE POWERCAT COMPANY | 1-888-839-3071
Info@horizoncatamarans.com | www.horizoncatamarans.com

The Powercat Company is the exclusive distributor in the Americas of Horizon Power Catamarans.



EXPERIENCE
INNOVATION

With a passion to innovate, Galeon Yachts creates class leading, award winning, and game changing designs. Our yachts embody this passion as well as a rich culture of quality, craftsmanship and engineering. As each new model is released, Galeon continues to shatter expectations.

Explore Galeon Yachts including our all-new 400 FLY at the Miami Yacht Show in Downtown Miami, February 13 – 17.

GALEON

galeonyachts.us



PALM BEACH
INTERNATIONAL
BOAT SHOW

West Palm Beach waterfront along Flagler Drive

pbboatshow.com

THURSDAY - SUNDAY
MARCH 26 - 29

Marine Industries Association
OF PALM BEACH COUNTY, INC.

PALM HARBOR MARINA
THE PALM BEACHES, FLORIDA

Goslings
Since 1806

Budweiser









CAN YOU SPOT THE FOUR
OUTBOARDS ON THIS BOAT?

De Antonio's line of hidden outboard powered boats are tailored to fit your boating lifestyle, unlike anything else on the water today.

EUROPEAN POWER BOAT OF THE YEAR 2019

de antonio YACHTS

Powered by MERCURY

Exclusively sold in USA through

NAUTICAL VENTURES MARINE CENTER

Dania Beach • Ft. Lauderdale • Palm Beach • Sarasota • Tampa Bay

www.nauticalventures.com

954-926-5250





OUTBOARD



ESCAPE WITH OUTBOARD MAGAZINE

Subscribe **FREE** at outboardmag.com

See video in action at cleanwayfuelfill.com



CATCH THE SPLASH

♥ You'll Fall In Love With ♥

Clean Way™ Fuel Fill

No more fuel-soaked rags or diapers.
No more lingering fumes.

Available in 12" and smaller 10" (*great for tenders!*) Cap sets for tidy storage sold separately.



- **baffle design catches overflow and drains back into tank**
- **adapters and fittings included**
- **heavy-duty material**
- **3-year warranty**

CleanWay™ FUEL FILL

To order visit cleanwayfuelfill.com 772-460-6670

Freedom Lift®

The ULTIMATE Tender Lift Solution



The freedom to use your watercraft where and when you want with just the touch of a button!

***Freedom*Lift®** is the ideal solution for transporting your tender or PWC.

- Installs independent of your swim platform
- The ONLY lift with easily removable Lift Arms
- Features wireless, hydraulic remote control operation
- Lifting capacity of 800+ lbs.
- NEW optional Carbon Fiber Lift Arms

www.freedomlift.com • 866-543-8669 US Patent #6,474,256 Freedom Lift®

Princess Yachts In Stock, On Order, or Built to Your Spec!

High Performance M Class, Motor Yachts, Flybridge, and V & S Class Sports Yachts from 40 to 100 feet













Over 50 Authorized Sales and Service Centers in North America, Central America, and the Caribbean

Princess Yachts New England
Oyster Harbors Marine
(508) 428-2017

Princess Yachts New York & New Jersey
Staten Island Yacht Sales
(718) 984-7676

Princess Yachts Mid-Atlantic
Bluewater Yacht Sales
(877) 269-3021

Princess Yachts Southeast
HMY Yacht Sales
(561) 833-6060

Princess Yachts Gulf Coast
Galati Yacht Sales
(800) 391-6691

Princess Yachts Great Lakes
Jefferson Beach Yacht Sales
(866) 490-5297

Princess Yachts Lake of the Ozarks
Performance Boat Center
(573) 873-2300

Princess Yachts West Coast
Silver Seas Yachts
(888) 334-6739

Princess Yachts Puerto Rico
CFR Yacht Sales
(787) 722-7088

International:

Princess Yachts Vancouver
Freedom Marine
(877) 609-0985

Princess Yachts Ontario
Pride Marine
(800) 991-3006

Princess Yachts Central America
Maspor Marine
(503) 7886-3275

Princess Yachts Barbados
BOYSS Marine
(246) 262-6506

Princess Yachts Dominican Republic
Read Marine
(809) 567-5185

Princess Yachts Venezuela
Artemisa Yachts
+58 (0) 212 2356723

2020 Miami Yacht Show - February 13th to February 17th

Visit the Princess Showcase at the upcoming Miami Yacht Show
in Downtown Miami between the Venetian and MacArthur Causeways!







On Order - Call for Availability!



On Order!



In Stock!



On Order!



Immediate Delivery Available!



Immediate Delivery Available!



On Order - Call for Availability!



Immediate Delivery Available!

The Princess Range

M Class	30M
Motor Yacht Class	Y85 · Y78
Flybridge Class	F70 · F62 · F55 · F50 · F45
S Class	S78 · S66 · S62
V Class	V78 · V65 · V60 · V50 · V40
R Class	R35

Princess Yachts America

877-846-9874 | info@princessyachtsamerica.com

PRINCESS

www.princessyachtsamerica.com

MIAMI YACHT SHOW

The 32nd Annual Premier Event

FEBRUARY 13 - 17

DOWNTOWN MIAMI
ONE HERALD PLAZA



IYBA
INTERNATIONAL YACHT
BROKERS ASSOCIATION

MiamiYachtShow.com

HMY YACHTS

40 YEARS & THRIVING
Est. 1979

OKEAN

50 X

OPEN UP
YOUR WORLD

SCHEDULE YOUR
PRIVATE SHOWING
WITH AN
HMY YACHT SALES
PROFESSIONAL
TODAY





Welcome to the world of Okean Yachts—where innovative design, unique on-water experiences, and performance blend seamlessly with the sea. Discover Okean's sophistication, beauty, and their magnificent "Open Up Your World" models with HMY as your yachting partner.

561.961.8600 | HMY.COM/OKEAN

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

NEW VIKING MOTORYACHT SHOWCASE
TRADES CONSIDERED! GO CRUISING TODAY!



New 75' Viking Motoryacht - AVAILABLE FOR IMMEDIATE DELIVERY!

8 GUESTS | 3 CREW | 4 STATEROOMS



93' Viking Motoryacht - AVAILABLE FOR IMMEDIATE DELIVERY!

10 GUESTS | 3 CREW | 5 STATEROOMS

CONTACT TIM DERRICO: 561.262.4132 | TDERRICO@HMY.COM

HMY.COM

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

NEW VIKING SHOWCASE
TRADES CONSIDERED! GO FISHING OR CRUISING TODAY!

AVAILABLE NOW!



NEW
80' Viking Enclosed Bridge
Call Rob Spano: 561.262.3683

AVAILABLE NOW!



NEW
80' Viking Convertible
Call Doug Donohue: 954.914.4303

IN STOCK!



NEW
72' Viking Convertible
Call Greg Hunt: 561.926.8017

ON ORDER!



NEW
68' Viking Convertible
Call Jack Robertson: 772.260.1364

ON ORDER!



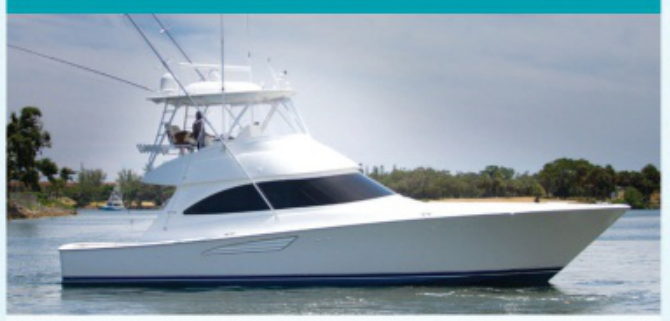
NEW
62' Viking Convertible
Call Tim Gredick: 843.607.7256

IN STOCK!



NEW
58' Viking Convertible
Call Glenn Clyatt: 786.258.2434

IN STOCK!



NEW
48' Viking Convertible
Call Tim Gredick: 843.607.7256

ON ORDER!



NEW
46' Viking Billfish
Call Doug Donohue: 954.914.4303

IN STOCK!



NEW
44' Viking Convertible
Call Brian Komer: 305.304.1015

IN STOCK!



NEW
44' Viking Open
Call Greg Hunt: 561.926.8017

ON ORDER!



NEW
38' Viking Billfish
Call Rob Spano: 561.262.3683

ON ORDER!



NEW
38' Viking Billfish Open
Call Glenn Clyatt: 786.258.2434

HMY.COM

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

SELECT VIKING SPORTFISH OFFERINGS IN THE MARKET



"VERA D"
80' 2019 Viking Skybridge
MTUs. Too many custom touches to list!



"TWENTYTHREE CENTS"
76' 2014 Viking
Engine warranty. Extensively equipped!



"DITCH DIGGER"
72' 2017 Viking
Viking performance package! Ready to fish!



"MIRAGE"
70' 2012 Viking
2 careful & knowledgeable owners. Gleams like new!



"SHOOTER"
66' 2013 Viking
Full teak package. Stairs to flybridge.



"MAVERICK"
65' 2002 Viking
CATs. Teak. 2 careful owners since new!



"TAMI ANN"
62' 2017 Viking
Faux transom. MTU M96L's. Dialed in!



"SNEAKY PETE"
62' 2016 Viking
CATs. Custom teak & Faux. Mint!



"ODIN"
62' 2015 Viking
Teak. Loaded! Extended warranty!



"SLIC CHIC"
60' 2013 Viking
C-32A CATs. Custom features galore!



"BLUE BIRD"
58' 2019 Viking
Low hours. LOADED! New in the market!



"FISH TALES"
48' 2007 Viking
1100hp MANs. Very well maintained!

CONTACT STEVE MOYNIHAN: 561.722.9629 | SMOYNIHAN@HMY.COM

HMY.COM

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

INDUSTRY LEADER IN CUSTOM SPORTFISH SALES



"Epic" 78' 2000 Buddy Davis
Call Mike Scalisi: 954.650.3706



"Mopo" 77' 2008 Whiticar
Call Dave Berard, Sr: 772.341.3669



"Boomer" 76' 2005 Whiticar
Call Dave Meyer: 561.722.1047



"Sterling" 75' 2017 Weaver
Call Dave Meyer: 561.722.1047



"Lady Rebecca" 68' 2017 Rybovich
Call Dave Meyer: 561.722.1047



"Fish N Buddy" 61' 1992 Buddy Davis
Call Mark Mitchell: 407.435.6982



"Absolut Pleasure" 61' 2001 Gwaltney
Call Tim Gredick: 843.607.7256



"Pescador" 60' 2003 Rybovich
Call Dave Berard, Sr: 772.341.3669



"Smooth Operator" 58' 2003 Sunny Briggs
Call Scott Levin: 772.263.1208



"Renegade" 54' 2000 Jarrett Bay
Call Tim Gredick: 843.607.7256



"Shooo' Buddy" 50' 2006 Middleton
Call Tim Gredick: 843.607.7256



"Pocoton" 45' 1971/2018 Rybovich
Call Dave Meyer: 561.722.1047



"Griffish" 45' 1995 Ryco by Michael Rybovich
Call Dave Meyer: 561.722.1047



"Sally Margaret" 43' 2013 Release
Call Glenn Clyatt: 786.258.2434



"Grander Candy" 34' 2003 Gamefisherman
Call Dave Berard, Sr: 772.341.3669

HMY.COM

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

INDUSTRY LEADER IN VIKING & SPORTFISH SALES



"Reel Power" 76' 2012 Viking
Call Mark Mitchell: 407.435.6982



"Bella" 70' 2016 Viking
Call Dave Berard, Sr: 772.341.3669



"Liquid Apple" 68' 2008 Viking Skybridge
Call Mark Mitchell: 407.435.6982



"Knot Again®" 66' 2013 Viking
Call Doug Donohue: 954.914.4303



"St. Judith IV" 66' 2013 Viking
Call Brian Komer: 305.304.1015



"One Lucky Punch" 65' 1990 Hatteras
Call Dave Berard, Sr: 772.341.3669



"Finally" 62' 2014 Viking
Call Derek Ludovic: 305.487.1775



"Tori's Seacret" 61' 2004 Viking
Call Jeff Creary: 305.394.3429



"Elvee" 61' 2003 Viking
Call Jeff Creary: 305.394.3429



"Satisfaction" 60' 1999 Bertram
Call Andrew Dean: 561.358.1723



"Maverick" 60' 2000 Hatteras
Call Mark Mitchell: 407.435.6982



"Game On" 60' 2009 Viking
Call Jeff Creary: 305.394.3429



"At Ease" 60' 2012 Viking
Call Jeff Creary: 305.394.3429



"Legacy" 56' 2008 Viking
Call Doug Donohue: 954.914.4303



"Big Blue" 56' 2005 Viking
Call Jay Jurgens: 954.263.7186

HMY.COM

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

INDUSTRY LEADER IN VIKING & SPORTFISH SALES



"Lisa K" 55' 2015 Viking
Call Dave Berard, Sr: 772.341.3669



"O.C.D®" 55' 2000 Viking
Call Dave Meyer: 561.722.1047



"Nacho Cabo" 52' 2006 Cabo
Call Jack Robertson: 772.260.1364



"Dead Line" 52' 2004 Viking
Call Rob Spano: 561.262.3683



"Uno Mas" 52' 2002 Viking
Call Glenn Clyatt: 786.258.2434



"On the Edge II" 51' 2012 Bertram
Call Mark Mitchell: 407.435.6982



"Privateer" 48' 2003 Viking
Call Dalton Meyer: 561.222.4841



"Uncorked" 45' 2000 Cabo
Call Mike Scalisi: 954.650.3706



"Jerry Rigged" 45' 2015 Hatteras
Call Rory Kline: 954.873.5123



"Game On" 45' 2012 Rampage
Call Matt Long: 405.250.5634



"Bacio" 45' 2003 Viking
Call Jeff Creary: 305.394.3429



44' 2011 Cabo HTX
Call Mark Mitchell: 407.435.6982



"Zada Mac" 42' 2012 Viking
Call Mike Scalisi: 954.650.3706



"Prestancia" 42' 2015 Viking
Call Brian Nopper: 954.325..6000



"Cabo Uno" 41' 2019 Cabo
Call Brian Komer: 305.304.1015

HMY.COM

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

SELECT MOTORYACHT OFFERINGS IN THE MARKET



"Solo Tu" 101' 2010 Hargrave
Call Steve Moynihan: 561.722.9629



"Tomorrow We Ride" 94' 2003 Ferretti
Call Arthur Grin: 561.758.2799



"Book Ends" 93' 2018 Viking
Call Steve Barcsansky: 561.722.5675



"New Life" 92' 2009 Lazzara
Call Ale Navarro: 786.564.9365



"Neverland" 92' 2014 Pershing
Call Tony Maggio: 561.818.1442



"My Medicine" 82' 2005 Sunseeker
Call John Haucke: 561.371.7386



"Lexus Lady" 80' 2013 Hatteras
Call Mike Scalisi: 954.650.3706



"Moon River" 78' 2019 Princess
Call Ale Navarro: 786.564.9365



"Corporate Approved" 75' 2002 Hatteras
Call Mark Mitchell: 407.435.6982



"Angela Dawn" 75' 2008 Lazzara
Call Rich Lazzara: 813.362.4488



"Lady M" 75' 2019 Princess
Call Mike McCarthy: 772.631.2838



"Kaos" 72' 2015 Princess
Call Mike McCarthy: 772.631.2838



"Wine Knot" 70' 2014 Azimut
Call Andrew Dean: 561.358.1723



"Sand Piper" 70' 2004 Marlow
Call Tim Gredick: 843.607.7256



"Cap Ferrat II" 70' 2019 Princess
Call Ale Navarro: 786.564.9365

HMY.COM

HMY YACHTS | 40 YEARS & THRIVING Est. 1979

SELECT MOTORYACHT OFFERINGS IN THE MARKET



"Skippin Stones" 68' 2016 Princess
Call Mike McCarthy: 772.631.2838



"My Buddy" 64' 2017 Princess
Call Steve Barcsansky: 561.722.5675



"On Point" 60' 2018 Cruisers
Call Andrew Dean: 561.358.1723



"Esperanza" 58' 2010 Tiara
Call Jeff Creary: 305.394.3429



"Smokin' " 56' 2017 Galeon
Call Arthur Grin: 561.758.2799



"As You Wish" 56' 2005 Neptunus
Call George Ivey: 904.476.7831



55' 2018 Tecnomar Evo 55
Call: Joel De Los Reyes: 954.303.9764



"Hey Babe?" 54' 2014 Sea Ray
Call Tim Gredick: 843.607.7256



"Andromeda" 51' 2016 Sea Ray
Call Jack Robertson: 772.260.1364



"Razzo" 50' 2005 Pershing
Call Jason Norcross: 561.722.6858



"Title Change" 48' 2003 Sea Ray
Call Mark Mitchell: 407.435.6982



45' 2015 Cruisers
Call Joel De Los Reyes: 954.303.9764



"Inishowen" 42' 2013 Regal
Call Rory Kline: 954.873.5123



"Sea Phantom" 40' 2013 Azimut
Call Joel De Los Reyes: 954.303.9764



"Kanaloa" 39' 2016 Princess
Call John Parry: 561.510.4024

HMY.COM

See us at the Miami International Boat Show February 13-17

STATEN ISLAND YACHT SALES

Licensed Florida Yacht Brokers On-Staff

World-Class Yachts Since 1964



2020 Viking 58 Convertible – In Stock

Brand New Model, MTU Series 2000 V10 M96L 1600HP Engines, 165 SQ Foot Cockpit, 3-Stateroom, 2-Head Layout - Dealer Demo



2020 Viking 37 Valhalla Boatworks – Shark Grey Hull - In Stock

Triple 400 Merc Verado's, M. Peters Design Stepped Hull. Best-In-Class Fuel Economy & Range. Garmin Electronics, SeaKeeper SK3



2020 Princess V55 – Immediate Delivery

Twin MAN V12 1900HP Engines, FAST & SEXY, Stern Garage Plus Platform for Tenders. 4-Stateroom, 4-Head Layout with Full-Beam Master



2020 Prestige 520 Flybridge – In Stock

Twin Cummins 8.3 600HP Engines, Aft Galley Connects With Cockpit, 3/2 Layout with Separate Captain's Quarters, Ship Control Smart Technology



2020 Absolute 48 Navetta – In Stock

Twin Volvo Penta IPS 600 435HP Engines. Extended Flybridge With Fully-Equipped Flybridge Galley. Crew's Quarters With A/C



2019 HCB 53 Suenos – Demo Pricing

Quad 425 Yamahas, SeaKeeper, 3 Garmin Displays, Radar, Sleeping Area, Fully Enclosed Head. All Around Fishing or Cruising Machine.



2018 62 Princess Fly
David Hallinan 516-658-6331



2014 60 Princess Fly
David Hallinan 516-658-6331



2017 560 Prestige Fly
Dick Curry 732-687-1500

Owners Traded Up!
5 Pristine 2014-2017 550 Prestige Models Avail.



2014 550 Prestige Fly
Mike Landolphi 516-304-4369



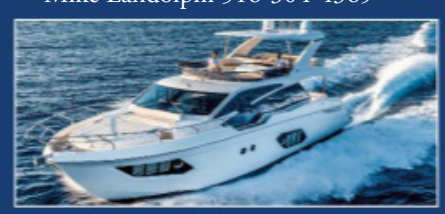
2006 56 Viking Convertible
Rich Lucas 516-851-3078



2006 52 Viking Convertible
Rich Lucas 516-851-3078



2001 50 Viking Convertible
Rich Lucas 516-851-3078



2019 50 Absolute Fly
Forest Anderson 410-279-4536

Staten Island Service Center & Marina (718) 984.7676

Freeport (516) 623.6060 | Montauk (631) 668.2029 | Newport (401) 608-2028 | SIYachts.com

State-of-the-art Marina & Service Center | Bellingham Concrete Floating Docks | 3 Travel Lifts Up to 80 Tons

viking yachts · Valhalla Boatworks · PRINCESS · PRESTIGE · REACHING FOR THE ABSOLUTE · HCB CENTER CONSOLE YACHTS

MARINEMAX YACHTS

THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Experts Dedicated to Making Finding Your Yacht a Pleasurable Experience.



2017 Azimut Grande 95 "STELLA MARINA II"

Pristine and New to Market: 2017 Azimut Grande 95 RPH. This is an example of perfection with too many custom features and upgrades to list. Inquire for a full equipment and listing file. Motivated. Contact Darren Phillips at 754-222-3868.



2013 Azimut 95 Flybridge "Darlin"

CAT C32A engines. Well maintained. Great example of a Stefano Righini design with lots of upgrades. All electronics have been replaced with GARMIN units 10/19, new ZAR ZF2 tender w/60hp Yamaha. Call Mike Doyle at 754-222-3709.



2019 Azimut 27 Metri

Azimut new model that features a wide body with floor to ceiling windows in master. Only 200 hours on it. Fully loaded, Jacuzzi, top of the line navigation and AV package. Impeccable, full time crew, still under factory warranty. Please call Jana at 754-222-3900.



2014 Azimut 80' FLY

This exquisite 2014 Azimut 80 is a fully featured and fully optioned example of one of Azimut's most successful models. A full time crew has meticulously cared for her on a daily basis and spared no expense with maintenance and upgrades. Call Mike Bader 754-222-3274.



2016 Azimut 72 FLY

The new generation of Azimut Yachts, this immaculate boat is fully loaded. Captain maintained, seakeeper stabilizer, bow sitting w/awning, largest fly in its category. 2 sets of ext. factory warranties, coverage until 11/22. Motivated! Asking $2,795,000. Jana Pina at 754-222-3900.



2017 Azimut 72 FLY "ELYSIUM"

"New to the Market" w / MAN 1400 HP engines with 300 hours now. Loaded with options. Full Raymarine Platinum Electronics package. Fantastic 4 cabin/4 Head layout with separate crew aft for 2. Call Mike Doyle at 754-222-3709.



2018 Azimut 66 Magellano

Strong dual hull, CE category A, extremely well equipped, 5 months old, Extended 6 years total warranty Apple TV's, seakeeper gyro, Wi-fi system, water maker, 200 hours. Priced to sell. Asking $2,150,000. Contact Jana at 754-222-3900 or jana@marinemax.com for more info.



2017 Azimut 66 FLY "LUCKY 13"

"Lucky 13" is a great Example of Azimut quality and design. She is loaded with options including Custom Black hull and transom area, Sea Keeper, Joystick docking and CAT C18's with under 300 hours. Runs great. She shows well and has been maintained by a very savvy owner. Call Mike Doyle at 754-222-3709 for more details.



2015 Altamar 66 Flybridge

The Altamar 66 Flybridge, a very clean and contemporary Yacht. One Owner. Twin Volvo D13 900 HP with PODS. Only 225 Hours. Call Mike Bader at 754-222-3274.

AZIMUT YACHTS · OCEAN ALEXANDER · GALEON · Hatteras

MarineMax Yacht Center
750 S. Federal Hwy. | Pompano Beach, FL 33062
Phone: (954) 618-0440

TO VIEW THESE AND OTHER LISTINGS, VISIT **MARINEMAXYACHTS.COM**



MARINEMAX YACHTS

THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Experts Dedicated to Making Finding Your Yacht a Pleasurable Experience.

NEW YACHTS AVAILABLE AT MARINEMAX YACHT CENTER



2019 Benetti Delfino 95 - Incoming

Featuring exterior design by Giorgio Cassetta and interior design by Benetti's in-house team, the new Delfino 95 aims to improve on its predecessor, the Delfino 93. The layout allows the living spaces to flow seamlessly into one another, accommodating up to ten guests between five cabins, including a 21-square-meter full-beam master suite.



Azimut Grande 27 Metri Wide Body - Incoming

The 27M Wide Body Azimut Grande features an on deck master with 4 staterooms below therefore accommodating 10 guests. The use of carbon fiber allows for an extremely large interior while reducing weight. The on deck master being the full width on this wide body configuration. A mega yacht design at 87 feet. In Stock.



Azimut Grande 25 Metri - In Stock

Our newest Grande to date this Salvagni design features creative use of wood and stone. Fresh new concepts for your viewing & debuting at this years. Call today to get our full specifications and arrange for your private showing.



Azimut 77S - In Stock

The Azimut Yachts 77S is the ideal yacht for those who enjoy both luxury and power. Featuring a large flybridge with ample seating, this pleasure cruiser is perfect for socializing. It is the perfect balance of speed and comfort in one sleek profile. In Stock.



Azimut S7 - In Stock

The all-new Azimut S7 features the extensive use of carbon and a triple pod propulsion, offering unprecedented design freedom. The overwhelmingly beautiful exterior lines are enhanced still further by the new diamond cut windows in the deckhouse. The interior layout is unique, with the galley on the main deck, a game-changing owner's suite, & 3 spacious guest cabins. In Stock.



Azimut Magellano 66 - In Stock

The 66 Magellano is for people who want to cruise further afield, without giving up the comfort and elegance of Azimut Yachts. The interior spaces were designed for long stays on board. Featuring a limited fuel consumption thanks to the innovative Dual Mode hull and its wide range of cruising speeds. In Stock.



Azimut 66' Flybridge - In Stock

The desire for balance between the elegance of the external lines and the need to build structures suitable for extending total comfort to the owner and his guests, has produced the Azimut 66 Flybridge. This yacht offers both the harmony of contemporary lines, in keeping with the Azimut family-focused designs, as well as the most highly advanced technological solutions. In Stock



Azimut 60' Flybridge – In Stock

The Azimut 60' raises the bar for excellence to the next level. Style, design and innovation come together in an incredibly appealing cocktail that is bound to chart a new course through the waters. It's three outstanding features have lead this model to be the market leader. Call for an appointment to see first-hand what separates this yacht in the Flybridge category.



A51 - In Stock

Distinctive design and a DNA which speaks of pure open sporting heritage, this is the choice for those who embrace the open air but don't expect to compromise on comfort indoors. The innovative layout allows for three spacious cabins, a galley and dinette. Call today to get our full specifications and arrange for your private showing.

AZIMUT YACHTS · Benetti · OCEAN ALEXANDER · Hatteras

MarineMax Pompano Yacht Center
750 S. Federal Hwy.
Pompano Beach, FL 33062
Phone: (954) 618-0440

MarineMax Miami
700 NE 79th St.
Miami, FL 33138
Phone: 305-758-5786

MarineMax Miami Beach
300 Alton Road, Suite 206
Miami Beach, FL 33139
Phone: (305) 921-0002

MarineMax Stuart
2370 SW Palm City Rd.
Stuart, FL 34994
Phone: (772) 287-4495

MarineMax Palm Beach
2361 PGA Blvd.
Palm Beach Gardens, FL 33410
Phone: (561) 494-7267

MARINEMAX YACHTS

THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Experts Dedicated to Making Finding Your Yacht a Pleasurable Experience.



NEW 118’ Ocean Alexander Megayacht - Incoming

We’ve taken our alliance with Evan K. Marshall to a different level. The new 118 lets light pour in, opens interiors in entirely new ways, and beautifully reflects how owners and their guests really use a boat: for privacy, luxury and intimate entertaining.



NEW - 100’ Ocean Alexander Open Flybridge - Available

The all new 100’ Ocean Alexander Open Flybridge 5 stateroom layout features an on deck master stateroom. Entertain on this impressive flybridge one of the largest in its class. We’ve scaled living space upward in the 100 using strategies usually found only in megayachts. With increased spaces in the galley and crew area, the Ocean Alexander 100 is perfect for private ownership or charter. For immediate delivery.



NEW - 90R Ocean Alexander MY Available

Evan Marshall and his team took their extensive knowledge of Ocean Alexander and masterfully revolutionized our legacy. Introducing the 90r - a yacht unlike anything we’ve ever built. Powerful engines. Unwavering safety. Luxurious spaces. Breathtaking views. They transformed everything without sacrificing anything. Prepare to blow everyone away at the dock with her sleek new design. The new full-width main deck expands living space without compromising the incredible performance and efficiency we’re known for.



NEW - 84R Ocean Alexander MY - Available

Ocean Alexander and Evan K. Marshall have once again partnered together to masterfully combine world-class engineering with extraordinary design. Introducing the 84R — the latest awe-inspiring addition to our Revolution line of luxury yachts. The impressive master stateroom boasts phenomenal views of its own, and the finishings in the stone-clad master head are pure perfection. Both the skylounge and flybridge options provide you with the ultimate entertainment space.



NEW - 88E Ocean Alexander MY

To commemorate Ocean Alexander’s 40th anniversary, we present the Ocean Alexander 88’ Special Edition. This Special Edition takes all of the traits most enjoyed on the 85 Motoryacht and further elevates the capabilities. Equally perfect for a family weekend or a private escape to sea and sun for weeks at a time. With the addition of an enclosed skylounge, you gain a second salon for you and your guests to enjoy. There’s no better place to enjoy the vista than this skylounge.



NEW - 70e Ocean Alexander MY

Beneath the 70e’s striking new exterior is solid Ocean Alexander engineering - now made in America. The 70e’s fresh look makes it clear “e” stands for evolution. You’ll fall under the spell of a clear sight line throughout the main deck and big views from expansive windows. Everywhere you look, you’ll see our deep dedication to craftsmanship and know why we’ve earned a sterling reputation for safety, performance and fine engineering. For immediate delivery.



NEW - 45’ Divergence

Ocean Alexander is taking its reputation of excellence and bringing you a whole new class of luxury. Introducing Divergence - our new 45’ boat that transcends boundaries by flawlessly merging the comforts of a yacht with the size, swiftness and accessibility of a sport boat.

OCEAN ALEXANDER · AZIMUT YACHTS · GALEON · Hatteras

MarineMax Yacht Center
750 S. Federal Hwy. | Pompano Beach, FL 33062
Phone: (954) 618-0440 | Ocean.Alexander@MarineMax.com

Where Obsession Takes You marinemaxyachts.com



MARINEMAX YACHTS

THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Experts Dedicated to Making Finding Your Yacht a Pleasurable Experience.



2016 Ocean Alexander 100 Skylounge

Measurably larger than other yachts in its class, the 100 Skylounge is arguably the most spacious and luxurious entertaining spot you will find on the water. Sea N Sea features heated granite floors in the master bath, custom wood flooring in the salon, Crestron electronics, wireless Yacht Controller, and awnings for bow and flybridge seating area. Located in Miami Beach. $7,990,000.



2017 Azimut 66 Flybridge

The 66 is known for having one of the largest flying bridges in it's class...this vessel is highly optioned with a very low 378 engine hours on twin 1150HP Caterpillars. Key features and highlights include: Seakeeper (w/ an additional control station on fly), stern thruster, Raymarine Platinum Package electronics, electric bimini top on bow, and gangway. Captain maintained, all services are up to date including a recently completed bottom job. $2,200,000.



2019 Hatteras GT 63

With Belz On features a 4 stateroom, 3 head layout and is stocked with upgrades, including upgraded 1900 HP CAT C-32 engines and 2 Seakeepers w/ an additional generator. Options include teak decking throughout, watermaker, A/C in cockpit and flybridge, and upgraded HMC mattresses in the master and guest staterooms. 750 engine hours. $3,799,000.



2018 Sea Ray 55 Sundancer

Luxury meets performance in the L-Class series by Sea Ray. Tire King features upgraded interior decor and electronics, window tinting, Seakeeper, underwater lighting, SAT TV and joystick docking. Perfect for traveling, Tire King boasts an extended range fuel tank and upgraded generator. 180 engine hours. $1,450,000.

Sea Ray · AZIMUT YACHTS · OCEAN ALEXANDER · Hatteras · GALEON

Contact James Corts at MarineMax Naples

1146 6th Avenue South | Naples, FL 34102

(239) 253-2984 | james.corts@marinemax.com

TO VIEW THESE AND OTHER LISTINGS, VISIT **MARINEMAXYACHTS.COM**

7 years in the Chairman Circle

#1 in Brokerage and New/Used Sales for MarineMax



MARINEMAX YACHTS

THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Experts Dedicated to Making Finding Your Yacht a Pleasurable Experience.



2000 Intermarine 105

OUTTA TOUCH was built in 2000 and outfitted in 2001, this captain maintained luxury vessel w/raised pilothouse is powered by twin 1,850hp MTU engines. She showcases 4 staterooms with en suite heads, crew accommodations and hut tub. She features a Sally J Ferguson interior with polished burl cherry wood joinery and makes for the perfect charter vessel. Located in Ft. Myers Beach, FL $1,690,000



2010 Hatteras 72 Motor Yacht

JUST IN TIME is truly a unique Hatteras 72 Motor Yacht, she is the only one made with an enclosed fly bridge! The vessel's interior is rich and vibrant and finished in wood accents. Featuring a custom electronics package, low hours and a multitude of upgrades makes every moment enjoyable. Located in Ft. Myers, FL $2,749,000



2011 Ocean Alexander 70 Pilot House

TIKA2 is a captain maintained 70 Pilot House powered by twin 1150 CAT engines along with hydraulic thrusters. She showcases 3 staterooms, 3 heads, a gorgeous salon and a large galley that is generously equipped. She offers privacy, comfort & the perfect areas for entertaining. She defines luxury and she's ready for new adventures. Located in beautiful downtown Ft. Myers, FL $1,674,000



2017 Hatteras GT 70

NOTORIOUS is a 2017 GT 70 built on a variable dead-rise bottom with a sharp entry and powered by twin 2600 MTUs engines. She comes with gyro stabilization, day head and extensive electronics. Inside, you'll find a lavish interior including a gourmet galley w/custom glass storage & a spacious salon that leads to 5 staterooms & 4 heads. Located in Palm Beach, FL $4,995,000



2015 Azimut 55 S

UN BUON ANNO is loaded with luxury and performance. With 475 hours, she has been captain maintained since new and comes with a William Turbojet 285 Jet Tender. She offers Volvo Dynamic Position system, triple Volvo Penta 600's, Raymarine platinum electronics, crew cabin AC, Bose surround sound systems installed in the well-appointed owner's stateroom, VIP stateroom and main salon. $899,000



2016 Sea Ray 510 FLY

EITEL TIME is better than new and by far the strongest Sea Ray 51 FLY on the market today. This three stateroom, two head beauty has been captained since delivery in March 2016 and is under Sea Ray warranty until March 2020. Her cummins 600's are under warranty until March 2022 as well as her generator. She comes with a water maker and new decor. Located in Naples, FL $999,000



2017 Sea Ray 460DA

LOVING LIFE is a one owner, captain maintained Sundancer and is in LIKE NEW Condition. She offers two well appointed staterooms and beautifully equipped head/shower rooms. She is powered by twin diesel v-drive inboards, has SAT tv and packed with all the technology you need. She is gorgeous, packed with upgrades and priced to sell! Located in Naples, FL $729,000



2018 Galeon 420 FLY

Meet IMPLUSIVE, she is a gorgeous 2018 420 FLY Galeon powered by twin Volvo Penta D6-435HP engines with low hours and has recently received new bottom paint. She features 3 stateroom, 2 heads and comes with a Seakeeper and Xenta joystick technology. $699,000



2015 Boston Whaler 350 Outrage

Immaculate, one owner, gorgeous Abaco blue paint, new bottom paint and triple white Mercury 300 engines. She has the beauty and performance of a new Whaler but with a bargain price tag. Maintained to the highest standards, up to date on all services, has low engine hours and a platinum engine warranty that is good thru 06/17/21. $269,000

Sea Ray · Azimut Yachts · Ocean Alexander · Hatteras · Galeon

Contact David Michie at MarineMax Naples

1146 6th Avenue South | Naples, Florida, 34102

239-872-7503 | david.michie@marinemax.com

TO VIEW THESE AND OTHER LISTINGS, VISIT **MARINEMAXYACHTS.COM**

5 year in the Chairman's Circle

15 years with MarineMax



MARINEMAX YACHTS

THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Expert Dedicated to Your Yacht Finding Experience.



2011 Princess 95 MY "Blueprint"



2011 Ocean Alexander 85E "Stresproof"



2014 Hatteras 80 Motor Yacht
“Beer Break II”



2012 Sunseeker Manhattan 73
“Gemini”



2018 Ocean Alexander 70e
“Well Done”



2017 Sunreef Supreme 68
“Athena”



2007 Hatteras 64MY
“Sea Buddy”



2013 Sea Ray 61 Sundancer
“Helicon”



2002 Hatteras 60 Convertible
“LiBan”



2006 Grand Banks 59 Aleutian RP
“France”



2006 Sea Ray 58 Sedan Bridge
"Ads a Lot"

Hatteras · Ocean Alexander · Azimut Yachts · Sea Ray · Benetti



YACHTS | BROKERAGE | CHARTER

For more information or to set up at an appointment, Contact:

Scott Roberton

(727) 638-7890 | scott.r@marinemax.com | marinemaxyachts.com

2-Time Hatteras and Ocean Alexander Salesman of the year and 27 Years with MarineMax

The Riviera 505 SUV - World Premiere Miami Yacht Show

With incredible full beam master suite, superb VIP stateroom and third guest cabin, there is excellent accommodation for your family and friends. Volvo Penta IPS efficiency and ease. High performance, offshore hull. Wide open cockpit and luxurious single level alfresco mezzanine living and entertaining ... she's ready to help you escape.

Discover more at **RivieraAustralia.com** or step aboard at the **Miami Yacht Show and Palm Beach Boat Show 2020.**



RIVIERA
LUXURY MOTOR YACHTS
BELIZE

1980 2020
40 YEARS OF EXCELLENCE

The Premium Riviera and Belize Americas Showcase

Riviera brokerage listings urgently required by all our specialist dealers



BELIZE 66 DAYBRIDGE 2020
Riviera USA +1 772 210 6430 **Call for details**



RIVIERA 64 SPORTS MOTOR YACHT 2020
Riviera USA +1 772 210 6430 **Call for details**



RIVIERA 6000 SPORT YACHT 2018 New Rochelle
Grande Yachts +1 914 656 3822 **$1,790,000**



RIVIERA 565 SUV 2015 Boyne City, Michigan
Lake Michigan Yacht Sales +1 231 439 2675 **$1,199,000**



BELIZE 54 DAYBRIDGE 2015 Maryland
Grande Yachts +1 443 995 0732 **$1,249,000**



RIVIERA 525 SUV 2019
Sarasota Yacht and Ship +1 941 365 9095 **Call for details**



RIVIERA 505 SUV 2020
Riviera USA +1 772 210 6430 **Call for details**



RIVIERA 50 ENCLOSED FLYBRIGDE 2014 Massachusetts
Bosun's Marine + 1 978 535 1700 **Call for details**



RIVIERA 4800 SPORT YACHT 2019 Miami
Grande Yachts +1 786 420 7454 **$1,099,000**



RIVIERA 4800 SPORT YACHT 2018 Florida
Grande Yachts +1 443 995 0732 **$1,045,000**



RIVIERA 45 OPEN FLYBRIDGE 2019 Massachusetts
Bosun's Marine + 1 978 535 1700 **Call for details**



RIVIERA 4400 SPORT YACHT 2009 Sturgeon Bay
Bay Marine +1 920 743 6526 **$499,000**



RIVIERA 43 OPEN FLYBRIDGE 2001 Alameda
Richard Boland Yachts +1 510 610 6213 **$259,000**



RIVIERA 395 SUV 2019 Massachusetts
Bosun's Marine + 1 978 535 1700 **Call for details**



RIVIERA 39 OPEN FLYBRIDGE 2019
Riviera USA +1 772 210 6430 **Call for details**

200024

THE AMERICAS RIVIERA AND BELIZE SPECIALIST DEALER NETWORK

Sidney BC Van Isle Marina Yacht Sales p: +1 250 656 1138
Alameda CA Marina Village Richard Boland Yachts p: +1 510 610 6213
Newport Beach CA Sun Country Marine p: +1 949 565 2648
Dana Point Yacht Centre CA Sun Country Marine p: +1 949 536 7465
San Diego Yacht Centre CA Sun Country Marine p: +1 619 304 6470
Costa Rica CR Costa Rica Yacht Sales p: +1 506 2637 7181
Santo Domingo DO Read Marine Group p: +1 809 567 5185
Coconut Grove FL Grande Yachts International p: +1 305 929 8466
Dania Beach FL Grande Yachts International p: +1 954 606 0445
Jupiter FL Grande Yachts International p: +1 561 296 9800
Miami FL Grande Yachts International p: +1 305 929 8466
Grasonville MD Grande Yachts International p: +1 410 286 1350
Stevensville MD Grande Yachts International p: +1 410 643 5800
Destin FL Legendary Marine p: +1 850 337 8300
Fort Walton FL Legendary Marine p: +1 850 244 1099
Panama City Beach FL Legendary Marine p: +1 850 271 8950
Pensacola FL Legendary Marine p: +1 844 299 1623
Sarasota FL Sarasota Yacht and Ship p: +1 941 365 9095
Chicago IL Bay Marine's Chicago Yachting Center p: +1 847 336 2628
Cape Cod MA Bosun's Marine p: +1 508 477 4626
Boston MA Bosun's Marine p: +1 978 535 1700
Puerto Vallarta MX Servicios Nauticos p: +52 1 322 103 3820
Bay Harbor MI Lake Michigan Yacht Sales p: +1 231 439 2675
Onekama MI Onekama Marine, Inc. p: +1 231 889 5000
New Rochelle NY Grande Yachts International p: +1 914 228 0090
New York NY Horizon Marina p: +1 315 482 9956
Wilmington NC Grande Yachts International p: +1 910 338 4890
Charleston SC Grande Yachts International p: +1 843 256 8900
Fajardo PR Wally Castro Marine p: +1 787 398 6392
Caracas VE Latin Yachts p: +58 212 976 8441
Seattle WA Emerald Pacific Yachts p: +1 206 587 0660
Sturgeon Bay WI Bay Marine's Door County Yachting Center p: +1 920 743 6526

Riviera Americas Operations p: +1 772 210 6430

RivieraAustralia.com



UNIESSE EXUMA HTC5

CALL TODAY TO RESERVE YOUR 2020 EXUMA.

EXUMA S5



READY FOR DELIVERY SUMMER 2020
RESERVE YOUR SLOT NOW!

EXUMA HTF5



AVAILABLE FOR 2020 DELIVERY
RESERVE YOUR SLOT NOW

EXUMA SF5



UNDER CONSTRUCTION AVAILABLE FOR 2020 DELIVERY

uniesse

Luxury Performance Yachts from 50’ to 130’

+1 (305) 740-5199 | uniesse.com

50 YEARS

COMMITTED | EXPERIENCED

INNOVATIVE



Celebrating 50 years and thanking all of our team members who made it possible.

11 LOCATIONS
184 TEAM MEMBERS
FL | TX | AL | COSTA RICA | MX

GALATI YACHT SALES

GALATIYACHTS.COM
800.391.6691

FEATURED BROKERAGE YACHTS



G120 Galati
Signature Series
By Hargrave Custom Yachts
Contact For Price | Carmine Jr 941.725.0587



"Team Galati"
2013 Hargrave 125
Raised Pilothouse
$8,499,000 | Mike 941.725.2782



2015 Viking 92 EB | $7,495,000
Chris 813.503.8398



2010 Viking 82 C | $3,895,000
Tony 941.527.1273



2018 Viking 72 C | $6,399,000 | Carmine Jr. 941.725.0587
2019 Viking 72 C | $6,495,000 | Nick 941.720.1321
2017 Viking 72 C | $5,945,000 | Stan 850.596.1645



2005 Conrad Shipyard 88 MY | $3,750,000
Randy 713.816.2165



2015 Maiora 84 MY | $3,195,000
Stan 850.596.1645



2010 Donzi 80 C | $3,950,000
Nick 941.720.1321



2016 Viking 80 C | $6,795,000
Carmine Jr. 941.725.0587



1993 Palmer Johnson 80 Custom | $900,000
Michael 772.643.7636



2005 Garlington 78 Skybridge | $2,399,000
Nick 941.720.1321



2008 Mark Willis 76 Custom | $4,995,000
Carmine Jr. 941.725.0587



2013 Princess 72 MY | $1,995,000 | Andrew 508.364.2010
2013 Princess V72 | $1,745,000 | Michael 941.725.2782



2016 Maritimo M70 | $3,499,000 | Tim 850.502.9030
2017 Maritimo M70 | $3,100,000 | Roger 850.234.0295



2011 Viking 70 C | $3,489,000 | Artie 850.259.7807
2011 Viking 70 C | $2,790,000 | Jon 337.258.4030



2009 Marlow 70E Explorer | $1,695,000
Chris 813.503.8398



2019 Viking 68 C | $5,295,000
Carmine Jr 941.725.0587



2013 Fairline 65 Squadron | $1,399,000
Anthony 727.515.9973



2016 Princess 60 FB | $1,695,000
Eric 850.259.3172



2016 Cruisers 60 Cantius | $1,349,000
Michael 941.725.2782



2017 Sea Ray L59 FB | $1,449,000
Eric 850.259.3172

50 YEARS
COMMITTED | EXPERIENCED
INNOVATIVE

EXPERIENCE THE GALATI DIFFERENCE

EXCEEDING EXPECTATIONS SINCE 1970 | GALATIYACHTS.COM | 800.391.6691

viking yachts · valhalla boatworks · PRINCESS

SEEKING NEW LISTINGS



"NAMASTE"
2013 Benetti
121 Motor Yacht
$10,500,000 | Jason 941.518.1171



"LULU"
2018 Viking
75 Motor Yacht
$6,199,000 | David 239.289.6098



2017 Hargrave 100 Raised Pilothouse | $7,500,000
Brandon 407.484.7863



2009 Azimut 85 FB | $2,295,000
Artie 850.259.7807



2016 Sea Ray L650 | $2,000,000
Clint 863.412.5833



2016 Maritimo M58 | $1,749,000
Nick 941.720.1321



2016 Princess V58 | $1,195,000
Rickard 727.667.7745



2017 Prestige 560 FB | $1,099,000
Tim 850.502.9030



2017 Viking 55C | $2,590,000 | Dan 941.704.1578
2015 Viking 55 C | $2,300,000 | Tony 941.527.1273



2015 Prestige 550 FB | $892,500 | Brendon 727.243.3016
2015 Prestige 550 FB | $850,000 | Michael 941.725.2782



2018 Riviera 5400 | $1,575,000
Brett 949.456.6412



2018 Prestige 52 FB | $1,099,000
John 540.222.1333



2016 Viking 52 C| $2,224,000 | Tony 941.527.1273
2016 Viking 52 C | $1,999,000 | Jim 850.259.3246
2018 Viking 52 ST | $2,190,000 | Michael 941.725.2782



2015 Princess V52 | $895,000
Jeff 239.691.8100



2017 Prestige 500 FB | $839,000 | Tim 850.502.9030
2014 Prestige 500 S | $599,000 | Andrew 508.364.2010



2012 Maritimo C50 Sport Cruiser | $799,000
Joseph 850.496.2298



2016 Hudson 48 Power Cat | $975,000
Frank 727.481.4900



2015 Viking 46 C | $1,098,000
Tony 941.527.1273



2019 Beneteau 44 Swift Trawler | $569,000
Dan 941.704.1578



2018 Cruisers 42 Cantius | $699,900
John 540.222.1333



2016 Aspen C120 | $649,000
Dianne 239.293.5292

ANNA MARIA, FL | TAMPA, FL | SARASOTA, FL | NAPLES, FL | DESTIN, FL
ORANGE BEACH, AL | GALVESTON, TX | CLEARLAKE, TX | CABO SAN LUCAS, MX | COSTA RICA

Maritimo PRESTIGE CRUISERS YACHTS GALATI YACHT SALES

SEATTLE YACHTS International

info@seattleyachts.com 844.692.2487 www.SeattleYachts.com

ORENDA

2018 Regency MY 65’
Asking price $2,895,000
Call Martin Snyder at 206.789.8044



The Pacific Northwest is known for its world-class cruising grounds, as well as its tendency to churn up unfavorable boating conditions. That’s why every yacht built for cruising here is designed to the highest standards to comfortably perform under Mother Nature’s unpredictability. Our collection of premium new yacht brands and our expertise in the brokerage cruising market is now available to you from Seattle to San Diego to South Florida. With decades of experience in each office, our team is uniquely equipped to guide you through the new build process or assist you with selecting the right pre-owned yacht to meet your requirements.

ALASKAN YACHTS · AMERICAN TUG · Dehler · Endurance · HAMPTON · Hanse · LEGACY
Moody · NIMBUS · Northern marine · NORTHWEST YACHTS · REGENCY · TARTAN

Professional, Experienced Brokerage Services With A Global Reach



1944 Custom MY 96’ $1,175,000
Chuck Seaman 360.299.0777



2006 Horizon MY 73' $1,499,000
Seattle Yachts 954.797.0030



2020 Regency P65 $3,395,000
Seattle Yachts 206.789.8044



2019 Regency P65 $3,295,000
Seattle Yachts 206.789.8044



2010 Endurance 65’ $1,695,000
Skip Smith 954.797.0030



2008 Hampton 63’ $1,190,000
Bob Epstein 954.797.0030



2009 Hampton 58’ $965,000
Skip Smith 954.797.0030



2010 Hampton 58’ $1,049,000
Bob Epstein 954.797.0030



2002 West-Bay SonShip 58’ $750,000
Ed Chapdelaine 954.797.0030



2017 Northern Marine 57’ $1,995,000
Peter Whiting 360.299.0777



2016 DeFever 52’ $799,000
Seattle Yachts 360.299.0777



2015 American Tug 48’ $949,000
Joe Johnson 561.406.6437

SeattleYachts.com/WhyList

InterMarine YACHT GROUP

Brokerage - New Boat Sales - Pre-Owned - Storage - Service - Part Sales



2020 PRESTIGE 630 Fly | Volvo Penta IPS 950

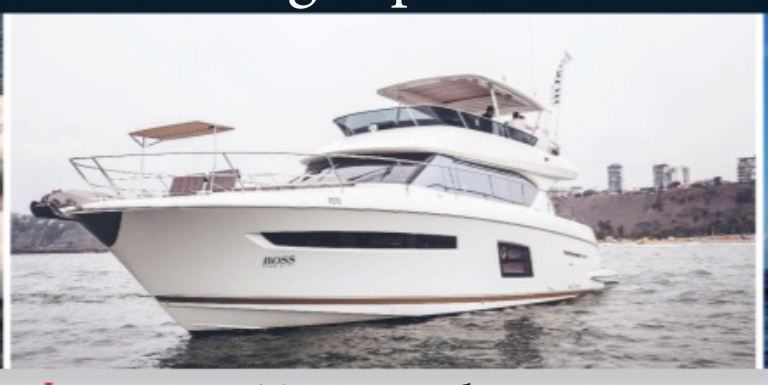
INTERIOR: A MUST SEE!

High Gloss Wenge Interior - White Leather Upholstery - White Oak Hardwood Floor
Flybridge Hardtop with fabric opening - Gyroscoping Stablizer - Water Maker
Wine Cabinet - Reverse Camera & Thermal Monitoring and much more.

Your Pre-owned Prestige Specialist in Brokerage



2018 PRESTIGE 630 Fly
Volvo Penta IPS 950
Call Mike Smalley (954) 665-7138



2016 PRESTIGE 620 Fly
Volvo Penta IPS 950
Call Patricia Wynn (954) 401-1661



2016 PRESTIGE 550 Fly
Cummins 8.3 Zeus PRISTINE CONDITION
Call Rick DuBois (561) 239-1533

PRESTIGE DLYACHTS DREAMLINE JEANNEAU

FORT LAUDERDALE, FL
4550 Anglers Avenue
(954) 894-9895

DANIA BEACH, FL
320 N. Federal Hwy
(954) 922-5500

JUPITER, FL
19157 SE Federal Hwy
(561) 747-0005



NEW 2020 PRESTIGE 590 Fly
NEW Inboard Cummins 8.3 AVAILABLE MARCH 2020
Call (305) 985-5935



2019 PRESTIGE 520 Fly
Volvo Penta IPS 600 WE TAKE TRADE - LOW HOURS
Call (954) 922-5500



2009 PERSHING 72
MTU 12V 2000 M93
Call Mike Smalley (954) 665-7138



2006 SUNSEEKER 72
Caterpillar C30
Call Robert Weera (954) 665-3234



2016 PRESTIGE 550S
Cummins 8.3 Zeus PRICE REDUCED
Call Patricia Wynn (954) 401-1661



2015 PRESTIGE 550 Fly
Cummins 8.3 Zeus
Call Tony Chernoff (561) 239-4540



NEW 2020 PRESTIGE 520S
NEW Volvo Penta IPS 650
Call (305) 985-5935



2019 JEANNEAU Leader 46
Volvo Penta IPS 600
Call (954) 894-9895

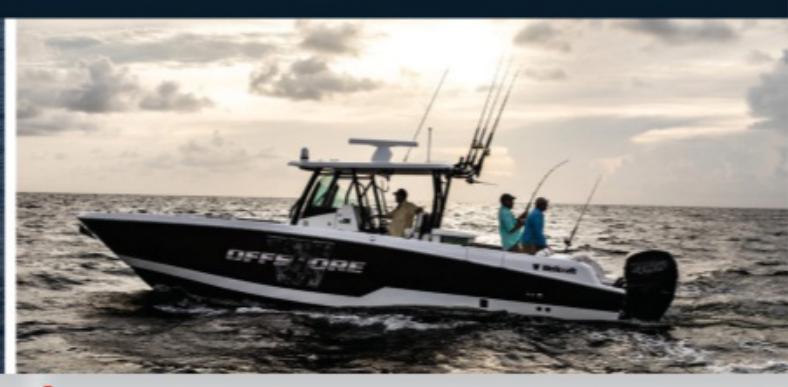
Visit us at the Miami International Boat Show, Feb 13-17 2020 - Miami Marine Stadium



2018 BENETEAU GT 40
Volvo Penta D4 ONLY 88 HRS
Call (954) 894-9895



2018 GREENLINE 40
Volvo Penta D3 WE TAKE TRADE
Call Mike Smalley (954) 665-7138



NEW 2019 WELLCRAFT 352
Triple Mercury 350 XL HUGE SAVINGS
Call (954) 922-5500

BELZONA Wellcraft nuova jolly

N. MIAMI BEACH | New Location
Marina Palms Yacht Club
17201 Biscayne Blvd
(305) 985-5935

InterMarineYachts.com
Sales@InterMarineBoats.com

Experience the Marlow difference...

Marlow Marine Sales, Inc.

PROGRESSIVE MIAMI INTERNATIONAL BOAT SHOW
MIAMI MARINE STADIUM PARK & BASIN
FEBRUARY 13–17, 2020 VIRGINIA KEY

Contact us to schedule your personal tour of these fine yachts today.



2015 Marlow Explorer 58E

"Biscuit" is a pristine and luxurious Explorer.She boasts the upgraded high performance, fuel efficient "go fast" engines utilizing Caterpillar® C-18 1050hp engines and is ready for the ultimate adventurer! Call Today.



2010 Marlow Explorer 57E

"MYgration" a rare gem with 3 generous staterooms with ensuite heads, separate crew accommodations for maximum privacy for her owners and guests. Powered by twin Caterpillar® C-18 1015hp engines she is ready to cruise.



2003 Marlow Explorer 65C

"Salty Dollar" is an unique and extraordinarily well kept vessel. With her custom entry to the master stateroom this 3-stateroom, 3-head vessel has the interior volume of a much larger yacht. Cruise to your next destination in style.



2017 Marlow Explorer 49E

"Prop 23" is a Command Bridge model. With 1,100 hours on her upgraded Cummins 715hp engines she is ready for 17kn cruising, with stabilizers, bow and stern thrusters and yacht controller. Make her yours today.



2015 Marlow Explorer 49E

"Love Shack" is a pampered yacht, with extensive mechanical upgrades such as, twin CAT 715hp engines, stabilizers, water-maker, chilled-water air-conditioner and 1,000 gallon fuel tank making her a cruiser extraordinaire.



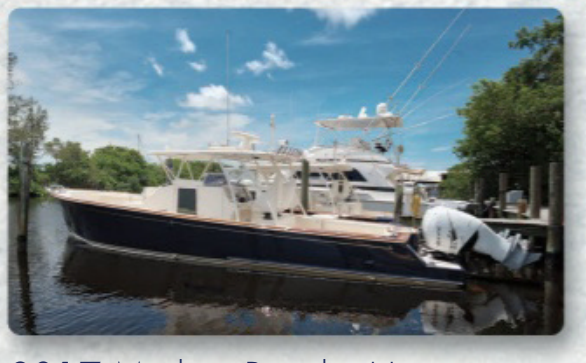
2003 Marlow Explorer 57C

"Bayflower" is perfect for the couple that wants to run their own boat. This three stateroom yacht offers exquisite craftmanship and design. Powered by twin 800hp CAT 3406's and ready to whisk you away.



2005 Marlow Explorer 78E

"Bacalao" combines both elegance and performance with refined accommodations, and the ability to cruise at 22+ knots. Powered by twin CAT 3412 (1400hp), this 78E Marlow Explorer is one of the most sought-after yachts in the industry.



2017 Marlow Prowler Havana

"Rover" is a Prowler Havana with state-of-the-art electronics and high performance Mercury 400hp engines with only 300 hours on them. She is ready to fish or cruise in style. Call today!



2003 Symbol Motoryacht 56'

"Time" is a beautiful three stateroom Raised Pilothouse Motoryacht that has received numerous upgrades throughout. She is powered by the popular 700hp CAT C-12's and ready to cruise. Please call for more details.



2017 Yellowfin 42

"Night Moves 2" was the fishing boat that accompanied a larger yacht She has the best options available including a painted hull, tower with controls, bow thruster, GOST tracking system, and a state of the art electronics package.



2015 Marlow Pilot 32

"Reely Ours" is an enclosed pilothouse and powered by an economical single 260hp Yanmar® diesel. Ready to cruise. Visit today.



2013 Boston Whaler 285 Conquest

This well-equipped 285 Conquest powered by twin 250hp Mercury engines is in pristine condition and offers plenty of features for fishing trips and day trips as well as ample space for overnights!

personally.

Marlow Marine Sales, Inc.



2013 Marlow Explorer 97E

This exceptional Marlow Explorer has been captain maintained for a seasoned and experienced yachtsman. She is powered by twin Caterpillar® 1800hp C-32 ACERT engines and is capable of long range cruising at 9kn and a fast cruise of 23kn. She offers a luxurious on deck master along with four additional staterooms and is ready for her next grand adventure.



2015 Marlow Explorer 80E-CB

"Lady Eme" is a very unique command bridge and skybridge. Powered by twin Caterpillar® C-32 1800hp engines she is made for long range exploring in style, with minimal crew. Professionally maintained. Call today.



2006 Marlow Explorer 70E

"Halcyon Seas" is a stunning example of the 70E series. She has three staterooms with en-suite heads plus crew quarters. Powered by CAT 1015hp C-18's you can cruise comfortably at 20 knots or voyage long range at 9 knots.



2017 Marlow Explorer 53E

"JIA" is outfitted with twin Cummins QSM11 715hp engines, and the largest engine room in her class. She is a shining example of craftsmanship, technology, value, performance, and style. Call now before she becomes "the one that got away"!



2006 Marlow Explorer 53C

"Mermaid" is a 3 stateroom yacht. Powered by twin Cummins QSM11 635hp engines she can cruise at 8 knots or 16 knots with a top speed of 19 knots should you need to get there fast! Call for details.

Open seven days a week to better serve our clients.

North American and International Inquiries

www.marlowmarine.com •
sales@marlowmarine.com

Marlow Marine Sales, Inc.
USA/Canada:
800.362.2657

International:
+1.941.729.3370



2016 Marlow Explorer 58E
"Another Bubble"



2008 Marlow Explorer 78E
"Buzz Mobile"



2018 Marlow Prowler Havana
"Vixen"



2018 Marlow 58E
"Imagine"

Our phenomenal record of continued sales success has created a GOLDEN opportunity for those wanting to sell. We need listings! Please contact us to list your yacht today!



MIZU
174′ OCEANFAST 2004 | MIAMI, FL
$14,900,000 | WILL NOFTSINGER | 850.461.3342



HUNTER
161′ TRINITY 2008 | FORT LAUDERDALE, FL
$13,900,000 | KURT BOSSHARDT | 954.478.0356



SERQUE
133′ BROWARD 2008 | BOCA RATON, FL
$3,750,000 | KURT BOSSHARDT | 954.478.0356



EXCELLENCE
150′ RICHMOND 2010 | FORT LAUDERDALE, FL
$14,950,000 | ALEX G. CLARKE | 203.722.3047



CABERNET
147′ SENSATION 2006 | MIAMI, FL
$10,950,000 | KIT DENISON | 954.614.2888



ALEGRIA
145′ BENETTI 2010 | FORT LAUDERDALE, FL
$11,900,000 | ALEX G. CLARKE | 203.722.3047



LAGNIAPPE
136′ INTERMARINE 1999 | FORT LAUDERDALE, FL
$4,900,000 | CHRIS DAVES | 561.301.3306



LIQUIDITY
120′ PLATINUM 2010 | MIAMI, FL
$3,800,000 | BRUCE SCHATTENBURG | 954.328.4329



GYPSEA
118′ INTERMARINE 1998 | FORT LAUDERDALE, FL
$3,950,000 | KURT BOSSHARDT | 954.478.0356



NIRVANA
110′ HORIZON 2000 | MIAMI, FL
$2,750,000 | WILL NOFTSINGER | 850.461.3342



SEA STAR
109′ HARGRAVE 2001 | FORT LAUDERDALE, FL
$2,550,000 | KURT BOSSHARDT | 954.478.0356



DOUBLE D
108′ SUNSEEKER 2008 | FORT LAUDERDALE, FL
$3,900,000 | KURT BOSSHARDT | 954.478.0356



MISS DIRECTION
108′ WESTSHIP 1998 | MIAMI, FL
$1,999,000 | MIKE KIELY | 954.304.2768



GALILEE
106′ WESTPORT 1995 | VANCOUVER, BC
$1,750,000 | JARRETT HIEBERT | 954.636.0460



U WISH
105′ MANGUSTA 2011 | HALLANDALE BEACH, FL
$3,799,000 | JUSTIN ONOFRIETTI | 954.770.5281

Denison yachting

+1 954.763.3971 | DenisonYachting.com

Miami
Dania Beach
Fort Lauderdale

West Palm Beach
Bradenton
Stuart

Daytona Beach
Naples
Tarpon Springs

Charleston
Annapols
Jersey City

Montauk
Southport
Newport

San Diego
Newport Beach
Marina del Rey

San Francisco
Seattle



ROGUE
105′ POOLE 1984 | FORT LAUDERDALE, FL
$1,150,000 | DAVID JOHNSON | 954.610.3263



SOBRE LAS OLAS
105′ CLASSIC 1929 | MARINA DEL REY, CA
$1,500,000 | WILL PETERSEN | 310.430.1502



SEA FILLY
103′ WESTPORT 2000 | PALM BEACH, FL
$2,850,000 | CHARLES BLICKLE | 954.205.4383



DECOMPRESSION
103′ BROWARD 2000 | FORT LAUDERDALE, FL
$2,250,000 | SKIP DENISON | 954.806.6225



ACALA
102′ CDM 2015 | FORT LAUDERDALE, FL
$8,450,000 | ALEX G. CLARKE | 203.722.3047



SUPERNOVA
100′ HATTERAS 2003 | FORT LAUDERDALE, FL
$2,950,000 | JARRETT HIEBERT | 954.636.0460



MB3
100′ HARGARVE 2018 | FORT LAUDERDALE, FL
$7,500,000 | ALEX G. CLARKE | 203.722.3047



NO VACANCY
100′ BROWARD 2000 | FORT MYERS, FL
$1,399,000 | CHARLES BLICKLE | 954.205.4383



RUTLI E
100′ BENETTI 2006 | MIAMI, FL
$3,950,000 | WILL NOFTSINGER | 850.461.3342



THE ROCK
100′ FALCON 2000 | FORT LAUDERDALE, FL
$1,100,000 | BRETT HOROWITZ | 954.661.8225



K
100′ BROWARD 1992 | FORT LAUDERDALE, FL
$899,000 | SKIP DENISON | 954.806.6225



HIATUS
98′ MCP 2008/16 | FORT LAUDERDALE, FL
$3,995,000 | DAVID JOHNSON | 954.610.3263



OSSUM DREAM
96′ HARGRAVE | STUART, FL
$3,299,000 | KURT BOSSHARDT | 954.478.0356



QUEEN OF DIAMONDS
95′ CHEOY LEE 2006 | PALM BEACH GARDENS, FL
$2,895,000 | MIKE BURKE | 561.722.1063



HELIOS
92′ LAZZARA 2012 | POMPANO BEACH, FL
$3,999,000 | JUSTIN NYSTEDT | 954.654.5783



SNOWGHOST
90′ HATTERAS 2018 | FORT LAUDERDALE, FL
$8,250,000 | PETER QUINTAL | 954.817.5662



SCOTT FREE
84′ CHEOY LEE 2006 | FORT LAUDERDALE, FL
$2,189,000 | WILL NOFTSINGER | 850.461.3342



MOBILITY
84′ HARGRAVE 2010 | PALM BEACH, FL
$2,699,000 | WILL NOFTSINGER | 850.461.3342

RICK OBEY
Yacht Sales



131' 2016 SUNSEEKER YACHT
$14,999,000
FORT LAUDERDALE, FL
(954) 980-8121



105' 2004 SUNSEEKER YACHT
$2,550,000
FORT LAUDERDALE, FL
(954) 980-8121



95' 2018 SUNSEEKER YACHT
$6,699,000
MIAMI, FL
DARYL JUNCK **(954) 610-7590**



92' 2015 SUNSEEKER 28 METRE YACHT
$4,999,000
MIAMI, FL
CHRIS BARBONI **(561) 309-1009**



88' 2014 SUNSEEKER YACHT
$3,899,000
FORT LAUDERDALE, FL
JOHN BOOYSEN **(954) 560-2811**



86' 2017 SUNSEEKER YACHT
$5,899,999
MIAMI, FL
KERRY ILER **(561) 714-8013**



82' 2006 SUNSEEKER YACHT
$1,399,000
FORT LAUDERDALE FL
ANDY HEGLEY **(954) 410-1237**



82' 2006 SUNSEEKER YACHT
$1,399,000
FORT LAUDERDALE, FL
MARK ROSS **(305) 479-5180**



80' 1996 NOVA FBMY
$499,000
POMPANO BEACH, FL
JORDAN BUND **(954) 955-0411**



78' 2004 BAIA ATLANTICA
$899,000
ST PETERSBURG, FL
RUPERT GREGORY **(954) 907-5622**



76' 2018 SUNSEEKER YACHT
$3,750,000
LONG BEACH, CA
STEFAN GILLMER **(949) 280-8081**



75' 1999 SUNSEEKER PREDATOR
$849,000
MIAMI, FL
(954) 980-8121

FORT LAUDERDALE OFFICE	CALIFORNIA OFFICE	NEW YORK OFFICE	PALM BEACH GARDENS OFFICE	PANAMA OFFICE
ph: (954) 980-8121	**ph: (714) 609-0776**	**ph: (914) 448-3191**	**ph: (561) 814-2527**	**ph: +1 (507) 264-8788**

www.RickObeyYachtSales.com

inquiries@RickObeyYachtSales.com

RICK OBEY
Yacht Sales



74' 2012 SUNSEEKER PREDATOR
$1,599,000
NEWPORT, RI
YOLANDA PHINNEY **(954) 648-4264**



72' 2005 CUSTOM RAYBURN COCKPIT
$869,000
MARATHON, FL
JOHN WICKMAN **(954) 328-4354**



70' 2009 SUNSEEKER MANHATTAN
$1,149,000
MIAMI BEACH, FL
BARBARA KAUFMAN **(310) 968-8885**



66' 2019 SUNSEEKER MANHATTAN
$2,495,000
FORT LAUDERDALE, FL
JIMMY MATTHEWS **(954) 298-5307**



65' 2003 MCKINNA PILOTHOUSE
$699,000
MARINA DEL REY, CA
BARBARA KAUFMAN **(310) 968-8885**



62' 2008 SUNSEEKER PREDATOR
$649,000
FORT LAUDERDALE, FL
CHRIS BARBONI **(561) 309-1009**



57' 2007 PRINCESS
$545,000
FORT PIERCE, FL
JOHNNY WISE **(772) 260-2531**



57' 2017 SUNSEEKER PREDATOR
$1,189,000
FORT LAUDERDALE, FL
KERRY ILER **(561) 714-8013**



56' 2004 AICON
$349,000
CORAL GABLES, FL
GREGORY BUSHARA **(786) 348-3820**



55' 2018 SEA RAY L550
$1,429,000
FORT LAUDERDALE, FL
MARK ROSS **(305) 479-5180**



52' 2007 SEA RAY SUNDANCER
$375,000
BOCA RATON, FL
MORGAN BAER **(561) 305-8433**



52' 2004 OCEAN SPORTFISH
$535,000
MIAMI, FL
JOEL ROTTA **(561) 762-3316**

FORT LAUDERDALE OFFICE **ph: (954) 980-8121**

CALIFORNIA OFFICE **ph: (714) 609-0776**

NEW YORK OFFICE **ph: (914) 448-3191**

PALM BEACH GARDENS OFFICE **ph: (561) 814-2527**

PANAMA OFFICE **ph: +1 (507) 264-8788**

www.RickObeyYachtSales.com

inquiries@RickObeyYachtSales.com

UNITED YACHT SALES



88 PRESIDENT 2020
John Dial 561-445-0078



74 VIKING 2005
Frank Tuma 561-379-2590



73 RYBOVICH 2018
John Blumental 772-215-2571



70 MALROW 2004
Chuck Royhl 941-350-3437



65 MALCOLM TENNANT 2009
Marisa Velasco 52 622 855 9167



64 VIKING 2007
Keegan Bird 843-513-7441



63 HINES-FARLEY 1996
Roger Cole 727-460-0228



62 TITAN 2019
Steve Castellini 856-457-2449



55 VIKING 2001
Mordy Miltz 516-606-1282



52 GULFSTREAM YACHTS 2019
Paul MacCormack 772-812-1182



49 KROGEN 1996
Mark Solsman 410-266-0550



45 AZIMUT 2014
Joe Guard 508-274-4460

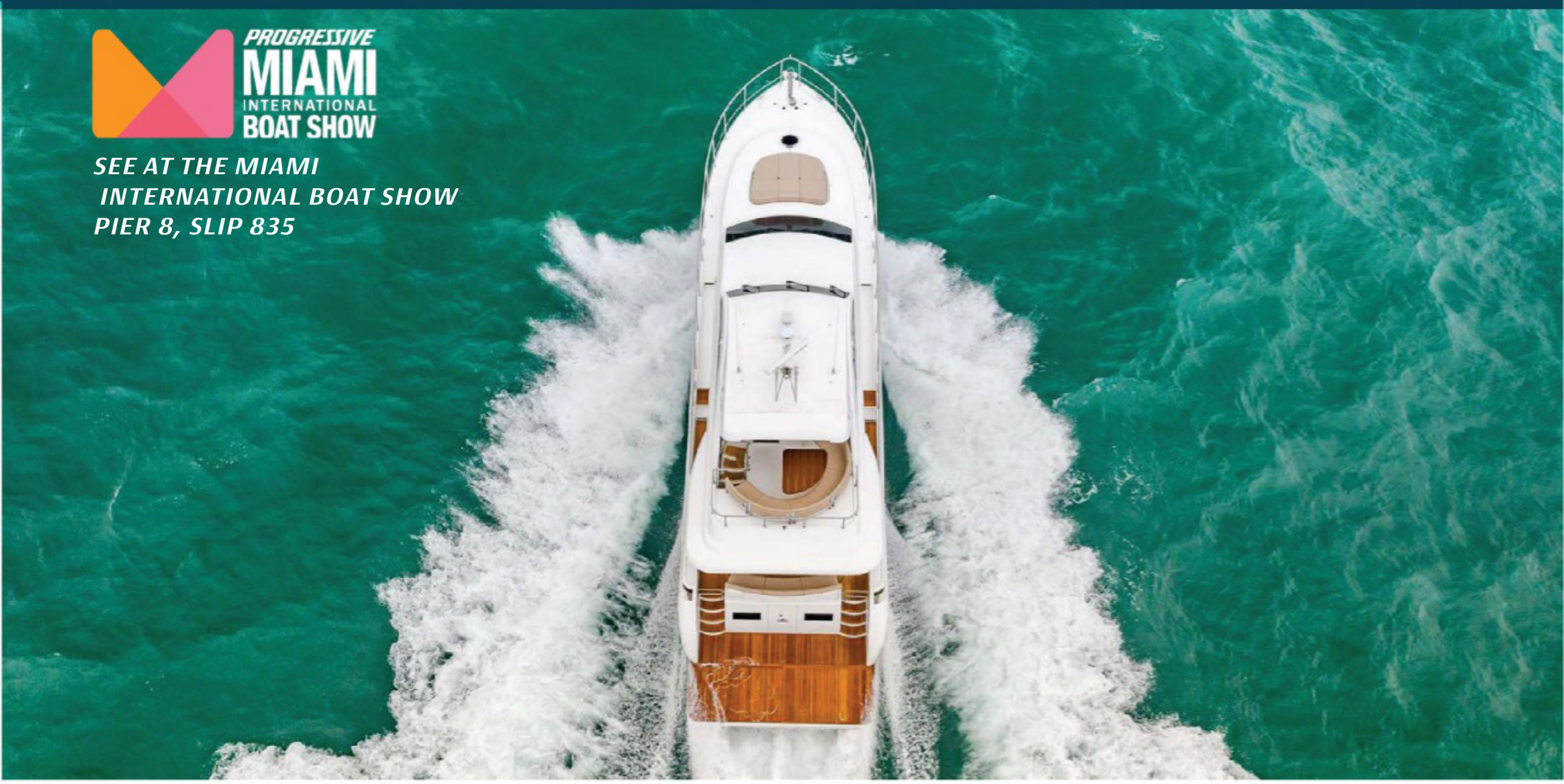
Annapolis, Beaufort, Boston, Cape Canaveral, Cape May NJ, Charleston, Ft. Lauderdale, Houston, Miami, New Bern, Newport, L.I. New York, Nova Scotia, Ocean Reef, Palm Beach, Panama City, Portland OR, San Diego, St.Augustine, St. Petersburg, Savannah, Seattle, Stuart, Wrightsville Beach

www.UNITEDYACHT.com

Dyna yachts

PROGRESSIVE MIAMI INTERNATIONAL BOAT SHOW

SEE AT THE MIAMI INTERNATIONAL BOAT SHOW
PIER 8, SLIP 835



DISTINCTIVELY DYNA





Introducing the whole new Dyna 68 | Experience the modernistic vision of world-renown interior designer Cor D. Rover in the Dyna Yachts 68 at the Fort Lauderdale International Boat Show. The smooth, comfortable ride is a result of the deep-v hull and cutting-edge infusion techniques, while every component on board is sourced from mainstream suppliers. Full customization options are available to make your Dyna, 'distinctively you'.

Dyna 32 / Dyna 52 / Dyna 63 / Dyna 65 / **Dyna 68** / Customized Dyna 77~105

UNITED YACHT SALES

Mike Kutrybala
mikek@unitedyacht.com | 561-310-7600
www.dynayachts.com

Bluewater
YACHT SALES

TREATING **YOU**
LIKE **FAMILY**
SINCE 1968

viking yachts

92' Viking 2017 - Save Over $2,000,000 Compared to a 2020 List Price! - Call Earle Hall: 757.434.4034



66' Viking 2014 - Turn-Key Convertible w/ Seakeeper - Call Jud Black: 757.846.7909



62' Viking 2019 - Twin MTU 12V-2000 M96L at 1,945 hp ea. - Call Today: 877.269.3021



61' Viking 2005 - Twin Cat - Call Jud Black: 757.846.7909



52' Viking 2007 - Twin MANs - Call Jud Black: 757.846.7909



38' Viking Billfish 2019 - Twin Cummins - Call Today: 877.269.3021

Maryland Virginia North Carolina Florida **877.269.3021** **BLUEWATERYACHTSALES.COM**

Bluewater YACHT SALES

877.269.3021 — BLUEWATERYACHTSALES.COM

Maryland — Virginia — North Carolina — Florida



80' Hatteras 2004 - Equipped with Upper and Lower Helm - Call Clark Sneed: 919.669.1304



78' Buddy Davis 2000 - New to Market, Rare Opportunity! - Call Daryl Brower: 252.259.0235



70' Princess 2007 - Call Clark Sneed: 919.669.1304



64' Jarrett Bay 2010 - Call Clark Sneed: 919.669.1304



63' Hatteras 2016 - Call Clark Sneed: 919.669.1304



63' Lagoon 2017 - Call Matthew Sansbury: 410.206.2755



61' Viking 2005 - Call Jake Gibson: 832.515.5330



58' Blackwell 2002 - Call Daryl Brower: 252.259.0235



58' Grand Banks 2004 - Call Mark Connors: 757.406.1673



57' Custom Carolina 2005 - Call Daryl Brower: 252.259.0235



56' Custom Carolina 2006 - Call Harvey Shiflet: 757.636.6810



48' Sabre 2016 - Call Chris Hall Jr: 757.509.0742



46' Jarrett Bay 2016 - Call Daryl Brower: 252.259.0235



43' Grand Banks 2014 - Call Chuck Meyers: 703.999.7696

BOATING'S **BEST** BRANDS

(New model representation varies by territory)

IYBA INTERNATIONAL YACHT BROKERS ASSOCIATION

viking yachts · Jarrett Bay Boatworks · Princess · Valhalla Boatworks · Regulator · Jupiter · Sabre Yachts · Back Cove Yachts

BLUEWATER HAS EVERY VALHALLA, REGULATOR, JUPITER, SABRE & BACK COVE MODEL IN STOCK OR ON ORDER!



2017 Sunseeker Manhattan 65 - Jason Wood 786-314-9441 $2,099,000.00



2014 Tarrab 96 - Tom Troglia 786-420-7454 $2,975,000.00



2013 58 Rivera - Gary Macaluso 305-951-2762 $979,000.00



2018 Absolute 52 Fly - Jim Kelly 954-675-4435 $1,299,000.00



2016 Cranchi 60 Fly - John Keenan 954-793-7455 $1,174,000.00

GRANDE YACHTS
INTERNATIONAL



2020 Absolute 68 Navetta



2020 Sunseeker 76 SY



2020 Riviera 6000



2020 Absolute 58 Navetta



2020 Sunseeker 60 Predator



2020 575 SUV

954 606 0445 | GRANDEYACHTS.COM | INFO@GRANDEYACHTS.COM | 821 NE 3rd St. Dania Beach, FL 33004









MORAN
YACHT & SHIP

US +1 954 768 0707

WWW.MORANYACHTS.COM

SALES@MORANYACHTS.COM

NOTHING BUT THE BEST



















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

SOUTH FLORIDA® YACHTS



72 ' Viking Convertible 2018 Palm Beach FL, USA $6,200,000
Twin Diesel 16V2000, 2635hp
Wayne Creber (561) 371-7977



72 ' Hampton 720 Endurance 2014 Jupiter FL, USA $2,900,000
Twin 1150hp Caterpillar C-18
Ray Mancuso (561) 758-2158



40 ' Schaefer 400 2018 Jupiter FL, USA $499,999
Phil Almony (561) 657-0015



35 ' Scout 350 LXF 2018
Alexandria VA, USA $364,000
Dave Longfellow (561) 281-8015



38 ' Formula Fastech 2016
Alexandria VA, USA $339,000
Dave Longfellow (561) 281-8015



30 ' Robalo 302 2019
Jupiter FL, USA $187,000
Doug Walter (561) 848-1971



65 ' Cheoy Lee Motor Yacht 1990
Key West FL, USA $427,599
Phil Almony (561) 657-0015

4595 SE Dixie Hwy
Stuart, Fl 34997
772-600-7748 Office

ROBALO

1501 Broadway Ave
Riviera Beach, FL 33404
(561) 844-4109 Office

www.southfloridayachts.com

GILMAN YACHTS™

since 1968

www.gilmanyachts.com



108' BENETTI 2014/2015

Bright and airy five stateroom Benetti with Master on-deck and elevator equipped! Amazing displacement fuel economy. New Jet tender, ASEA power converter. Brought to Ft. Lauderdale to be sold. Contact Jeff Stanley, Central Agent.



105' BROWARD 1990

Nicest aft deck you will find, huge lazarette below, amazing flybridge with hot tub and seating for a crowd! Country Kitchen, four staterooms plus crew, newer interior and electronics. 1/3 ownership also available. Contact Jeff Stanley, Central Agent.



94' HORIZON 2016

Rare (4) stateroom plus crew aft. Full walkaround decks, air conditioned flybridge, At Rest stabilization, 1900HP Acerts, bow & stern thrusters, highly optioned, TNT lift, traditional maple interior. Low hours. As new condition. Call Wayne Cannava, C.A.



93' JOHNSON FLYBRIDGE 2017

New designer salon update, on deck master, second master below plus 2 twin cabins and crew. At Rest stabilizers, hydraulic platform, watermaker, full Garmin package. Special price $4,200,000. Factory Demo. Contact Jeff Stanley, Central Agent.



87' FEADSHIP YACHT FISHERMAN 1985

Outstanding Feadship craftsmanship. Total mechanical refit in 2005 including C-30 CATS, transmissions, engine room refit. Attractively priced. Call Jeff Stanley, C.A.



82' MONTE FINO 2001

Beautiful high volume skylounge MY with 4 cabins + crew for 3-4 forward and aft. Twin 3412 CATS, updates bow to stern. Owner moving up. Call Jeff Stanley, C.A.



82' HORIZON 2001

3 stateroom, full beam king master w/his and her heads. Queen VIP, twin 3rd stateroom. Large Flybridge w/AC. Updated electronics & clean. Call Jim McKee C.A.



72' JOHNSON 1993

Custom extended with huge aft deck & sundeck above. 4 staterooms, (2) jet ski pods, tender lift. Newer 900HP engines, twin gens, stabilized. Contact Jeff Stanley, C.A.



65' NEPTUNUS FBMY 2000

Twin CAT 3412'S, 3 cabins, 3 heads + crew. Many updates inside/out. Bow & stern thruster, hydraulic platform. Highly motivated owner. Contact Jeff Stanley, C.A.



64' PRINCESS 2011

US-spec Princess with CAT C-18s w/1350 hrs. 4 cabins galley-up layout + crew. Bow & Stern thrusters, hydraulic platform, Recent updates. Call Joe Majcherek, C.A.



65' MARQUIS 2006

Very low hours on MTU power, hydraulic platform aft, updated electronics, three cabins plus optional crew cabin. Contact Jeff Stanley, Central Agent.



62' NEPTUNUS 2008

3 Cabins, 2.5 heads, high gloss stained cherry interior, Garmin electronics, extra A/C on enclosed Flybridge, crew aft opt. Trade in. MUST BE SOLD! Call Jeff Stanley, C.A.



43' AZIMUT 2007

Low hour Cummins dsls & straight shaft drives, major upgrade interior & exterior seating upholstery, new A/C chiller. Clean boat! Call Joe Majcherek, Central Agent.

1510 SE 17th Street, Ste. 300 • Ft Lauderdale, FL 33316

954.525.8112 • Lauderdale@gilmanyachts.com • **WWW.GILMANYACHTS.COM**

LONGBOAT · KEY · CLUB
MOORINGS

Overnight & Long-term Dockage, Slip Sales & Yacht Brokerage

Latitude 27°22.36N, Longitude 82°36.96W at ICW Marker 15, MM 79.5



48' Sabre Express 2012
Asking $785,000



28' Pursuit 280CC 2017
Asking $164,900



42' Cruisers 415 2006
Asking $184,500.



44' Meridian 441 Sedan 2012
Asking $379,000

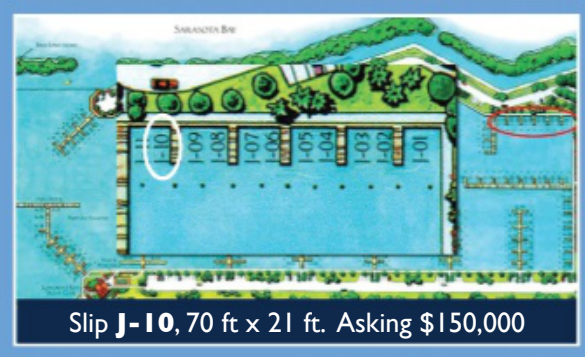
Premium Slips Available Now!



Slip **H-04** 55 ft. x 20 ft. Asking $125,000



Slip **I-08** 60 ft. x 20 ft. Asking $129,000



Slip **J-10**, 70 ft x 21 ft. Asking $150,000

Resort Amenities / Concierge / Ship's Store / WiFi
Heated Pool / Full, On-site Service Department

Contact Jennifer Wilson, Lic. Real Estate Broker
jennifer.wilson@longboatkeyclub.com



42' Manta Mark IV 2008
Asking $325,000



112' Westport
Pilothouse Motoryacht 2016
Asking $12,550,000



112' Westport
Pilothouse Motoryacht 2007
Priced reduced to $4,995,000



36' Little Harbor/Hinckley Express 2002
Asking $210,000



46' Robertson & Caine Powercat
Asking $279,000



35' Highlander Powercat 2006
Price reduced to $199,000



53' Hatteras MY 1987
Asking $275,000



60' Hatteras Motoryacht 1989
Price reduced to $329,000

941.383.8383 • LongboatKeyMarina.com • TheMarina@LongboatKeyClub.com

GB GRAND BANKS

NEW GRAND BANKS YACHTS AVAILABLE NOW!



2020 MODEL GRAND BANKS 54 - AVAILABLE NOW

The all-new 2020 model GB54 is available now! She is the new addition to the redefined line of Grand Banks' long-distance cruising yachts, featuring impeccable lines & one level design similar to the GB60 released in 2017! This model is offered in 2 or 3 stateroom layout with large cockpit, flybridge & so much more! Steve is taking orders now for the next hull!



2020 MODEL EASTBAY 44 - ON ORDER

Available as 3 stateroom layout with 2 heads, both with stall showers, Volvo IPS drives with joystick, spacious cockpit with built-in seating & much more! Steve sold hulls #2, #4, #6, #8, #12, #15 & #17 and resold #2, #3 & #6. Next available hull is for July 2020 delivery. Contact Steve for all the details on this fantastic yacht.



2020 MODEL GRAND BANKS 60 OPEN or SKYLOUNGE

The all-new GB 60 is second to none with impeccable lines & highest quality build! One level design, 3 staterooms, large cockpit, open or enclosed bridge & much more! Steve sold hulls #2, #5 & #11. An Enclosed Skylounge is IN STOCK & AVAILABLE for immediate delivery! Contact Steve today to get aboard!

CONTACT STEVE FOR ALL THE DETAILS ON THESE SELECT BROKERAGE YACHTS AVAILABLE NOW!



"MARY L" 59' GRAND BANKS ALEUTIAN RP 2008



"ASTRID" 58' GRAND BANKS EASTBAY FB 2004



"RAPHI" 53' GRAND BANKS ALEUTIAN RP 2011



"DON'T LOOK BACK" 55' PALM BEACH M/Y PB55 2017



"PASSAT I" 60' GRAND BANKS GB60 2018



"AMERICA" 42' PALM BEACH MOTOR YACHTS PB42 2017



"FRANCE" 59' GRAND BANKS ALEUTIAN RP 2006



"STONE ANGEL" 64' GRAND BANKS ALEUTIAN RP 2003



"KARMA" 47' GRAND BANKS EUROPA 2006



"SEA QUE II" 42' GRAND BANKS CLASSIC 1993



"TWO AGAIN" 39' GRAND BANKS EASTBAY SX 2008



"MAGIC JEANNE" 46' GRAND BANKS CLASSIC 2004

Call or email Steve Fithian for all the details. (954) 383-1999 • steve@stevefithian.com

Steve Fithian - Central Agent for these pre-owned Yachts (954) 383-1999 • steve@stevefithian.com • www.grandbanksspecialist.com



Steve Fithian is the Grand Banks Specialist & has personally been involved in the building & purchase of 80 new Grand Banks & Palm Beach Motor Yachts over the last 20 years. Steve has also been involved in the sale of several hundred pre-owned Grand Banks with over 190 sold since April 2010! He has visited the Grand Banks factory 21 times as well as many other builders all over the world & can offer you invaluable guidance in building a new Grand Banks or yacht of your choice. Steve has been one of the Grand Banks Top Worldwide Salesmen nine times & has received additional awards from several other manufacturers. Steve has sold many other fine yachts such as Sabre, Offshore, Horizon & more. Whether buying or selling, Steve is the one to call. His vast experience & expert knowledge can guide you through the process of building, buying or selling a yacht. Total customer satisfaction is one of the keys to Steve's continued success. If you want to sell your yacht, Steve's experience & knowledge at your side throughout the process will prove to be invaluable. Call or email Steve directly to get the inside story on these fine yachts or any other yachts you may find of interest: (954) 383-1999 • steve@stevefithian.com

I need more quality yacht listings! Please give me a call if you want to sell your yacht now!



OFFSHORE YACHTS

Contact Robert Davis



OUTBACK 50 HULL #1 JUST ARRIVED

Contact Andrew Cilla



OFFSHORE YACHTS

Contact Kiki Bosch



90' PALMER JOHNSON 1992

Contact Ron McTighe



80' DOMINATOR 2015

Contact Jason Dunbar



84' CHEOY LEE 2012

Contact Jason Dunbar

#1 Source of Offshore Motoryachts and Trawlers Since 1969



75' HATTERAS 2004

Contact Parker Bogue

LUKE BROWN YACHTS



90' MCQUEEN 2002

Contact Andrew Cilla

Phone: 954-525-6617 www.lukebrown.com sales@lukebrown.com



56' HUCKINS 2006

Contact Michael Hartman



78' MARLOW 2010

Contact Tim Conway



62' OFFSHORE YACHT 2007

Contact Steve Deane



145' BILGIN YACHT 2015

Contact Jason Dunbar



78' VAN DE STADT 2000

Contact Pam Barlow



59' SELENE 2007

Contact Steve Deane



44' NORDIC TUG REMANUFACTURED '18

Contact Jim Wilkey



65' OUTER REEF 2007

Contact Parker Bogue



85' OFFSHORE YACHT 2007

Contact Steve Deane

Phone: 954-525-6617 www.lukebrown.com sales@lukebrown.com

WESTPORT YACHTS

NEW CONSTRUCTION • BROKERAGE • CHARTER



85' **Pacific Mariner** 2006 "SELQET"
Jose Rodriguez, C.A.



78' **West Bay Enclosed PH** 2002 "SANTO ANTONIO"
John Varga, C.A.



77' **Hatteras Convertible** 2007 "AÑEÑE"
Jose Rodriguez, C.A.



72' **Pershing** 2009 "SCORPIO"
Jose Rodriguez C.A.



70' **Azimut** 2011 "SYLVIA VI"
Jose Rodriguez, C.A.



70' **Neptunus** MY 2001 "MAGIC MOMENT"
John Varga, C.A.



70' **Hatteras** 1988 "RUNAGROUND SUE"
Camm Moore, C.A.



68' **West Bay Sonship** 2003 "ROOM SERVICE"
Bryan Long, C.A.



68' **Queenship** MY 2001 "SWEET LADY"
Bryan Long, C.A.



65' **Pacific Mariner** 2004 "CHECKED OUT"
John Varga, C.A.



65' **Princess Viking Sport Cruiser** 2003 "DISMISSED"
Andrew Troyer, C.A.



65' **Hatteras** 1998 "FOUR REEL"
Camm Moore, C.A.

WESTPORTYACHTS.COM • FORT LAUDERDALE • SEATTLE • 954.316.6364 • INFO@WESTPORTYACHTS.COM

Oyster Harbors Marine

Albemarle · Everglades by Dougherty · Legacy · Limestone · MagBay · Princess · Regulator · Valhalla Boatworks · Viking yachts















*Everglades Boats are exclusive to our Essex, CT location. Regulator is not available in Essex, CT.

OSTERVILLE, MA | FALMOUTH, MA | MARION, MA | DANVERS, MA | ESSEX, CT | S. FREEPORT, ME

Call or Text Us @ 508-428-2017

WWW.OYSTERHARBORSMARINE.COM

OUTER REEF®

YACHTS

MIAMI YACHT SHOW
FEBRUARY 13-17, 2020

PALM BEACH INTERNATIONAL BOAT SHOW
MARCH 26-29, 2020

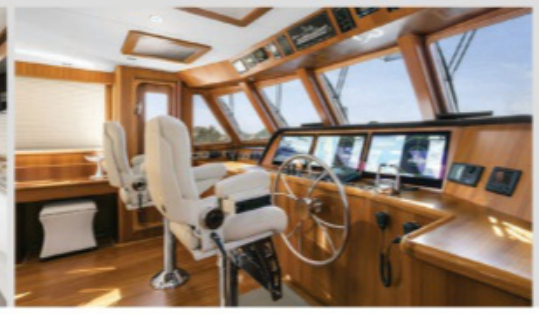
2017 86′ OUTER REEF | SIMON SAYS
South Florida



Joel Davidson, Central Agent

With a total of six owner, crew and guest cabins, beautiful teak, marble and granite interior, spacious country kitchen, alfresco aft deck, large boat deck and comfortable salon, SIMON SAYS provides all the benefits of a 100′ vessel, and ultimately is one of the best values in the current market. **RECENT MAJOR PRICE REDUCTION.**





NEW LISTING



Joel Davidson, Central Agent

2018 86′ OUTER REEF | RUFF SEAS
South Florida

NEW LISTING



Joel Davidson, Central Agent

2008 73′ OUTER REEF | SUZSEA
South Florida



Joel Davidson, Central Agent

2013 70′ OUTER REEF | MILES AWEIGH
South Florida



Trevor De Faoite, Central Agent

2012 70′ OUTER REEF | ETA BETA
Viareggio, ITALY

NEW LISTING



Joel Davidson, Central Agent

2009 65′ OUTER REEF | THE GATOR
Miami, FL



Joel Davidson, Central Agent

2007 65′ OUTER REEF | MRS LANE
West Palm Beach, FL



Joel Davidson, Central Agent

1999 60′ GRAND ALASKAN | SUZY BELLE
Miami, FL



John Dennison, Central Agent

2010 43′ NORTH PACIFIC | CARIBBEAN RANGER
Annapolis, MD

SOLD



Joel Davidson, Central Agent

2019 70′ OUTER REEF | JULIANNE
Fort Lauderdale, FL

+1 954.767.8305
info@outerreefyachts.com
OuterReefYachts.com



Contact us to learn more about the new galley-aft
640 CLASSIC AZURE
MOTORYACHT

Antique Boat America.com

The world's largest broker for antique & classic boats!



48' 1930 Chris Craft Motor Yacht - Hull #1

A selection of 100 boats in our Clayton, New York Showroom



32' 2008 Freebody Victorian Launch



30' 1929 Hacker Triple Cockpit



44' 2014 Riva Rivarama



27' 1929 Ditchburn Viking



27' 1936 Minett-Shields Triple Cockpit



25' 2014 Bennington



38' 1929 Chris Craft Commuter



27' 2001 Vic Carpenter Custom Runabout



34' 2002 Clarion Cocktail Launch



36' 1946 Stephens Brothers Triple Cockpit



56' 1990 Custom Commuter

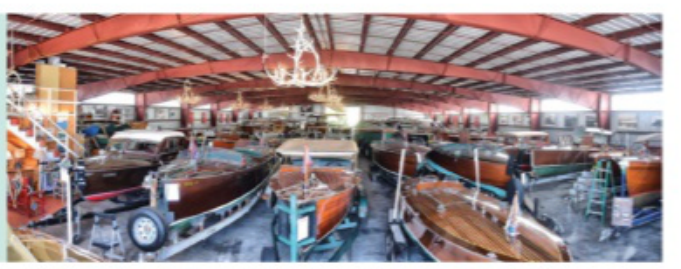


33' 2013 Riva Aquariva

OVER 1,600 BOATS AVAILABLE ONLINE

www.antiqueboatamerica.com

info @ antiqueboatamerica.com
800-675-4089
315-783-6100



HARBOR FREIGHT
QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

1,000+ Stores Nationwide • HarborFreight.com

PREDATOR BEATS HONDA*

SUPER COUPON

Customer Rating

3500 WATT SUPER QUIET INVERTER GENERATOR



PREDATOR 3500

NOW $699.99

SAVE $1,319

ITEM 56720/63584 shown

3500	MAX. STARTING WATTS	3000
3000	RUNNING WATTS	2800
100 LBS.	WEIGHT	131 LBS.
2.6 GAL	TANK SIZE	3.4 GAL
4	OUTLETS	4
YES	OVERLOAD PROTECTION	YES
212 CC	ENGINE SIZE	196 CC
YES	LOW OIL ALERT	YES
YES	PARALLEL CAPABLE	YES
YES	POWER SAVER	YES

$799.99 PRICE $2,019



HONDA EU3000iS1A

*HONDA EU3000iS1A stated specs

68449732

LIMIT 1 - Coupon valid through 3/14/20*

SUPER COUPON

OVER 5,000 5 STAR REVIEWS

FREE WITH ANY PURCHASE

SUPER BRIGHT LED/SMD WORK LIGHT/FLASHLIGHT

- Super-Strong, Ultra-Lightweight Composite Plastic
- Magnetic Base & 360° Swivel Hook for Hands-Free Operation
- 3-AAA Batteries (included)
- 144 Lumens

ALL IN A SINGLE SUPER POWERFUL LIGHT



COMPARE TO PERFORMANCE TOOL $13.52 MODEL: W2364

ITEM 63878/63991/64005 69567/60566/63601/67227 shown

68445712

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 3/14/20 while supplies last. Limit 1 FREE GIFT per customer per day.

SUPER COUPON

20% OFF ANY SINGLE ITEM*

68447133

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, safes, storage cabinets, chests or carts, trailers, welders, Admiral, Ames, Atlas, Bauer, Central Machinery, Cobra, CoverPro, Daytona, Diamondback, Earthquake, Fischer, Hercules, Icon, Jupiter, Lynxx, Poulan, Predator, Tailgator, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 3/14/20.

HARDY™ SUPER COUPON

MECHANICS GLOVES

AVAIL. IN SM, MED, LG, XL, XXL

Customer Rating

NOW $4.99

$5.99



COMPARE TO VALEO $14.99 MODEL: 25521

SAVE 66%

ITEM 62434, 62426, 62433, 62432, 62429, 64178, 64179, 62428 shown

68451748

LIMIT 4 - Coupon valid through 3/14/20*

Haul Master SUPER COUPON

HEAVY DUTY TRAILER DOLLY

Customer Rating

NOW $39.99

• 600 lb. capacity



SAVE 52% $64.99

COMPARE TO BUFFALO TOOLS $83.50 MODEL: BTTRDOLLY

ITEM 60533/64794/69898 shown

68453654

LIMIT 3 - Coupon valid through 3/14/20*

SUPER COUPON

7 FT. 4" x 9 FT. 6" CAMOUFLAGE WEATHER RESISTANT TARP

Customer Rating

NOW $4.49



$5.99

COMPARE TO WEATHERMASTER $8.99 MODEL: 300083999

SAVE 50%

ITEM 61765/46411 shown

68461218

LIMIT 4 - Coupon valid through 3/14/20*

JUPITER SUPER COUPON

2000 WATT CONTINUOUS/ 4000 WATT PEAK POWER INVERTER

Customer Rating

NOW $129.99



$164.99

COMPARE TO STRONGWAY $249.99 MODEL: 53071

SAVE $120

ITEM 63426/63429 shown

68463180

LIMIT 1 - Coupon valid through 3/14/20*

U.S. GENERAL SUPER COUPON

30", 5 DRAWER MECHANIC'S CARTS



Customer Rating

• 700 lb. capacity

NEW

YOUR CHOICE OF 7 COLORS $199.99

$229.99

COMPARE TO Snap-on BLUE-POINT $830 MODEL: KRBC10TBPES

SAVE $630

Item 64031, 56429, 64033, 64059, 64721, 64722, 64720

68475205

LIMIT 1 - Coupon valid through 3/14/20*

Haul Master SUPER COUPON

Customer Rating

3/8" x 14 FT., GRADE 43 TOWING CHAIN

• 5400 lb. capacity



NOW $19.99

$39.99

COMPARE TO $64.99 MIBRO MODEL: 426920

SAVE 69%

ITEM 40462/60658/97711 shown

68487783

LIMIT 4 - Coupon valid through 3/14/20*

DRUMMOND SUPER COUPON

Customer Rating

1525 GPH, 1/2 HP CAST IRON TRANSFER PUMP



$89.99 NOW $74.99

SAVE $95

COMPARE TO $169.99 WAYNE MODEL: PC4

ITEM 56148 63316 shown

68489764

LIMIT 2 - Coupon valid through 3/14/20*

drill master SUPER COUPON

Customer Rating

4-1/2" ANGLE GRINDER



SAVE 44%

COMPARE TO PERFORMAX $17.99 MODEL: 2411-1

$14.99 NOW $9.99

ITEM 69645/60625 shown

68503764

LIMIT 5 - Coupon valid through 3/14/20*

HaulMaster SUPER COUPON

18" x 12" MOVER'S DOLLY

Customer Rating



• 1000 lb. capacity

COMPARE TO BUFFALO TOOLS $22.99 MODEL: HDFDOLLY

$10.99

SAVE 65%

NOW $7.99

ITEM 60497/61899/63095/63096/63097/63098 shown

68507467

LIMIT 4 - Coupon valid through 3/14/20*

CEN-TECH SUPER COUPON

2/10/50 AMP, 12 VOLT BATTERY CHARGER AND ENGINE STARTER



Customer Rating

$54.99

NOW $29.99

COMPARE TO SCHUMACHER ELECTRIC $59.77 MODEL: SE-1250

SAVE 49%

ITEM 60581 3418/60653 shown

68512059

LIMIT 2 - Coupon valid through 3/14/20*

SUPER COUPON

200 LUMEN LED SUPER BRIGHT FLIP LIGHT

• Wireless, tool-free and easy installation

Customer Rating



NOW $2.49

$3.99

COMPARE TO PROMIER $4.99 MODEL: SW-SWITCH-12/24

SAVE 50%

ITEM 64189/64723/63922 shown

68520165

LIMIT 5 - Coupon valid through 3/14/20*

CENTRAL PNEUMATIC SUPER COUPON

3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS

• Air delivery: 0.6 CFM @ 90 PSI



$59.99

YOUR CHOICE $39.99

HOT DOG ITEM 69269 97080 shown

PANCAKE ITEM 61615/60637 95275 shown

Customer Rating

COMPARE TO PORTER-CABLE $98.62 MODEL: PCFP02003

SAVE 59%

68525157

LIMIT 2 - Coupon valid through 3/14/20*

PITTSBURGH SERIES 2 SUPER COUPON

#1 SELLING JACKS IN AMERICA

RAPID PUMP® 3 TON STEEL HEAVY DUTY LOW PROFILE FLOOR JACK

NEW

Customer Rating

NOW $99.99



• Weighs 78 lbs.

SAVE $90

COMPARE TO TEQ CORRECT $189.99 MODEL: T83001BZ

$109.99

ITEM 56618/56619/56620/56617 shown

68527384

LIMIT 2 - Coupon valid through 3/14/20*

Haul Master SUPER COUPON

Customer Rating

4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS

• 400 lb. working load



NOW $6.99

$12.39

COMPARE TO KEEPER $22.80 MODEL: 5505

SAVE 69%

ITEM 90984/61524/63056/63057/63150/56668/63094 shown

68528421

LIMIT 5 - Coupon valid through 3/14/20*

PITTSBURGH SUPER COUPON

LIFETIME WARRANTY

130 PIECE TOOL KIT WITH CASE

SAE AND METRIC

Customer Rating



NOW $29.99

$39.99

COMPARE TO $66.39 ANVIL MODEL: A137H0S

SAVE 54%

ITEM 68998/63248/64080/64263/63091 shown

68533773

LIMIT 2 - Coupon valid through 3/14/20*

SUPER COUPON

4 FL. OZ. STA-BIL PROTECTION ETHANOL FUEL TREATMENT AND STABILIZER

Customer Rating



SAVE 43%

NOW $3.99

$5.99

COMPARE TO GOLD EAGLE $7.10 MODEL: 22204

ITEM 62602

68546228

LIMIT 5 - Coupon valid through 3/14/20*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 3/14/20.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

TideSlide®

Mooring Products & Systems



Insurer Recognized Hurricane Plan

Does NOT have to line up with Cleats
SOLID 316 Stainless Steel Shaft
100% UV Stable Mooring Cleat
Self Lubricating & Never Bind
One Side Tie Ups or Slips
Sizes and Lengths for Any Boat or Dock

(Deck Mount Attachments - Extensions & Clamp Brackets Available)

TideSlide.com 1(800)780-6094

NAUTICAL CROSS

ADDED SAFETY AT THE DOCK AND THE WATER



BOARDING POLE
extra assistance boarding the boat
$79.99 | $99.99*

BURGEE POLE
Wave that Flag
$59.00

NAUTICAL CROSS
fits rod holder to quickly tie-off fenders
$79.99 | $99.99*

*shipping & sales tax extra

www.nauticalcross.com
419-341-0432



Comfort Custom Mattresses & Marine Bedding Inc.

CUSTOM MATTRESSES FOR YACHTS & BOATS



QUALITY, COMFORT, LUXURY, & SUPPORT
QUICK TURNAROUND ★ WORLDWIDE SHIPPING
Coils, Premium Foam, Latex Foam, Memory Foam
Mattress Pads & Fitted Sheets

Fort Lauderdale, FL USA | contact: 1.954.496.8400
www.comfortcustombedding.com

POWER &MOTORYACHT

SHOWCASE ADVERTISING

Contact Cathy Breen

CBreen@aimmedia.com

203.994.4640



Yacht Innovations
Marine Product Manufacturer
516-480-3388
www.YachtInnovations.com

Fender Hooks
UV Resistant Weatherproof Coating
1/3 The Price Of Leather Fender Hooks
Very High Quality Hand Made in the U.S.A
Special S.S. Detent Pin Prevents Fender Hook From Falling Off Rail
We Do MEGA YACHTS Too!
Offset Line Guide
PVC or Powder Coated
We Can Easily Make Custom Sizes To Fit Any Boat
For Oval Rails
Very Easy To Adjust Line Height
Patented 100% Stainless Cleat

LassoMate
Unique Line Handling Device
Pull Back On LassoMate To Release Line Onto Piling Or Cleat
Attaches To Any Standard Boat Pole

Rod Holder Cleat
Low Profile Design
Hang A Fender Anywhere A Rod Holder Exists
Heavy Duty Anodized Aluminum

Fender Fasteners
Perfect For Smaller Boats!
Easily Hang Adjust & Remove Fenders
Many Color Options Available
Our Exclusive Design

Inflatable Fenders
Authorized Premier Dealer

They protect us. Every day. Every night.
And they need your support.

★ ★ ★

Inspire leadership, learning and a legacy of service by supporting the brave men and women of the United States Coast Guard through the Coast Guard Foundation.

To learn how you can help, call (860) 535-0786 or visit our website at www.coastguardfoundation.org. Ask about our Boat Donation Program.



USCG PHOTO BY PA1 TOM SPERDUTO

BOATS FOR SALE

REDUCED $50,000
$225,000



REDUCED! Freshwater, under cover. Current survey appraised at $507,000. T750hp Detroit diesels, 25kw genset, 8kw genset, good electronics, 5 staterooms, 5 heads, $100,000 major refit, replacement cost $3 million, new bottom paint and underwater gear inspection. Trade-in considered. Google Gaylewinds.com for details.

CALL JOE KING
865-675-2143

CHARTERS

Chitwood Charters



Florida's Beautiful West Coast
White Sand Beaches
Marine Jacks Sarasota Florida
36', 42', 49' Grand Banks,
Bareboat/Captain

(800) 769-1399
www.chitwood-charters.com

MARINE EQUIPMENT



BOAT SLIPS

BOATING IN MARCO AND NAPLES? ...A DREAM COME TRUE



Explore boaters paradise , MARCO ISLAND FLORIDA. Homes on the water minutes from the Gulf of Mexico, beachfront condos and deeded live-aboard boat slips at the Marco Island Marina, a full service live-aboard marina with a full time dock master next to the Marco Island Yachwt Club. You can own a 40 foot, 45 foot or 50 foot deeded ownership boat slip. Come discover the joy of boating Florida's wonderful west coast while savoring the amenities of Marco Island and Naples Florida.

CALL ME TODAY
Capt. Geoff Fahringer • 239-253-4091 • E-mail: Gfahringer@yahoo.com

MARINE INSURANCE

MARINE INSURANCE

KEVIN E. SEVERANCE
INSURANCE AGENCY

"Discover the Difference"

Motoryacht • Sail • Sportfish
Pleasure/Charter • Extended Navigation
Auto • Home • Recreational • Business

Multi-Policy Package Discounts

800-816-7714

www.insurancenavigators.com
kevin@insurancenavigators.com

TOTAL DOLLAR
Yacht Insurance
888-226-2846
www.totaldollar.com

POWER & MOTORYACHT

HART SYSTEMS, INC.

THE TANK TENDER



The Original Tank Measuring System
Made in the USA
by Hart Systems, Inc.
Since 1982

ACCURATE tank measurement made easy when just one TANK TENDER measures from 1 to 10 water, diesel and holding tanks. Pneumatic, long term reliability, no electricity, no batteries.

Easy installation and operation.

253-858-8481
www.thetanktender.com

SHIPS STORE ADVERTISING
For Rates & Advertising Information
Contact Cathy Breen | cbreen@aimmedia.com

MARCO ISLAND YACHT CLUB LAUNCHES NEW RIVERSIDE MARINA

22 Wet Slip Memberships Available from 50-125'

MIYC Riverside Marina Features

- 27 new slips ranging from 50 – 125 feet, providing quick 1 ½ mile access to the Gulf of Mexico
- Complete availability of water, electricity, pump-out facilities, lighting and security cameras
- Full-time Dockmaster on premises. Valet service available
- State-of-the-art marina providing the latest in docking technologies
- Exclusive use of your MIYC Riverside Marina Wet Slip
- Ability to lease out your slip when you are not using it
- A design capable of withstanding waves of up to 4 feet
- A dock system designed to meet Cat I Occupied/Cat III Unoccupied hurricane standards
- Full Member status at the Marco Island Yacht Club with access to all facilities, events, member activities, and trips





Riverside Marina Expansion



CONTACT THE MIYC RIVERSIDE MARINA WET SLIP MEMBERSHIP SALES TEAM TODAY:

Captain Geoff Fahringer | Lee Dorison, Bridge Officer | Ken Gandy | www.marcoislaodyachtclub.net | Direct: (239) 877-3777

POWER &MOTORYACHT

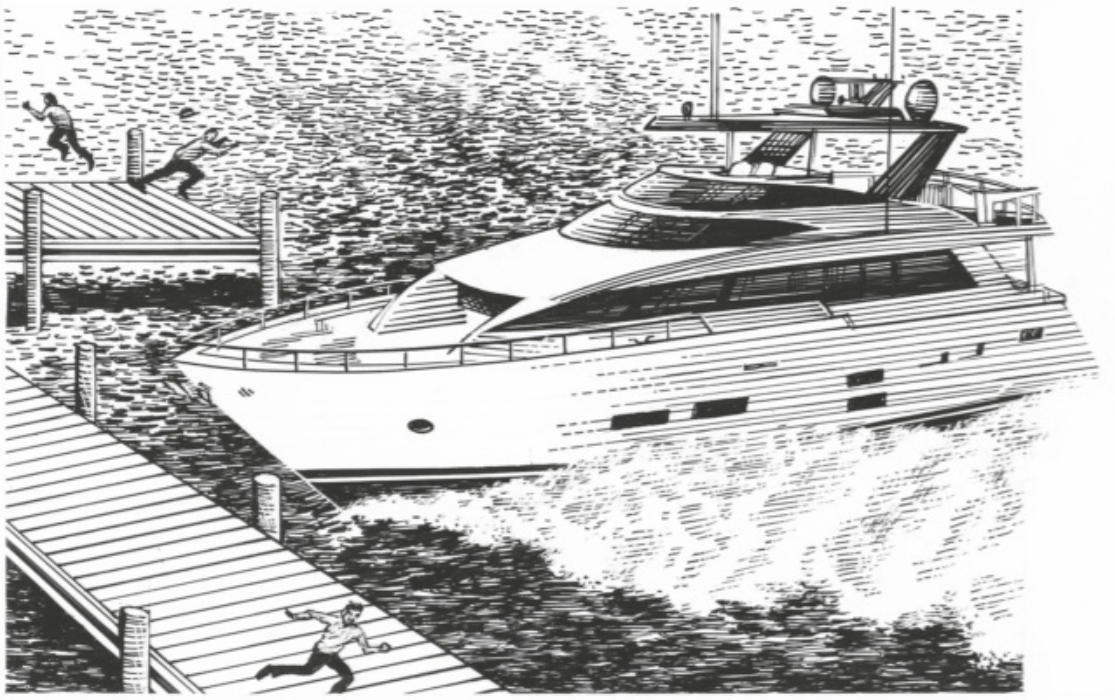
SHIPS STORE
ADVERTISING

For Rates &
Advertising
Information

Contact Cathy Breen
cbreen@aimmedia.com

SEA BAGS





Troubled Waters

Why not leave your joystick off occasionally? Keeping old-school boathandling skills current may just bail you out of a jam. By Capt. Bill Pike

Several years ago, I was delivering a 48-foot express cruiser along the Gulf Coast when an unusual and unexpected glitch meddled with my mellifluous state of mind. While easing slowly into a marina for an overnight stay, the boat's joystick control began to misbehave. More to the point, when I bumped the stick from side-to-side or dead ahead to maintain a slow but steady course while scouting for my designated slip, the effects were sporadic, unpredictable. Sometimes I got a response from the boat's pod drives, sometimes I didn't. And this hit-or-miss failure to communicate with the propulsion machinery under my deck shoes continued as I began rotating for a backdown.

I had another problem to contend with. Because good ol' Lady Luck had seemingly turned a tad sour and uncooperative, there was a sporty crosswind blowing at the same time my joystick was flubbing up, thereby complicating the backdown even further. Yeah, I know—I shouldn't have pushed the envelope on this one, but I did. And eventually, via a sweaty joystick, I got the cruiser backed into her slip that evening, although there was a price to pay. For starters, the paint on one of her brand-new quarterguards got scratched. And then, the stress involved in dealing with two failed (and rather uproarious) backdown attempts prior to my final, frenzied, frazzled success, was so intense that I was literally shaking like a leaf when all was said and done.

Hindsight, of course, is 20/20. But if fate were to grant me a second shot at docking that particular boat on that particular evening, I'd have gone with an entirely different approach. Rather than sticking with a reliable and perhaps overly familiar technology that was royally screwing up, I'd have tapped the OFF switch on the joystick, thereby causing control of the boat's pod drives to revert to her steering wheel and throttles. Then I'd have either kept on keepin' on with my backdown using old-fashioned twin-screw technique or, given the oomph of the crosswind, maybe I'd have simply spun the boat around and slid her into the slip bow-first. Such thoughtful measures would have resulted in lots less stress and, most likely, no damage at all.

I admit, however, that there's a faint whiff of presumption hanging over my fond imaginings here. Let's face it—if a skipper needs to switch from his joystick to so-called manual control for some reason, it's absolutely necessary that he be at least semi-familiar with operating his boat with two sticks and a steering wheel. Otherwise, it's very likely that he'll get himself into way more trouble than the trouble he may have been headed for in the first place.

So, here's a pint-sized, albeit experience-based, suggestion expressly designed to head worst-case scenarios off at the pass. If you own a pod-propelled boat with a joystick, leave it off occasionally as you approach or exit your berth and then, for a few minutes, in an uncongested spot, practice doing the traditional, old-school, twin-screw thing. Just to keep your hand in. And if, for some reason, you've somehow bypassed twin-screw boat handling skills on your way to joystick proficiency, get somebody to show you the ropes. It ain't rocket science.

I'm not trying to be an alarmist here. Modern joystick-controlled propulsion systems are exceptionally reliable. Since their introduction well over a dozen years ago, I've lost track of how many of these vessels I've maneuvered and docked under all kinds of conditions around the world. And, believe it or not, that memorable little glitch on the Gulf Coast years ago represents the only joystick system that's failed to perform the way I thought it should have.

But the bottom line is still obdurate. All joysticks, no matter how well they are engineered and installed, rely on complex, computerized electronics, and there's no denying that the marine environment remains decidedly unfriendly to such highly sophisticated, fly-by-wire, electrically energized technologies. This may not be pretty, that's for sure. But hey, that's just the way it is. ❐

KENT BARTON

POWER & MOTORYACHT (ISSN 0086-441). February 2020, Volume 36 Number 2 Published monthly by Active Interest Media, 10 Bokum Road, Essex, CT 06426 and at additional mailing offices.
Copyright © 2020 by Active Interest mEDIA. All rights reserved.
Periodicals postage paid at Essex, CT 06426 and at additional mailing offices.
Single copy price is $9.99. SUBSCRIPTIONS: U.S. and U.S. Possessions $19.95 for 12 issues. Canadian orders add $15.00 per year and international orders add $30.00 per year (for surface mail postage). Payment in advance, U.S. funds only. POSTMASTER: Please send address changes to: POWER & MOTORYACHT, PO Box 37274 Boone IA 50037-0274 Phone: (860) 767-3200; fax: (860) 767-1048. Printed in the USA. Canada Post Publications Mail Agreement No. 40612608. Canada returns to be sent to IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

30 October- 3 November
Superyachts Pavilion
Booth # 666

MC² QUICK GYRO
- SMART, COMPACT DESIGN
- EASY INSTALLATION
- AIR COOLED
- FAST SPOOL UP TO RATED RPM
- ROLL REDUCTION UP TO 95%
- LOW NOISE
- REDUCED MAINTENANCE

MC² Quick Gyro stabilizer, developed by Quick, can reduce the boat roll up to 95%.
As result of great experience, research and technological innovation, it is equipped with a mass revolving around a horizontal axis.
This solution results in lower mechanical stress, less friction and therefore lower heat output.



LET YOUR LIFE BE PERFECT

mc² QUICK GYRO

QUICKUSA INC

810 Oregon Avenue, Ste. F - Linthicum, MD 21090 - Ph. 410-636-5991 - Fax 410-636-5995

www.quickusa.com | www.quickitaly.com

Sunseeker

Life is a series of moments all called now

THE NEW MANHATTTAN 68







SUNSEEKER.COM

Join Sunseeker at Miami Yacht Show (13th – 17th February 2020)

GRANDE YACHTS
Boston | +1 (410) 643-5800
Chesapeake Bay | +1 (410) 643-5800
Fort Lauderdale | +1 (954) 606-0445
North Carolina | +1 (910) 338-4890
Palm Beach | +1 (561) 296-9800
Pompano | +1 (754) 600-5700
South Carolina | +1 (843) 256-8900

JEFFERSON BEACH YACHT SALES
Catawba Island | +1 (866) 490-5297
Charlevoix | +1 (866) 490-5297
Chicago | +1 (866) 490-5297
Grand Haven | +1 (866) 490-5297
St. Clair Shores | +1 (866) 490-5297

M&P YACHT CENTRE
Vancouver | +1 (604) 692-0333

NAUTIKOS
Miami | +1 (305) 856-4050

STRONG'S MARINE
Long Island Sound | +1 (516) 906-2229
Port Washington | +1 (516) 906-2229
Southampton | +1 (516) 906-2229