

Fleet Activity

Fleet activity news has always taken a brief look at concepts, deliveries and yachts in build and delivered. This year we look in greater detail (and fewer numbers) at the most significant in period. Our Editorial Team – Justin Ratcliffe, Rachel Redhead and Vam Thomas – ably supported by Ellie Brade's research will be in constant contact with yards, studios and brokerage houses to bring you unique data on these yachts. Those in print and also projects that are not available on superyachtintelligence.com will all be in digital form online – real time updated and fully searchable. Thus through print and digital you will be able to see all the activity and gain greater insight than before.

Icons in a 62m, 72.5m and 80m Platform



A FEATURE IN FLEET ACTIVITY IS THAT SOME YACHTS WILL BE MARKED WITH A CODE. THIS MEANS FULL DETAILS OF THIS YACHT CAN BE VIEWED ON SUPERYACHTINTELLIGENCE.COM. SIMPLY TYPE THE CODE INTO THE BOX NEXT TO THE SUPERYACHTINTELLIGENCE.COM LOGO (TOP LEFT) OF THE HOMEPAGE.



THE VERY FIRST ICON YACHT IS DUE TO BE VERY SHORTLY LAUNCHED FROM THE Harlingen, Netherlands, yard. As well as representing what they can offer the superyachting world for the first time in reality, the 62m yacht epitomises the yard's philosophy of clever, intelligent design, even in areas not immediately visible. This will be appreciated by owners as running costs are studied (even if only to demonstrate environmental awareness).

The ICON 62 (left and below) was designed from the outset to be built to the best standards in the industry and with a view to long-term satisfaction. Her Redman Whiteley Dixon exterior styling will be displayed to the public at the Monaco Yacht Show this year. Redman Whiteley Dixon have been very busy working with ICON; the design house has also taken the 62m platform further with a 72.5m Chaser version (opposite) following on from the change to the Lloyd's 'P' Notation regulations, which now allows the 62m platform to be extended to as much as 77m. The purposeful and racy Chaser incorporates a full LY2-rated helicopter landing facility and certified maintenance hanger, large tenders and submarine stowage. The ICON 72.5m 'Chaser' has been designed to act either as a fully integrated helicopter and large tender support platform to a larger vessel or indeed as an highly independent exploration and adventure yacht with built-in facilities to explore the far corners of the earth. The ICON Yachts team has also been working on a bigger 80m platform that will allow owners wanting 80–95m (and even as much as 110m) custom yachts built efficiently. ICON Yachts is releasing very little on the layout that will 'ride' the platform yet, except to say that a number of the big names in design are already showing an interest and introducing the concept to existing clients that have built yachts and are looking to trade up. It is also been said that diesel-electric will be the preferred powering option, so we look forward to hearing more on that project(s) when available.

www.iconyachts.eu

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Value-added Refit and New Builds Against the Odds

THE COMPLETE REBUILDING OF A CLASSIC 68.5m (bottom) motoryacht (originally launched in Italy in 1991) at Amels recently proves that new builds are not the only kind of work taking up their time in the Vlissingen yard. The initial assignment for Amel's refit department was to make some interior changes, significantly alter her exterior, and refurbish machinery and systems. Midway through the refit, though, the owners requested more work, which finally required nearly 18 months to complete.

The yard made structural changes, including reinforcement of the hull scantlings to accommodate new zero-speed stabilisers, while the sun deck structure was also modified to add new sun beds, a shaded dining area, and a Jacuzzi, with all new teak decking.

They also completed extensive work to the luxury areas and crew accommodation, a thorough mechanical and electrical refurbishment with the addition of high-end audio-visual/entertainment

and IT systems, and a re-paint from top to bottom.

Amels currently has an immediate refit slot open, and can accept a yacht up to 200m in its largest drydock, which is 215m long, 30m wide, with air draft of 46m.

The yard has been further defying the current cash climate by adding to its new builds list with the creation of a new model in its LIMITED EDITIONS series, which has come about in order to meet "global client demand" – a very promising indication indeed!

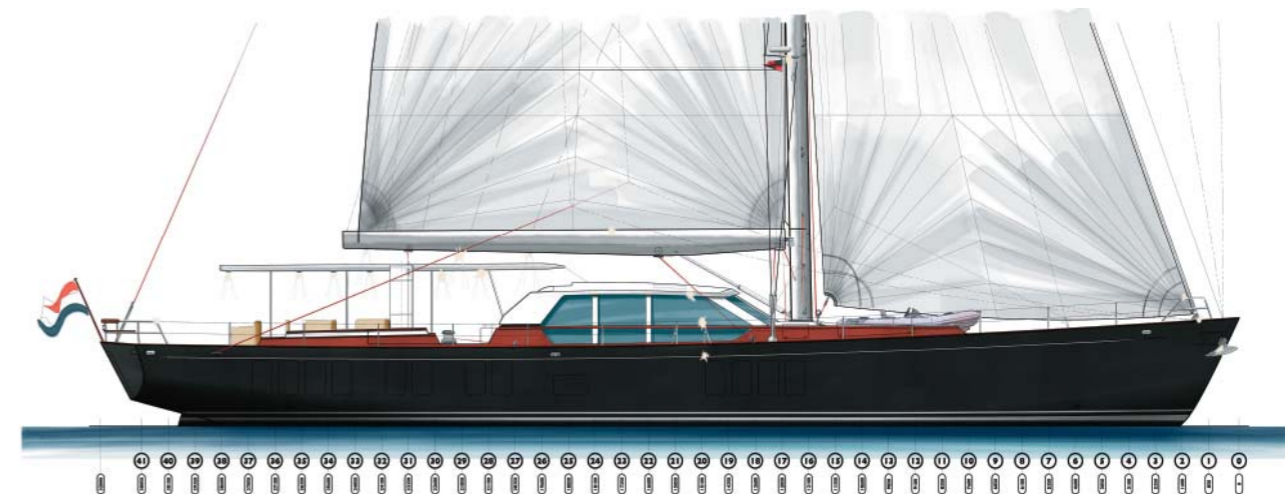
The new model is the 54.30m LIMITED EDITIONS AMELS 177 (left), which was borne out of a Amels 171 client requesting sufficient space for a touch-and-go helipad, an indoor/outdoor "beach club" with steam bath, shower, day toilet, changing area, entertainment centre, a longer aft-deck area, and a larger lazarette for stowing watersports gear. Amazingly all these extras only required a hull extension to 177 feet, with no change in beam. The changed aesthetics and greater amenities of Tim Heywood's original shaping have therefore led to Amels offering the LIMITED EDITIONS AMELS 177 as a distinct new model.

It has fundamentally the same accommodation arrangements as her predecessor, but includes all the features mentioned above along with a larger transom door to ease water-toy handling, as well as Amels-pioneered zero-speed stabilisation and environmentally friendly genset exhaust soot filters. The 650-gross-ton Amels 177 will be built to Lloyd's Register Class and MCA LY2 compliance, and helps to total Amels' current projects under way up to a healthy 11.

www.amels-holland.com
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...Make a Beautiful Team



PENDENNIS ARE MIDWAY THROUGH CONSTRUCTION and final fit-out of a 32m/105ft aluminium motorsailer from Barracuda Yacht Design intended for a European client. Interior design has been created by Javier Muñoz, which will include a high standard of fit and finish – standing true to the owner's demands.

Pendennis will complete the yacht within a tight envelope of weight and noise control, to achieve a balanced compromise between cruising performance and optimum comfort. The hull profile is traditional with a gently rising shear-line, traditional bow and raised counter stern. The yacht is also very space-orientated, incorporating the use of as much natural light as possible. This has been achieved mainly through a series of tall windows set into the hull structure itself and an elevated pilothouse, that also features a large area of glass. Barracuda have alleviated any potential concerns about the integrity of the carbon rig, bearing in mind the larger than normal window area in the hull, by ensuring the rig tension is focused on the double bottom rigid structure, thereby diverting most of the stress away from the hull.

On the aft deck Barracuda have positioned the cockpit coamings and seating right out to almost the full-beam width. This has allowed for a very generous and sociable external living area.

Under sail the Barracuda 105 has been designed for ease of handling and will carry a self-tacking jib and no running backstays. A retractable bulb keel of draught range 3.6m to 5.5m will enable a wider range of cruising and anchoring opportunities. Entering the pilothouse from the cockpit brings you into the upper saloon area which will be mainly used during the day and for less formal occasions. From here a stairway forward leads down into the lower saloon, offering the owner and his guests privacy and a more formal dining experience, centred around a table with seating for eight people. The upper saloon rear stairway allows access to two twin-bedded guest cabins, each with full en-suite facilities. Following on through a central doorway takes you into the owner's suite, which utilises the full-beam width of the yacht and is dominated by the use of four viewing windows on each side. This room has twin bathrooms, separate settee seating and a separate desk area.

Developed from the Barracuda 28m, this one-off new 32m yacht is due for completion during summer 2010.

www.pendennis.com
www.barracuda-yd.com
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CODE: SI00011

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A Prince, Not a Pauper



A NEW 60M YACHT FROM BILL PRINCE Yacht Design has been created as a “clean sheet” design catering to the 21st-century yacht owner.

The development of this vessel started as a happy coincidence between Bill Prince’s office and a North American builder currently constructing yachts in the 80–85m range. Bill told *TYR*: “I had been wanting to develop this yacht and they expressed an interest from a handful of clients wishing to see something smaller than an 85m (imagine that...)”

The design of the 60m has been developed over the past six months, but as many projects like this go, it has been seen on more than a few napkins over the past year and a half as ideas have been collected for a project of this complexity.

Bill Prince has been involved in the design of composite and aluminium yachts from 12m to 65m since he graduated from engineering school 13 years ago. Prior to starting his own design and engineering firm in 2006 Bill worked as a design engineer for America’s Cup winner Ted Hood, Michael Peters Yacht Design and Island Packet Yachts.

Currently Bill Prince Yacht Design are

designing 21m and 24m motoryachts for Altima Yachts in Montreal as well as a 43m aluminium motor yacht alongside the 60m – which is the largest project to date for the company who have done all of the design and engineering work in house.

The vessel is still in the preliminary engineering phase, so the written equipment specification is still subject to the client’s wishes. She has, however, been designed to incorporate many features commonly found on larger superyachts whilst being a more manageable size (that is easier to berth in yacht ports worldwide). She is intended as a floating resort in that respect, due in large part to her outdoor spaces on the main deck. The pool there is open to a covered lounge/bar area immediately forward of it and, adjacent to the full-beam main saloon and dining areas.

Other features of note include the articulating pool bottom, which can rise to create a broad open deck space. Port and starboard water-level lounge areas are created aft when the hull side doors are lowered. These areas to either side of the pool also hold tenders and a wide variety of water toys. They are accessible from companionways

in the open-air main deck lounge forward of the pool. Two additional spa areas are on deck, one forward of the pilothouse and one on the uppermost deck. This top deck includes dining for 12 guests and a forward-facing bar, all under the twin umbrella-style hardtops whose glass sections can become opaque at the flick of a switch. Another feature, which Bill Prince says he hasn’t seen on any other current superyacht, is a metal-finish sheer/bulwark running from stem to stern. This will be done in one of two ways, either by clear-coating the bare aluminium topsides in this area or by priming and painting the metal to look like bare aluminium. The latter would be a less authentic process but may prove to be more practical for the crew from a maintenance perspective.

The vessel’s hull design is on the slender side (10m maximum beam); this will help give her efficient hull-speed cruising characteristics, which will be enhanced by her bulbous bow. Unfortunately at this point the builder does not wish their identity to be published so we shall wait with bated breath to see who will build this bold new design.

www.billprinceyacht.com
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A Speedy Race to the Finish for Feadship

IN JANUARY KONINKLIJKE DE VRIES Scheepsbouw launched the 53.50m (175ft) *Hurricane Run* at its yard in Aalsmeer. This Feadship was built for a repeat client, whose most recent yacht was the 49.99m (164ft) *High Chaparral*, launched in 2004.

Hurricane Run is a further development of *High Chaparral* in terms of layout, with a more contemporary interior by Terence Disdale. It seems that her exterior design brief was to create something new that further enhanced the Feadship look, and De Voogt feel that they have succeeded in doing just that.

Hurricane Run is in fact 3.5 metres longer than her older sister and incorporates all of the owner's favourite aspects of *High Chaparral* whilst optimising them

still further. Her bridge deck aft is a fine example of this.

One key difference between the yachts though is the colour of the superstructures: *High Chaparral* is off-white, while *Hurricane Run* is anthracite – a grey colour that accentuates the long lines of the yacht, which are softer yet still retain the robust look of *High Chaparral*. Another major change is the central location of the staircase on *Hurricane Run*, which has allowed for the creation of a large open-plan main lounge and dining room instead of two separate rooms. She impresses onlookers from outside and certainly impresses from the inside with Terence Disdale commenting on *Hurricane Run*'s interior as “unlike anything we have ever done before”.

Terence first designed a Feadship interior (the 52m *Rio Rita*) 25 years previously – so the comment speaks volumes regarding her interior look.

Interestingly, like *High Chaparral*, *Hurricane Run* is also named after a prize-winning racehorse; indeed one of the best racehorses in the world. Build captain Andy Davies commented on this, saying: “It is very fitting that this masterpiece of a yacht has the same name – she too must be one of the best in the world and this is down to the care, attention, dedication and hard work of her builders. Feadship can be very proud of what they have achieved here.”

www.feadship.nl

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CODE: SI00012



Dream a Little Dream

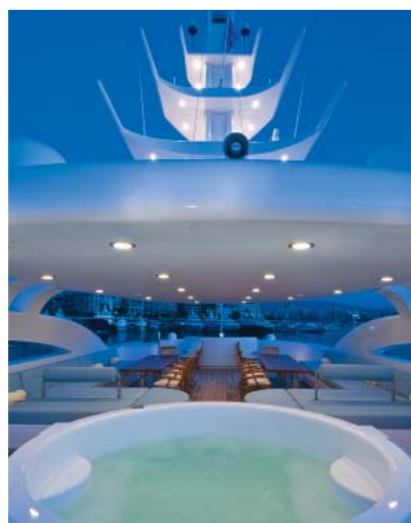
IN 2007 GOLDEN YACHTS LAUNCHED THE 51-metre *O'Ptasia* from the Lamda Nafs shipyard at Parema in Greece, the first in a series of three yachts designed inside and out by Giorgio Vafiadis and destined for the international charter market. *O'Ptasia* was quickly sold, however, by Ocean Independence Cavendish White to a Russian owner just a few months after delivery and renamed *Victory*. *O'Neiro*, the second in line launched recently, is 1.5m longer than her twin sister, while the third hull is in build at Lamda Nafs.

Giorgio Vafiadis has a long working relationship with Golden Yachts, who operate a fleet of luxury charter yachts and started building their own vessels in 2005 after commissioning *O'Ceanos* with Italian builder Mondomarine. Unlike *O'Ptasia*, which had a dark Palissandro wood interior, Vafiadis chose a much lighter colour scheme for *O'Neiro* using American walnut and an exotic hardwood once commonly used for parquet flooring called Afrormosia that ranges from honey gold to a rich dark brown. A comfortable beam of nine metres gives the impression of being on a much larger vessel and large windows provide for good all-round visibility when seated in the main and upper deck lounges. Though over 500gt *O'Neiro* draws a relatively modest 2.8m of water, which makes most

marinas around the world accessible to her. Able to sleep 14+2 guests in seven cabins during private cruises, the starboard side VIP on the lower deck can be joined with the adjacent twin cabin via a system of sliding doors – an intelligent solution for a yacht that may host charter guests with small children. The master suite is located on the main deck and has its own lounge area, plus large walk-in wardrobe and generous bathroom with shower and Jacuzzi bath. The main deck also accommodates a twin cabin, a vast salon and professionally-appointed galley able to meet all eventualities from light suppers or candlelit dinners. The upper deck houses another VIP cabin, again with a king-size bed, sofa and bathroom with Jacuzzi and separate shower cubicle.

Designed for living *en plein-air* from stem to stern, *O'Neiro* has a spacious sun deck, complete with sofas, pantry services and Jacuzzi, and a comfy lounging area in the bow for additional privacy and panoramic views. Tenders and toys include a custom line 5.4m Novurania, a 6.15m SeaRay, a three-seater Yamaha Waverunner and two two-seaters, scuba diving and water skiing equipment. Fitted with two MTU 16V 2000 M70 series engines for an operational speed of 15 knots and maximum speed of 19 knots, *O'Neiro* translates as “Dream” in Greek. Vafiadis told *TYR* he is currently working on another yacht of the same name under construction in Greece, although this one is a 103m megayacht for a private client.

www.goldenyachts.gr
JR



One of a Kind

CRN HAVE TAKEN ON THE BIGGEST CHALLENGE OF THEIR SHIPYARD HISTORY with their largest build to date. Vessel number 129, which will be built out of aluminium and steel, will measure some 80m – making it the largest yacht ever built in Ancona – when launched in 2011. The new 80m is yet another creation from the CRN technical staff, who handled the naval architecture, and the design company Studio Zuccon International Project, who created the 80m's external layout. The decoration of the interior meanwhile has been produced by designer Laura Sessa Romboli at the request of the owner. Capable of holding 12 guests, as well as a crew of 30, she features a stern beach platform (made possible by a hatch that lowers itself until it hovers just over the water), massive windows, which allow light to pour into the ship's interior and the entire main deck set aside for guest quarters. On the starboard side of the ship is a business room, also for guests – it includes a terrace perched over the waves, formed with a hatch that lowers to 90 degrees which can be outfitted with table and chairs when the yacht is docked. The owner decided to have an entire deck set aside as an owner's domain, for himself and family, covering a combined indoor floor space measuring some 240m². The entryway on that deck is completely private: only the owner and the members of his family can access it by using the elevator that connects the lobbies of the various decks, or



by landing with a helicopter aft on the same deck. In the forward portion is a large bathroom, a beauty salon and two large walk-in closets.

The owner's passion for wine has also transformed the below-decks area, reaching from the lower deck, into a fully fledged wine-tasting and cellar facility, holding up to 1,200 bottles, while the rest of the below-deck space is taken up by storage, laundry and other utility spaces. Interestingly the bridge of the ship features a first for a CRN (*and most other yachts too – Ed*) with a circular layout – a design innovation that provides the captain and crew with a more extensive view of the sea. The strength of this new 80m project is its individuality as hull 129 is the ultimate expression to date of the innovation and quality to come out of CRN.

www.crn-yacht.com
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CODE: SI00013

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R (U) Custom?

THE INRIZZARDI GROUP, WHICH INCLUDES the Rizzardi, Posillipo, Italcraft, Diano, Santa Yachts and Parisi brands, has decided to expand into the custom market in order to meet growing demand from its clients. The first example of this new venture is the RCustom 105 – the R stands for Rizzardi – currently in build at its facility in Gaeta near Naples. Designed by naval architect Tommaso Spadolini with a hull form based on the Italcraft 105 and optimised by Umberto Tagliavini (Marine Design & Services), construction of the VTR/Kevlar hull and superstructure is at an advanced stage and the launch is scheduled for this summer.

The RCustom 105 is distinguished by its contemporary, muscular lines and originates from the owner's request for a one-off design to replace his existing 85ft motoryacht. The yacht's profile is aggressively arched and recalls to mind the exterior lines of another Spadolini design, namely *Nina J*, the 42m Baglietto launched in 2005. "The Neapolitan owner liked the styling of *Nina J*", confirmed the designer, "but the maximum length was limited to 32m or the yacht wouldn't fit in the mooring berth available." The wide-body solution means the yacht has generous interior volumes despite its shorter overall length, offering enhanced space and comfort when compared with standard designs of a similar size. Unlike on other wide-body hulls, the owner also requested portholes that can be opened.

"This is the owner's sixth yacht", continued Spadolini. "He started with a 12-metre boat and his last was an Alalunga. He spends up to six months a year aboard and so having space and comfort was important not only for himself and his family, but also for his crew." In fact, the crew are provided with spacious dinette and the three cabins all have en suite shower cubicles – unusual on



a yacht of this size. Instead of a fourth guest cabin on the lower deck, there is a dedicated laundry, which means no more ironing in the corridor for the stewardess!

The layout provides for the master suite on the main deck and guests can access the fly deck from inside the yacht without passing through the wheelhouse – an intelligent solution that keeps crew and guest areas separate and the operations area clear of traffic. The experienced owner turned down the option of hydraulic balconies and other such features, believing that unnecessary technology is likely to break down at sea. The RCustom 105 has no gangways at main deck level, but walkways are provided each side on the upper deck that slope down towards the bow. The yacht is powered by the new MTU 12V4000M93 (3,150hp) engines, which, combined with a remarkably hydrodynamic hull, will deliver speeds of up to 38 knots.

www.inrizzardi.com

JR



Sultan Marine Superyachts



SET UP ALMOST 25 YEARS AGO IN TAVSAN BURUN, JUST OUTSIDE BODRUM, BY ENGLISHMAN David Price Williams and his Turkish business partner Ibrahim Apak, Sultan Marine has – until recently – been known for building gulets. But their latest Great Nautilus project, a 50m steel and aluminium schooner with exterior and interior styling by Evan K. Marshall, is a radical departure from the traditional vessel, although it retains the high volume typical of the gulet-style hull. "We are bringing in a great deal of outside influence, especially on the design front", said David Price Williams. "So although Bodrum is not well known for its modern yachts, the designers are. That, to me, is the way forward for all Turkish boat builders."

Evan K. Marshall is equally enthusiastic about the project: "One of the most critical questions in large-yacht design is: 'Can we achieve the quality of finish demanded by the international superyacht market?' Having seen first-hand everything from the hull construction to the wood and marble finishes available at Sultan Marine's Bodrum facility, I can say confidently, 'Yes, we can!'" Due to launch towards the end of 2009, much of the yacht's lavish interior – soft

furnishings, veneer work, cabinetry and window dressing – has been assembled in the yard's own nearby furniture factory, which also supplies other shipyards in the area and where interiors are mocked up for viewing by clients prior to installation. The main deck master stateroom is more than 35m², featuring an owner's study, his and hers bathrooms and walk-in wardrobes. Below there are three VIP staterooms and two twin guest staterooms for a total capacity of 12 guests, who will be looked after by a crew of up to ten. The main salon and dining room have floor-to-ceiling windows and there is a full-beam upper deck sky lounge and bar, plus sundeck with spa pool. The interior design notes include cherry, burl, onyx and marble mosaics. Her UK Halsey sail plan provides an area of more than 900m² and under sail she will make more than 12 knots with minimal heel.

In addition to the 50m super schooner, Sultan Marine has also been commissioned, in partnership with sister yard A-Marin, to deliver the first of a semi-production series of 28m, all-aluminium, blue-water sailing yachts designed by Ron Holland. Further projects being discussed with buyers, private clients and brokers include the construction of a series of motor yachts under 50m as well as a number of custom yachts of between 39m and 90m. In terms of size, Sultan Marine's closest local competitor is Aegean Yachts, but by choosing to bring in the big name designers they are also knocking on the door of the big name brands such as Perini Navi and Royal Huisman. If they can build to comparable quality, then cost will become a crucial factor as owners start to take a closer look at what they're getting for their money.

www.sultanmarine.com

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CODE: SI00014



Out of the Ordinary

A SERIES OF YACHTS IN NEW, SLIGHTLY OFF-THE-WALL CONCEPT DESIGNS FROM SV Design by Sylvain Viau are yachts that are intent on respecting nature, designed to sail effectively and be comfortable when anchored at the marina.

The first is an 80m yacht, developed in early 2008, called *Organik*, which has been designed with the notion of “Enjoy and respect nature”. The idea was to produce a vessel with a reduced carbon footprint in both the build process and through life. She has a bio-organic structure design inspired



from animal physiology, with wide deck spaces and openings to emphasise the surrounding nature. Natural products have been used and a hydrogen power plant for propulsion and domestic services are on board.

Next in line is the 89m *Cyclop*, a yacht that is completely tuned towards light. The huge eye-like feature that is the wheelhouse and owner’s deck is without a doubt the inspiration behind the yacht’s name. Detail design comes from 1900s’ steel architecture and space age, with a lot of work still to be carried out before she’s ready to go.

Third on the list is *Mauritius*, a 110m retro-futuristic, steam punk concept; 10,000 gross tons of late 19th-century battleship style. It is described as

“A revival of this golden age when engineering and techniques were synonymous with progress and better life”. The decks, superstructure and windows have all been kept in line with that design idiom, whilst incorporating modern equipment. Propulsion will be achieved through three modern diesel engines instead of huge steam machines. The interior of *Mauritius* could be described as vintage, concealing high-level technology.

SaFe is a 59m conventional yacht that was a brainstorm exercise for SV Design and some weaknesses were found, which has propelled the company to work on Bunker and integrate all the lessons learnt from *SaFe*. Possibly the most interesting of all of these designs is the Magma Family, made up of *Magma*, *Iceberg* and *Obsidienne*. The design took inspiration from modern architecture and vulcanism, using textures and shapes instead of colours and smooth surfaces.

This taster of Sylvain’s concept designs brings something so different to our table, our appetite simply grows for more.

www.sylvain.viau.free.fr

VT

A New Northcoast

Deceptively spacious, sleek dynamic exterior, smart layout with minimal, clean, angular interior architecture is how the new Northcoast 38m raised pilothouse motoryacht may be described. This will be the first 125 in a new series, based upon a proven Northcoast hull design that has served the past six FRP yachts over 30m over the past 10 years. Adriel Design are currently working on the interior of this 38m, their first venture with the yard.

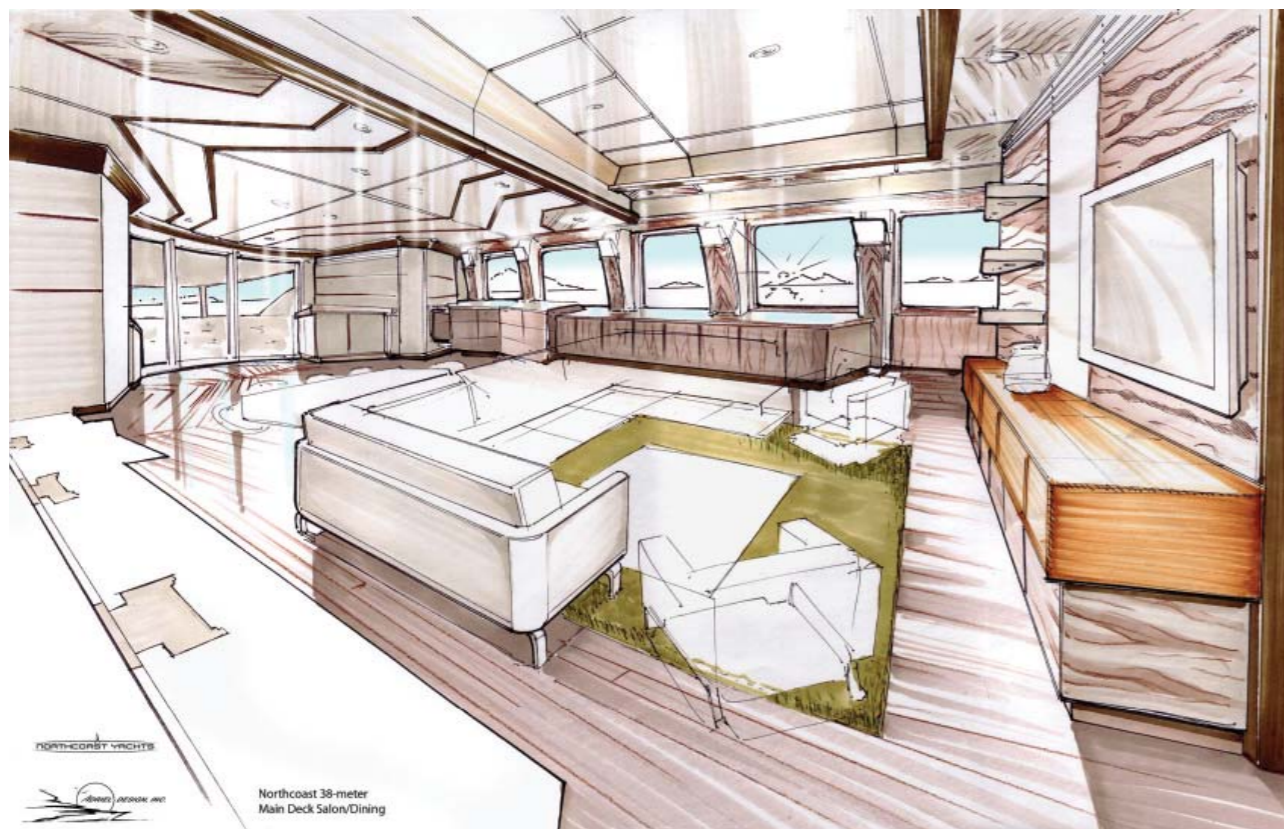
The design of this yacht is different from any other commissions that Adriel Design have had before. The yacht has an angular theme, with “a lot of sharpness, skewed angles, and unique intersections”. Rosewood, Ebony, Wengé and fine Italian leathers blend together with surrounding stones, fine wool carpet and leather tiled floors. The contrast between these materials and the simple lines create a much larger feeling throughout the yacht. Luxuries on board include a whirlpool on the sundeck, flip-down TV in the owner’s suite along with his and her bathrooms, plus ample room for entertaining, dining and relaxing. Adriel Design has ‘designed the joinery and spaces to appeal to a wide variety of yachtsmen’. She has a generous two-level master suite, with open layout all the way into the forward head, which is divided by glass onyx doors.

According to Adriel Design the most interesting feature of the yacht is the stairwell. “The stairs to the pilothouse are suspended polished stainless steel treads that float on aircraft stainless steel wire rope. No centre support,



completely floating!” Add to this the salon, with a 9ft-high overhead, which is unheard of on a yacht of this size, it is easy to understand why Adriel Design wouldn’t have worked on a project like this before. Due for launch in spring '09, we wait with anticipation to see the final visual effect of this yacht.

www.adrieldesign.net
www.northcoastyachts.com
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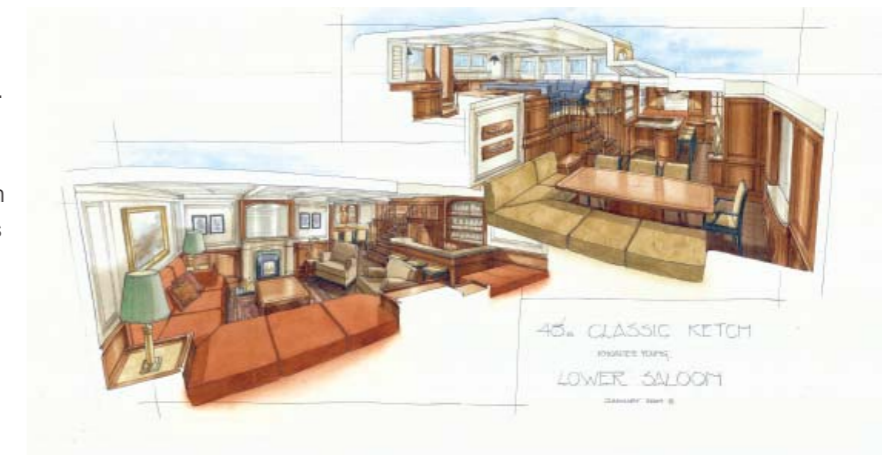


Northcoast 38-meter
Main Deck Salon/Dining

Get in the Spirit

A YACHT INTERIOR DESCRIBED AS “AN intoxicating blend of luxury, comfort and functionality” sounds really quite enticing. This describes the new Spirit of Tradition project, a 49m classic ketch that is to be built at the Royal Huisman Shipyard, with Rhoades Young styling the interior of this vessel.

Due for launch in 2012, the inspiration for this yacht came from the client’s love of the yacht *Maria Cattiva*, the first yacht that Rhoades Young created with Royal Huisman. Spirit of Tradition is not a copy of *Maria Cattiva*, but they have started the design from her first principles and then related and styled the rest of the yacht to the taste of the client. Her alustar hull, tall carbon spars and comprehensive sail plan all mean that this yacht will be powerful and lightweight. The interior of the yacht has been developed to harmonise in design philosophy to the classic pilot cutter



49m CLASSIC KETCH
ENGINEER: RHOADES YOUNG
LOWER SALOON

exterior. Rhoades Young described her as “A rationalised and calm classic interior with a very rich and warm ambiance”. She will use classic references and traditional craftsmanship to offer guests a mellow and invitingly luxurious interior. The ‘jewel of the yacht’ is the owner’s cabin, which is said to have very special and dramatic architecture. The cabin is connected to

the exterior through the aft doghouse at one end, and at the other by a 3m rotunda around the mizzenmast. Her lines draw inspiration from the Pilot Cutters of the late 19th century and the Brixham Trawler, with Dijkstra & Partners detailing an exterior redolent of that era.
www.royalhuisman.com
 VT



Liara Hits the Water



A 'thoroughly modern brainchild' of Dixon Yacht Design was recently launched at Southern Ocean Marine in Tauranga, New Zealand. The PY100 (Performance Yachts 100), *Liara*, is the first of its kind to be christened and has 'fast cruising' written all over. Primarily built as a comfortable cruising yacht, it seems only the best is good enough for *Liara* as she has a hydraulic lifting keel and a carbon

High Modulus-designed and Southern Spars-built mast. Having recently completed sea trials, Bill Dixon commented, "I was delighted with the initial sea trials in Auckland. Even this brief sail vindicated the performance credentials of *Liara*. The light displacement, large rig and stability afforded by the deep keel has made for a very sporty performance... (*Liara*) accelerates effortlessly, is very close winded and has the ability to

sail at wind speed in light/moderate winds." Clearly Bill Dixon is happy with the outcome of his design. Performance Yachts is a young company that currently has four projects at the moment with a 100ft, 109ft, 115ft and 125ft, which it hopes will draw in contracts, even with the current economic climate.

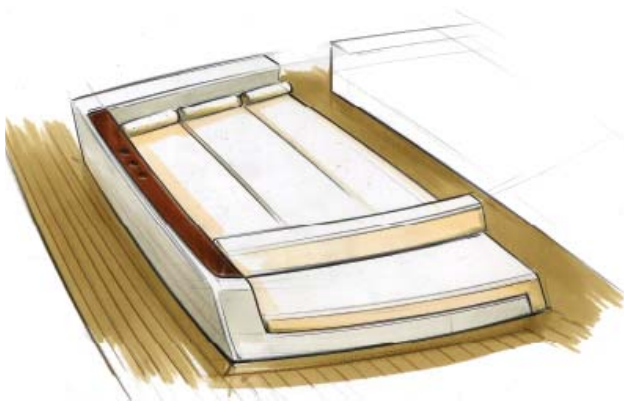
www.performanceyachts.com

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CODE: SI00015



Hot to Trot



Felini Yachts, a corporation based in Monaco with production plants in Italy, has commissioned Hot Lab to design a 44m yacht. This is not the first collaboration that we've seen between these two companies, and will probably not be the last. Hot Lab is a yacht and design studio born five years ago in Milan, in which time they've been involved in over ten yacht projects.

The 44m yacht is a custom project for a private client, which will be built in steel and aluminium and will have three decks and a sunbathing area. The yacht's theme is linear and elegant, with the client wanting to use the yacht for meetings and business in general. For this reason the dining room (part of the 40m² living area on the main deck including a bar with a lounge area), with a 12-person seating capacity, can be closed off with glass sliding doors, transforming it into a business room. On the lower deck there will be two twin staterooms, two VIPs each with bathroom ensembles, as well as the crew area, which has been designed to comfortably house 11 crew members.

The interior is described as 'rich minimal' with ebony, Wengé, fair wool, steel, onyx and glass all featured. The huge living

area uses fair colours, which only makes the rooms seem brighter and lighter. The master bedroom is situated in the fore area of the main deck featuring a huge king size bed in the centre of the room with a 180 degree panoramic view. Powered by two Caterpillar 3512b engines, she can cruise at a speed of 14 knots with ease. Living areas are not just confined to the inside of the yacht, an exterior dining area is on the upper deck, with a staircase that goes to a sun deck with wet bar, wash basin, grill, two refrigerators, Jacuzzi, shower and sunbeds.

The launch date for this yacht has not been decided, but we're hoping to see it in action by the end of 2011. Hot Lab will be busy this summer with launching a new 38m yacht from an Istanbul shipyard as well as a 30m yacht from Crotona in Italy, both for private owners, along with their first sketches coming together for a 90m – let's hope it's as hot a summer for us as it is for Hot Lab.

www.hotlab.it

www.feliniyachts.com

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Benetti's Boast

You can't blame Benetti for boasting about their list of triumphs. Any shipyard that is lucky enough to have two launches, the arrival at the shipyard of hull number 1 of their new Imagination line and a full order book, 75% of which is already sold, for deliveries up to 2011, should be pretty pleased with themselves.

Going through the list, the first of Benetti's accomplishments is the launch of 45m *Harmony III* (below right), hull number 12 of the composite Benetti Vision line at the Viareggio facility. This particular yard has seen as many as 38 launches of the successful Benetti

Classic and Benetti Vision composite lines so far. *Harmony III* has been styled to the owner's tastes with yellow and cream fabrics, cherry gloss and a large use of precious marbles and stylish steel details. She can sleep 12 guests and nine crew members whilst speeding along at half load at 15 knots. The second launch for Benetti gave the Livorno shipyard a chance to shine with the 65m FB247 *Silver Angel* (below left). She is scheduled for delivery at the end of April and is the latest born among the Benetti steel yachts. Her streamlined exterior is the result of the experienced

designer Stefano Natucci, who was also responsible for her interiors in collaboration with the London interior design studio, Argent Design. What is most evident about this yacht is her 1,200m² of black glossy oak, 700m² of marbles with fine white onyx for the interior areas and travertine for the external areas.

Last on the list is the *Imagination* (bottom) line, of which the first hull has already reached Livorno, and will be ready for delivery in 2010.

www.benettiyachts.it

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